

# MOTORSPORT NEWS

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# RICCIARDO

**BEATS THE ODDS IN MONTE CARLO**



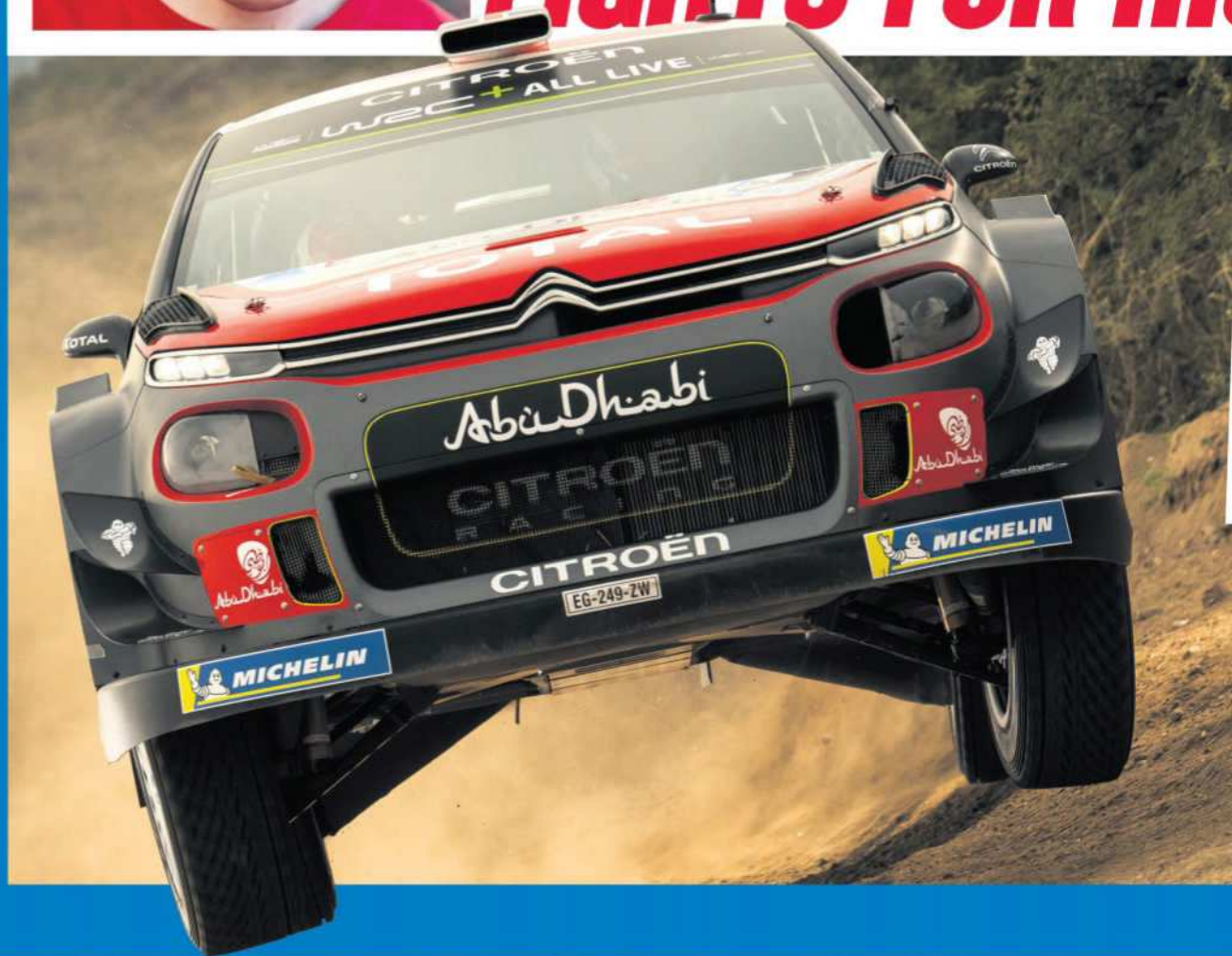

**RED BULL ACE CLINGS ON FOR FAMOUS VICTORY P4**

## Citroen sacks British driver after Portugal crash



# MEEKE

## FIGHTS FOR HIS FUTURE



Portugal accident was the last straw for Citroen

**By David Evans**

**Kris Meeke faces a battle for his World Rally Championship survival after he was dropped by Citroen last week.**

Citroen team principal Pierre Budar telephoned the Northern Irishman to tell him his contract was terminated following Meeke's sizeable Rally of Portugal crash.

Hyundai team manager Alain Penasse said there would be interest in Meeke. "He's a guy who can win you two rallies a year - he shouldn't be on the bench."

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### WORLD RALLYCROSS TAKES OFF AT SILVERSTONE



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

**Northern Irishman is on the brink after**

**By David Evans**

**Kris Meeke faces the task of rebuilding his World Rally Championship career after he was sacked by Citroen following his massive Rally of Portugal crash.**

The Dungannon driver has limited options available to him following last week's news, but Hyundai and Toyota have both expressed an interest in Meeke. The 38-year-old was unavailable for comment when MN contacted him earlier this week, but sources close to him have said he is angry and upset at Citroen's decision.

The chances of Meeke finding a way back into the WRC this season are remote, but there could be potential when the driver market starts to move at the end of the season.

Hyundai's Alain Penasse said he thought Meeke still had plenty to offer in the WRC.

"For the moment there's no contact [with Meeke], but it depends on how the driver market is," he said. "There's no doubt that Kris Meeke is a driver who can win WRC events; he is very fast, but very inconsistent - we have seen this throughout his career, which is going up and down. He's got the speed and he's not somebody you would have sitting on the bench; he's like Jari-Matti Latvala: a driver who's not so consistent, but will win you one or two rallies a year."

"We consider all drivers, especially guys who are free and on the market. It's a bit early now, but we have to see what happens. For sure I can imagine there's going to be some interest in Citroen [and Meeke's seat] now. Last year Citroen wasn't really a danger, but now they have good results and I'm sure drivers will consider them."

"Obviously we have Dani [Sordo] and Hayden [Paddon] on limited programmes and if you put another year of seven rallies against a full programme with Citroen, they would probably be quite interested in that. I don't think those guys will be happy to share a car again."

Budar accepted there were deficiencies with the C3 WRC last

Prior to signing for Citroen at the end of 2015, Meeke had lengthy negotiations and was offered a deal by Toyota. Prior to last week's news, Toyota team principal Tommi Makinen confirmed he would be interested in talking to Meeke about a potential future deal.

M-Sport Ford World Rally Team principal Malcolm Wilson told MN: "It's sad that we're losing a potential rally winner out of the championship, there are not so many of those about. It's also sad that we're losing a front-running British driver when we're making such good strides with the sport of rallying in this country."

Asked if he would be interested in signing Meeke, Wilson said: "I'm very happy with my current driver line-up."

Citroen team principal Pierre Budar said he was left with no alternative after Meeke's crash. The news broke on Thursday afternoon following a blunt statement from France stating last year's Rally Spain winner was out "due to an excessively high number of crashes, some of which were particularly heavy and could have had serious consequences with regard to the crew's safety".

Asked to explain the safety aspect of the statement, Budar said: "Because this is a dangerous sport, you have to be able to deal with this danger. When you think about Portugal, you are in a situation when the car is perfect. The pacenotes were supposed to be perfect, it's the same pacenote used in the same stage in previous years. I think this was at least the third time they go through this stage with the same note with no modification. And you have no pressure because your position in the ranking doesn't allow you to reach anything. Regarding all of this, you are supposed to be in a position where you are safe on the road. You know the result, meaning it's not under control. We don't have anymore the control on the situation. If we lose the control, then we can wonder what will be next."

Budar accepted there were deficiencies with the C3 WRC last



**Meeke's been sacked**

season, but he pointed out that Meeke should have adapted his driving more.

He added: "In that case you have to be able to deal with the car even when it is not perfect. As a driver, you have to consider how to get the car back safely when there is no reason to take all the risks."

MN's sources said the aftermath of Meeke's crash left a strange atmosphere at Citroen.

"It was not normal," the source said. "When the car came back, it was not nice. We all were looking, but nobody was talking, nobody wanted to say nothing. Kris and Paul were not hurt, that was all we cared for, but the feeling was not like normal. This was a horrible crash, but nobody talked to that. I think some of us knew then, this was not going away."

The decision to sack Meeke was finally taken on Thursday morning. PSA Group CEO Carlos Tavares and Citroen CEO Linda Jackson were involved in what Budar described as "a company decision". Meeke was informed on Thursday and Budar is adamant he was told before the communication was issued.

"You can expect we did this properly," he said. "I had Kris on the phone before the press release was sent. I can understand it's difficult for him to accept this decision and I can understand he is angry. I must say, in terms of people, I really appreciate Kris and Paul. They are really nice guys. I know we can see some quite difficult things in the press now."

**THE HIGHS AND LOWS OF MEEKE'S CAREER**

**HIGHS**



British Junior title came back in 2002

**2000**  
Wins MN/ Peugeot find a rally driver competition to drive on Bulldog National Rally, finishes fourth in a 106

**2002**  
Wins British Junior title and gets Colin McRae as his manager

**2005**  
Signs for Citroen Junior team and wins JWRC on Monte Carlo

**2008**  
One-off outing in Germany, leading Ogier's factory Citroen by miles in a tired Clio S1600 when he suffers electrical failure on final stage

**2009**  
Won IRC title with Peugeot

Winning the IRC title was a major milestone

**2006**  
Dropped from Citroen team after showing great speed, but making too many mistakes



He joined Citroen for 2005

**LOWS**

# HEADLINE NEWS

Photos: mcklein-imagedatabase.com

collecting his P45

# MEEKE CLINGS ON TO HIS TOP-FLIGHT WRC CAREER



Citroen blamed a lack of control for decision

### 2011

Signs for Prodrive-run Mini team in WRC, but loses his drive when the team runs out of cash at the end of the year

Mini gave Meeke a WRC chance, albeit briefly



### 2014

First full season in the WRC with Citroen. Racing starts with podium on the Monte

### 2013

Drives factory DS3 WRC in Finland and Australia and shows stunning pace, but crashes out of both events

### 2015

Scores first victory in the WRC in Argentina

First WRC win in Argentina



### 2016

Back-to-back WRC wins in a DS3 WRC in Portugal and Finland while he's taking a year out to develop the C3 WRC

### 2017

Monte Carlo/ Sweden C3 WRC starts the season and is 'undrivable' in changeable conditions

### 2017

Mexico Wins in South America despite crashing into car park on the final stage



Mexican win was so nearly lost after error

### 2017

Spain Final win with Citroen



Spanish win was commanding

### 2017

Germany Crashes on the Saarbrucken superspecial in Germany

### 2017

Sardinia Dropped for Poland after three crashes in as many rallies

Portugal was the final straw

### 2018

Crash in Portugal leads to him being given the axe four days later



# MONACO GP REPORT

BY ANTHONY ROWLINSON

*Australian banished the memories of two years ago*



Ricciardo gained some "redemption" with win

## PAYBACK FOR

**O**nly one man left Monte Carlo with a smile on his face this year: Daniel Ricciardo, who slayed the demons of his bitter 2016 win-that-got-away with a calculated, immaculately judged victory. Elsewhere there wasn't much to smile about...

### Qualifying

Judged on lap times alone, the difference in ability between Ricciardo and Max Verstappen around Monaco in their pacesetting Red Bulls was infinitesimal. After final practice, their PBs were a mere thousandth of a second apart: 1m11.786s for Ricciardo; 1m11.787s for Verstappen.

But the gulf in their attitude and mentality is, apparently, vast.

As Ricciardo sat at the top of the timesheets in the last minutes of FP3, Verstappen tried one more glory run. All aggression to Ricciardo's athleticism, he took a touch too much inside kerb exiting the Swimming Pool, skipped wide and clattered the barrier. The shunt wiped off the right-front corner of his RB14 and swiped the rear hard enough for a gearbox change to be

required. Result: no Verstappen in qualifying when the team had been eyeing a front-row lockout. The shunt was his sixth in six race weekends and for all his gifts and status as the natural heir to Michael Schumacher – a young man whose talent will define the coming F1 generation – Verstappen is still making a lot of mistakes.

Of course he was trying hard in a high-downforce car almost perfectly suited to this most sinuous circuit – "If you're more than an inch away from the barrier there you're a w\*cker" noted a watching Jolyon Palmer – but he didn't have to be trying *that* hard, then.

His team-mate, by contrast, simply oozed confidence both in his own brilliance here and in that of the machine gifted to him. Early in Q2 he set a new circuit record: 1m11.353s. And there was more to come. He scorched around Monte Carlo's storied streets in 1m10.810s for pole – the only man to break into the 1m10s. Fastest in all sessions Ricciardo was taking no prisoners. The memory of 2016 here when he was similarly dominant and started from his only previous pole position had to be exorcised: this was a Dan on a mission, and he admitted it. "Obviously I need to finish the job tomorrow, but I'm pumped," he said. "We didn't really change much on the

car all weekend, so I could just build up, find my rhythm and have some fun. I love this place. We had a great package all weekend so I didn't need to over-drive. I just had to keep hitting my marks and reach my personal best levels."

There are lessons here for Verstappen, should he wish to heed them.

Verstappen's shunt aside, Red Bull's performance advantage was marked, if not unexpected. Its chassis produces more downforce than that of any rival and, on a circuit that rewards grip and balance like no other, its edge against the others was clear.

The tussle between Mercedes and Ferrari for next-best placings was close. Neither chassis is short-circuit optimised, but the Ferrari's inherently grippier nature swung the fight Sebastian Vettel's way. He'd start P2 with 1m11.039s, despite going too deep into Rascasse on his best lap and losing any chance of pole. "I was pretty happy with my lap," he said, "but there's always the feeling that there's a little bit more. We played around with the set-up, trying to squeeze out everything and we've put ourselves in a good position. We knew Red Bull would be strong and the best man is on pole. Dan did the job and that's what it's about. Let's see tomorrow. This is one of the longest and most fascinating races."

Lewis Hamilton made it three teams in the first three places, after coaxing his grip-light W09 into a Ferrari-splitting position. Like Vettel, he was philosophical about the Red Bull's advantage, reasoning that Monaco was an outlier for a design team focused on season-long competitiveness.

"Dan did a great job, but we knew it would be like this," he said. "It was a question of grip, mostly, that kept us back. Over 21 races our engineers have to make sure the car works at the majority of tracks. We don't mind if Red Bull has the upper hand here."

A purple first sector on his final flier briefly suggested Hamilton was a pole contender, although he reckoned second was the best he could have done. "P2 was on the cards, which is a little bit painful," he said.

Last year's pole man Kimi Raikkonen in P4 and Valtteri Bottas in P5 kept the top three rows looking familiar, although Bottas, like his team-mate, lamented a lack of outright grip, which had prompted Mercedes into an (unsuccessful) experiment with ultrasoft Pirellis in Q2. Hypersofts were the only way to go.

Alongside him, with one of the laps of the session, was Esteban Ocon, who took full advantage of Verstappen's absence to post a stellar P6 for Force India. With team-mate Sergio Perez in P9, the squad yet again showed what a potent race team it is, despite operating on a budget so stretched it seems certain the crew will be under new ownership within weeks.

Splitting them were Fernando Alonso in P7 and Carlos Sainz, P8 – the two Spaniards again exerting mutual attraction. Alonso, downbeat after free practice, was notably feistier post-qualifying and praised his team for continuing to hone the McLaren

MCL33. "P7 is great and actually a nice surprise," he said. "In practice we were not balanced, but we made a lot of changes and the car performed quite differently in qualifying. It felt good – more together, like the front and rear were connected..."

Sainz was delighted to have out-done team-mate Nico Hulkenberg (P11) who "made a mistake under braking coming out of the tunnel" and confessed to the sheer awesomeness of the lap times being conjured by 2018-spec F1 cars. "The speeds we are doing are pretty crazy," Sainz smiled.

Happy, too was Toro Rosso's Pierre Gasly, closing the top 10. Who'd have guessed he'd be second fastest Red Bull driver at Monaco...?

### Race

"Thank God that's over," said a thoroughly jaded Hamilton after finishing third at the 2018 Monaco Grand Prix. "I think that was the most boring race I have ever participated in."

"Yep, we agree mate," concurred his Mercedes race engineer Pete Bonnington. But weren't they being a little harsh? Certainly there had been little to entertain a racer like Hamilton, who ran low on grip with increasingly degraded ultrasoft Pirellis for 66 laps. And watching the top five – Ricciardo, Vettel, Hamilton, Raikkonen, Bottas – circulate for just under two hours at a somewhat less than full racing speed, didn't make for obvious spectacle.

In the cockpit of car number three, however – Ricciardo's Red Bull, which led from pole to chequer – brilliance was being played out. The foundation of his win, as always at Monaco, was his simply awe-inspiring Saturday qualifying performance, which eclipsed all peers from rival teams, while also reminding his whip-crack



Hamilton said he was "bored"



Verstappen made things happen



Williams had a shocker... again

*'Ocon was a star of the weekend'*  
Force India shines, below



# ROUND 06

Photos: LAT



# RICCIARDO

team-mate that a slightly older head had learned a thing or two these past eight seasons – not least that F1 success is built not only on always being fastest.

Whether or not Verstappen would have challenged Ricciardo for pole and win is moot: his needless FP3 prang put him out of qualifying and an MGU-K change – possibly shunt-related – means he'll face a grid drop the next time he needs a new one (only two are allowed per season, without penalty).

As it was he raced combatively and without incident, but only to ninth place. Given Ricciardo's technical problems, which would emerge early in the race, it's fair to say this was a victory blown for Verstappen.

No matter, for the weekend's most worthy driver *did* take victory – bringing "redemption" for the lost win of 2016. And the nature of his triumph is one that will be recalled by all students of F1 history: he didn't give up, even in a car crippled by the loss of MGU-K electrical power (worth around 160bhp) from lap 18 and using only six (of eight) gears. That compromised performance left Ricciardo lapping almost laughably slowly – routinely more than eight seconds off his own pole pace – but still able to hold the lead from Vettel and a tyre-troubled Hamilton.

Two years ago this race didn't want Ricciardo to win and a fumbled pitstop cost him a seemingly certain victory. It didn't want him to win in 2018 either, but he succeeded in facing down that jinx in memorable style.

"It was a serious problem and he managed it," said Red Bull motorsport adviser Helmut Marko. "It was unbelievable. I don't think any other driver could have done it. But he changed set-up, he changed driving style. Unbelievable."

Ricciardo's second 2018 win makes it two-all between himself, Vettel and Hamilton, for three different teams, lending increasing weight to suspicions that a three-team battle will sustain the championship, with these three stars as the drivers' title protagonists.

While Hamilton left Monaco well clear in the drivers' chase, on 110 points – comfortably ahead of Vettel on 96 and well up on Ricciardo's 72 – all three men will take comfort from their podium finishes. Ricciardo's cause of satisfaction is obvious; Hamilton can be happy with a podium in the third-fastest car that on paper should have finished no better than fifth. Meanwhile, Vettel's P2 represented the best result that could have been hoped for against faster opposition.

Graciously, Vettel admitted as much, recognising that his former team and team-mate had pulled one out of the bag: "We had the pace today but Dan had the answers at all times," he said. Vettel identified Hamilton's lap 12 pitstop – when Mercedes attempted an aggressive undercut by switching its man early to ultrasofts – as a key moment when the outcome *might* have changed, but didn't.

"Daniel was still a bit stronger than [his technical woes were yet to emerge] and they were ultimately the quickest team. They did a great job," said Vettel.

Quite how this three-way tussle plays out over the year will emerge race by race, of course, but it seems certain there will be no dominant car/driver combination this season, even if Hamilton remains the title favourite.

Behind the lead trio, matters remained static, yet interesting. Raikkonen finished barely a second behind Hamilton, though never looked like passing him, while Bottas – a mere

0.7s behind the Ferrari at the flag – at one stage looked a likely winner.

Around lap 40, after his lap 17 stop for supersofts, Bottas appeared to be easily capable of an untroubled run to the flag, on a slightly harder compound than the quartet ahead. Each of those four were suffering visibly (and audibly!) with degrading ultrasofts by this stage, with almost half the race still to run. In the event, Ricciardo's 'win-at-the-slowest-possible-speed' approach helped prolong the life of the struggling purple-walled rubber, to thwart Mercedes' canny gamble. It could so easily have paid off...

Behind Bottas, Ocon delivered on Force India's qualifying promise, maintaining his P6 qualifying position. And Gasly, P7, was a contender for driver of the day, after gaining three places from his starting slot and fending off the urgent late attentions of a hungry Hulkenberg. Here was an example of a smart strategy working out. Gasly ran a remarkable 39 laps on hypers, before closing out the race on supersofts, yet still having enough pace to fend off the hypersoft Hulk. Gasly continues to impress, even as Toro Rosso team-mate Brendon Hartley suffered more grief after being clattered out of the race on lap 72 by Charles Leclerc. The local hero said he'd "run out of brakes" approaching the chicane, making contact with Hartley unavoidable; both would retire (as did Alonso, with gearbox failure).

Sainz closed out the points finishers unappled, but 43 seconds distant from Verstappen, ahead; his attempt to run 62 laps on a single set of ultrasofts proved futile. "Scoring just a point feels very, very bitter," Sainz lamented.

Ricciardo aside, his sentiments echoed loud around the streets of Monte Carlo.

## RACE FACTS

Results © 2018 Formula One Administration Ltd



### MONACO

**Circuit:** Circuit de Monaco **Lap:** 2.075 miles  
**Race distance:** 161.887 miles **Laps:** 78  
**Lap record:** 1m 14.260s (Max Verstappen, 2018)  
**2017 winner:** Sebastian Vettel (Ferrari)

DRS Activation zone



**Date:** May 27  
**Weather:** Sunshine

### TYRE CHOICE

Option  
SUPER SOFT



Prime  
ULTRA SOFT



Prime  
HYPER SOFT



## RESULTS

### FIA Formula 1 World Championship, round 6/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Daniel Ricciardo	AUS	Red Bull-Renault	1h42m54.807s
2	Sebastian Vettel	GER	Ferrari	+7.336s
3	Lewis Hamilton	GBR	Mercedes	+17.013s
4	Kimi Raikkonen	FIN	Ferrari	+18.127s
5	Valtteri Bottas	FIN	Mercedes	+18.822s
6	Esteban Ocon	FRA	Force India-Mercedes	+23.667s
7	Pierre Gasly	FRA	Toro Rosso-Honda	+24.331s
8	Nico Hulkenberg	GER	Renault	+24.839s
9	Max Verstappen	NED	Red Bull-Renault	+25.317s
10	Carlos Sainz	ESP	Renault	+1m09.013s
11	Marcus Ericsson	SWE	Sauber-Ferrari	+1m09.864s
12	Sergio Perez	MEX	Force India-Mercedes	+1m10.461s
13	Kevin Magnussen	DEN	Haas-Ferrari	+1m14.823s
14	Stoffel Vandoorne	BEL	McLaren-Renault	-1 lap
15	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
16	Sergey Sirotkin	RUS	Williams-Mercedes	-1 lap
17	Lance Stroll	CAN	Williams-Mercedes	-2 laps
18	Charles Leclerc	MON	Sauber-Ferrari	L70/collision
19	Brendon Hartley	NZL	Toro Rosso-Honda	L70/collision
R	Fernando Alonso	ESP	McLaren-Renault	L52/gearbox

Winner's average speed 94.293mph Lap leaders: Ricciardo 1-78

### FASTEST LAP | VERSTAPPEN 1m14.260s

ON LAP 60 (AVERAGE SPEED: 100.525mph)

## QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Ricciardo	1m10.810s	11	Hulkenberg	1m12.411s
2	Vettel	1m11.039s	12	Vandoorne	1m12.440s
3	Hamilton	1m11.232s	13	Sirotkin	1m12.521s
4	Raikkonen	1m11.266s	14	Leclerc	1m12.714s
5	Bottas	1m11.441s	15	Hartley	1m13.179s
6	Ocon	1m12.061s	16	Ericsson	1m13.265s
7	Alonso	1m12.110s	17	Stroll	1m13.323s
8	Sainz	1m12.130s	18	Grosjean	1m12.728s*
9	Perez	1m12.154s	19	Magnussen	1m13.393s
10	Gasly	1m12.221s	20	Verstappen	**

\*Three-place penalty for causing a collision at the Spanish GP \*\*10-place penalty for an additional power unit element, five-place penalty for a replacement gearbox, car permitted to start



Gasly ended up as second Red Bull driver

## CHAMPIONSHIP POINTS

### DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	110
2	Sebastian Vettel	96
3	Daniel Ricciardo	72
4	Valtteri Bottas	68
5	Kimi Raikkonen	60
6	Max Verstappen	35
7	Fernando Alonso	32
8	Nico Hulkenberg	26
9	Carlos Sainz	20
10	Kevin Magnussen	19

### CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	178
2	Ferrari	156
3	Red Bull-TAG Heuer	107
4	Renault	46
5	McLaren-Renault	40
6	Force India-Mercedes	26
7	Toro Rosso-Honda	19
8	Haas-Ferrari	19
9	Sauber-Ferrari	11
10	Williams-Mercedes	4

## NEXT RACE: CANADIAN GRAND PRIX, JUNE 10

# RACING NEWS

## F1 ROUND-UP

### Battery fine

The FIA has cleared Ferrari of any wrongdoing after concluding an investigation into its battery usage during races. There had been suggestions that Ferrari had found a clever workaround to allow the system to deliver more power than it should. FIA race director Charlie Whiting said Mercedes' technical head James Allison first questioned the system at the Azerbaijan GP. The FIA opened an investigation, but found nothing untoward. Whiting said: "In Spain Ferrari took some measures to make sure we understood [what the system was doing] and that we were seeing things we were happy with."

### Leclerc let off

Sauber driver Charles Leclerc will face no further action over his accident with Brendon Hartley in Monaco. Leclerc slammed into the rear of Hartley's Toro Rosso after suffering brake failure on the exit of the tunnel. The accident put both drivers out. The stewards found that the clash was prompted by "the failure of the front-left disc, and not through the fault of either driver". Whiting added: "If you watch the video, Charles braked 175 metres from the chicane. I think he was nursing the brakes a bit. You can't blame him, poor lad."

### Power fraction

Red Bull has estimated Daniel Ricciardo won in Monaco with a car that was 25 per cent down on power. "He lost about 25 per cent of the power of the engine," said Christian Horner. "And then, because of the way these engines work, his rear brake temperatures are going through the roof. We saw it with Lewis Hamilton and Nico Rosberg a few years back in Montreal. He's having to cool the brakes, cool the car, lifting off to do that. He couldn't make a mistake."

### Sainz disaster

Carlos Sainz says his 10th place in Monaco felt like a "disaster". Sainz started from eighth but struggled with his tyres after trying to make a set of ultrasoft Pirellis last 63 laps. "Scoring just a point feels very bad," he said. "It's very bitter. I think the race was a disaster from the start. Even though I was saving tyres, the fronts degraded a lot and the decision to go to ultrasofts on lap 15 was not the most appropriate."

### Sacrificed Stoff

Stoffel Vandoorne reckons McLaren sacrificed his Monaco GP strategy to favour Fernando Alonso. The Belgian was just outside the top 10 when he made a later pitstop than his immediate rivals, while Alonso was brought in and rejoined in clean air in front of the sister car. When asked if his strategy was called to boost Alonso, Vandoorne said: "It feels that way. We should have pitted five laps earlier. Disappointing."

# DRIVERS HIT OUT AT 'BORING' MONACO

## Race format in question after lacklustre GP



Ricciardo leads everyone in formation

By Robert Ladbrook

Drivers have questioned Monaco's suitability as a modern Formula 1 venue after a lack of action led to some labelling last weekend's grand prix as the "most boring race ever".

A combination of the slow-speed nature of the Monte Carlo track and Pirelli's new hypersoft tyre compound meant that the race became more about conservation.

Daniel Ricciardo led home a top six that was unchanged from its qualifying order, as nearly all the drivers opted for a one-stop strategy. As well as losing around 25 per cent of his

engine power due to an energy recovery issue, Ricciardo lapped around nine seconds slower than his qualifying pace and still won.

McLaren's Fernando Alonso was the most scathing. The Spaniard ran seventh before retiring with a gearbox failure.

When asked what he thought about racing at Monaco with the current, wider more powerful F1 cars, Alonso said: "It's extremely boring. I mean, this is probably the most boring race ever. Without a safety car, without yellow flags, the sport needs to think a little about the show because this is very disappointing. Probably the most boring race ever in F1."

"But it's Monaco, that's the way it is. We just start in our qualifying position and we run until the chequered flag in that position. We probably need to give something to the fans at the end of the race, just to pay the ticket back a little."

Alonso's comments are telling considering he opted to skip this race last year to instead take part in the Indy 500 in America, a race that he labelled "the race of the day" on his Twitter feed on Sunday.

Mercedes' Lewis Hamilton was also frustrated, having pitted on lap 12 before nursing a set of ultrasoft tyres for 66 laps. After admitting to "literally cruising" for much

of the race, Hamilton suggested a shake-up to the Monaco weekend was needed.

"It [Monaco] has the biggest build-up and is the most special race of the year, but it's a shame that the race isn't as exciting as the spectacle and the track is," he said. "Maybe it's got to be a different format here? It's got to be more mixed-up. Look at NASCAR – they throw out a bunch of safety cars for no reason to bunch the pack up. Or maybe we need two races here? But that was just the longest 78 laps ever."

Kimi Raikkonen added: "Qualifying dictates most things here. Not a lot happens. The start is the next deciding

part, then whoever is in front dictates the speed. There needs to be a massive mistake to get past. We end up just driving around. Not the most exciting."

Ricciardo said he felt the nature of the circuit was more to blame than the new softer tyres, which will also be used at the next race in Canada.

"Because it's a tight circuit you can take the p\*ss a little bit with going slow," he said. "There were times when I was really cruising, but the circuit allows you to do that, because it's that hard to overtake."

"I don't think we'll be able to settle into that kind of rhythm at a place like Montreal. I think it's more circuit dependent."

## Verstappen must stamp out mistakes, says Red Bull after his costly accident

Max Verstappen has admitted that he needs to stamp out costly mistakes, such as his practice accident that denied his Red Bull Racing team a potential 1-2 finish in Monaco.

The Dutchman hit the barriers hard at the Swimming Pool section after initially clipping the inside barrier and breaking his steering. The damage was

sufficient for him to miss qualifying, denying the Red Bull team a potential front-row lockout after both cars had looked unbeatable around the Principality.

Team head Christian Horner said: "This place bites hard and he [Max] got bitten hard in a session that doesn't really count for anything. He's in a car capable of winning this

grand prix, and that will hurt him because you don't get many chances to win Monaco. He needs to learn from it and stop making these errors. I hope [this crash forces him to learn], because I don't know what else will."

Helmut Marko added: "I think he [Max] is not patient enough. He wants always to be the fastest, but the result is only when you cross the line.

He needs to be more patient, judge the situations better."

Verstappen, who fought from the back of the grid to ninth, said: "Deep down I'm disappointed as we could have had much better if I hadn't made the mistake. I have learned throughout my career that it is easy afterwards to say it could have been like this or that, but I have to look at myself."



Verstappen: practice woe

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*'Lundqvist takes another victory'*  
British F3 report, p24



Photos: LAT

# WILL POWERS TO INDY 500 WIN



Maiden Indy 500 victory for Power

Will Power took his maiden Indianapolis 500 victory and the 17th win in the event for Penske after a six-lap dash to the flag, after Tony Kanaan's late crash caused the seventh caution in an attrition-filled race. Power made his final stop on lap 171 of 200 running a conventional five-stop strategy like most of his rival frontrunners. But Kanaan's spin and crash at Turn 2 opened the door to the three one-off entries of Oriol

Servia, Jack Harvey and Stefan Wilson – who sat out last year for Fernando Alonso to race. On the final restart, Power was able to bide his time, passing Servia, then taking the lead again when Harvey and Wilson were unable to stretch their fuel sufficiently to make the flag. "It's overwhelming, amazing," said Power. "It's funny, you forget where you are, you're so immersed in the race. You don't even realise. "On the white flag lap I started screaming because I knew I was

going to win it. Unbelievable, I've never been so excited." Polesitter Ed Carpenter and Power led the most laps of the race, but Power was able to largely take control of the race from the ECR team owner before the midway distance. The two largely matched each other in stint length, but Carpenter had no answer to Power late on and finished second. "The first restart I had behind [Power] I had a good run, I think I could have passed him, and I

was like 'I'll just sit here and save fuel' and work on him on the exchange," said Carpenter. "And then we got all those yellows [near the end]. Then it made it not a fuel race any more. "So that's the one moment in hindsight that I kick myself, but at that moment it seemed like the right decision." Danica Patrick started seventh in her final career race but fell to the outside fringes of the top 10 before she spun at Turn 2 and into the wall before half distance.

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**Joe Gibbs Racing's Kyle Busch dominated the NASCAR Cup race at Charlotte to pick up his fourth series win of the season. Starting from pole position, Busch led 377 of the race's 400 laps to take his first victory at Charlotte, the only circuit on the calendar he had not previously won a points-scoring race at...**  
Alex Peroni and Charles Milesi both

took a victory and runner-up spot during the two Formula Renault Eurocup races at Monaco. Championship leader Yifei Ye claimed two fourth places to extend his lead over Christian Lundgaard...  
**Nick Yelloly claimed a lights-to-flag victory in the sole Porsche Supercup race in Monaco, ahead of reigning champion and current series leader,**

**Michael Ammermuller, and Dylan Pereira...** The World Endurance Championship's LMP1 privateers have been handed a power reduction for the Le Mans test day next month. They will be allowed 108 kilogrammes of petrol per hour rather than the 110kg/hr at which they raced in Belgium. The fuel flow rate for the Toyota TS050 HYBRID remains unchanged...



Busch won Coca-Cola 600



Step down: Smith will stop with factory Bentley drive

### Smith eyes future British GT career

Le Mans 24 Hours winner Guy Smith expects to continue racing, maybe in British GT, after stepping down from the factory M-Sport Bentley team. The 43-year-old Briton, who won Le Mans with Bentley in 2003, raced for the final time as a Bentley factory driver in the Blancpain GT Series Endurance Cup at Silverstone but has said he could imagine returning to the cockpit at a lower level.

"I'm not able to devote the time that I believe is necessary to this kind of programme, but I could imagine racing in a less-pressured environment," said Smith. "If it was going to be in GTs, it would have to be a Bentley and I could imagine racing in the British GT Championship, the Blancpain GT Series Asia, or something like that."

### Norris extends F2 standings lead

After a nightmare weekend for his rivals, Lando Norris extended his Formula 2 title lead at Monaco last weekend, although he also suffered two crashes, a drivethrough penalty and a virtual safety car infringement. Norris apologised to his Carlin team after a crash in qualifying left him 17th on the grid. He'd attempted to take the Swimming Pool section flat, but carried too much speed into the exit and crashed.



Crash for Norris

In the race he started on supersoft tyres and multiple safety cars played to his favour. He punted Ralph Boschung at Anthony Noghes, earning a drivethrough, but recovered to sixth. "I need to apologise to Ralph, I don't want to wipe anyone out as that makes me look bad," he said. In the sprint race he took third after being second on the road. He exceeded the virtual safety car limit by over a second, which when applied dropped him behind Louis Deletraz. Ferrari junior Antonio Fuoco won the race. Artem Markelov won the feature race and takes second in the

### F2 STANDINGS

DRIVER	PTS
Lando Norris	98
Artem Markelov	71
Alexander Albon	71
George Russell	62
Jack Aitken	49
Nyck de Vries	46

standings, 27 points behind Norris. Alexander Albon crashed into Nyck de Vries at the pitlane entry while leading the Dutchman, and both failed to score points over both races. George Russell crashed twice, while his team-mate Jack Aitken was robbed of a good result when a throttle pedal sensor broke when he started second for the sprint race.

## F1 RACING EDITOR

# ANTHONY ROWLINSON

**"Mika is the essence of a world champion"**



**A**nd to think we used to regard him as not much of a talker. Mika Hakkinen, that is, the highest-altitude of all those fabulous Flying Finns – in F1, at least, if not in rallying, where four-time champion Tommi Makinen reigns supreme.

Back in the day, when Mika was (probably) the fastest thing on the planet (we're talking '98-2000, when he won back-to-back titles and was only robbed of a triple by Mercedes engine unreliability), media types used to categorise him as a driver 'to write about', not one 'to interview'.

This, because Mika was famously guarded and wary of misinterpretation by unscrupulous hacks. Only those very few who gained his trust and who were allowed a glimpse into the world of this funny, intelligent and (of course) stunningly fast driver saw a different side to the otherwise inscrutable racing automaton.

Matt Bishop, esteemed former editor of *MN's* sister title *F1 Racing* (aka 'my old boss') was one such and he'd regale those of us who worked alongside with tales of ice-lake diving in Mika's native land and improbable vodka-thawed evenings around a snowy campfire, somewhere up in the arctic circle.

For most of us, however, 'The Hakk' remained an impenetrable racing edifice – someone to admire and respect, not warm to.

But – news just in – Mika's changed. Or, rather, the force field he generated around himself to race successfully against – and beat – Michael Schumacher in his prime, has been switched off, now that he no longer faces that unenviable task week-in, week-out. Modern Mika, a Monaco resident, with several children and a fulfilled post-competition lifestyle, is a happy man and, against all expectations, a garrulous partner in light-hearted interviews, such as that conducted by *F1R* over the Monaco weekend.

He'd stationed himself at Tabac for this year's F1 extravaganza, on a yacht upon the decks of which was mounted his '98 Monaco GP-winning McLaren MP4-13.

Quite the statement for a man once regarded as reticent and ill-disposed to public displays of any kind. And from here Mika was more than comfortable in answering questions about his near-fatal '95 Australian GP shunt, his fondness for tortoiseshells and the time his ex-Lotus team-mate Johnny Herbert tried to join him in a bath, while they were 'roomies' at the French GP.

It's very easy, now, to reappraise Hakkinen and view him just as the sunny guy he probably always was, but who hid his light in order to be able to race at 'maximum attack'. Very welcome that new prism is, too.

But let's never forget that flashing sliver blade of a racer, well capable of beating anyone for speed and who, for a certain generation of fan (yes, 'self included'), represents the very essence of what it means to be a world champion racing driver.

**AGREE/DISAGREE?**  
letters@motorsport-news.co.uk

# RACING NEWS

## IN BRIEF

### Unlucky Gamble

Tom Gamble had a weekend to forget in BRDC British F3 at Snetterton, taking a best result of eighth in the opener. The Fortec-run reigning Ginetta Junior champion admitted he was chasing set-up throughout, but his weekend nose-dived when he was involved in a collision with Nicolai Kjaergaard at Turn 3 which put them both out of race two. Race three ended with 16th place and he drops from third to fourth in the standings, and is now 102 points off leader Linus Lundqvist.

### Monger's commentary

Billy Monger described his debut outing in the commentary booth as "really enjoyable" after joining Richard John Neil for the Thruxton British Formula 4 races. The Carlin BRDC British F3 driver raced in British F4 last year before his Donington Park accident, and deputised for Phil Glew, who was busy racing in the GT Cup. Monger said: "It was really enjoyable – it was a bit last minute, but I like the Thruxton circuit and there's good racing so I thought why not?"

### Collard exclusion

Jordan Collard had to start from the back of the grid in the first Mini Challenge JCW encounter at Snetterton after a paperwork error meant he failed post-qualifying scrutineering. Collard qualified on pole by 0.646s, but was excluded from qualifying and handed a 10s penalty for the first race because there was an error with one of the tyre serial numbers on his paperwork. Despite the setback, Collard climbed from 28th to 15th in race one, and was sixth in the second race.

### VW confusion

There was confusion in the second Snetterton Volkswagen Racing Cup race when the chequered flag was waved early. Martin Depper crossed the line at the end of lap nine and was greeted with the chequered flag, only for it to be brought in before others passed. That left Depper slowing once he crossed the line, while others continued racing. Jamie Bond passed him and finished lap 10 ahead of Depper. Race officials acknowledged the error and put the result back a lap to allow Depper to keep the win.

Photos: Jakob Ebrey, Dave Archer - Kingsize Photography

# ENDURANCE LEGENDS GETS OFF TO A DRAMATIC START



The first Masters Endurance Legends race to take place in the UK got off to a dramatic start at Brands Hatch last weekend. On lap two, David Porter's Peugeot 908 LMP1 car collided with Niki Leutwiler's ORECA 03 LMP2 (222) at Hawthorns. A lengthy safety car period followed with the race eventually won by another 908 – driven by former Formula Ford and 1994 Formula Renault UK runner-up Rui Aguas. The series caters for prototype and GT cars from 1995 to 2012 and will also visit the Silverstone Classic in July.



Webb claimed two fifths on F3 debut

## Webb finally makes British F3 debut at Snetterton

Harry Webb made his BRDC British Formula 3 debut at Snetterton last weekend – and is hoping to be able to complete the season.

The 21-year-old former British F4 driver joined Chris Dittmann Racing for his local circuit, taking two fifth places and an 11th.

Testing on Thursday was his first outing in the car since the media day and pre-season test after a sponsor pulled out and

prevented him from starting the season. "It's been better than I thought," he said. "The racing is hard because a lot of people have got two years' experience already and done a lot of testing."

"We are just getting more confidence with the car, and with a bit more racing that will come."

Webb is continuing to work on sponsorship, which he hopes will enable him to finish the season.

## George set to complete whole of Silverstone 500 GT race – in two different cars

The Invictus Games Racing team will expand to field a third car in British GT's showpiece Silverstone 500 event next month, with driver Matt George set to race in two of them.

In addition to its two Jaguar F-type SVR GT4s, the team will also run an Aston Martin Vantage GT4 for SuperDry founder James Holder, who backs the team.

George has been a long-term teammate to Holder since he started racing,

and will share the Aston alongside his current commitments with the F-type with Steve McCulley.

"We had to go and get signed permission from all of the other teams to allow Matt to race both cars – he'll essentially be doing the whole three hours so he'll be knackered by the end!" said team head James Appleby.

"James wanted to bring his Aston out, also wanted to share with Matt, but also

didn't want to disrupt Matt's programme with the Invictus guys, so this is the solution.

"It'll be a big challenge for Matt because the Aston and the Jag couldn't be more different. We also have the challenge of having to coordinate pitstops so Matt can hop out of one car and straight into the other, otherwise we could have a car sat there for three minutes without a second driver ready."



Invictus Racing squad will expand to run Aston alongside its Jaguars



Team BRIT made GT debut at Oulton and will tackle Le Mans support race

## Team BRIT expects to have GT3 Aston Martin race ready by end of the season

Team BRIT expects to have a GT3 Aston Martin ready to race by the end of the year.

The team – made up of disabled competitors – made its GT racing debut in the Aston Martin Owners' Club-run GT Challenge at Oulton Park earlier this month in a GT4 Aston Martin, with Warren McKinlay and James Hill finishing fourth.

More GT4 outings are planned later in the year, including visits

to the 24-hour races at both the Circuit of the Americas and Portimao, but a step up to GT3 is now planned for next season with the team targeting a Le Mans 24 Hour entry in 2020.

McKinlay, a former RAF recovery mechanic, said: "The [GT3] car is still in build but we think it should be ready before the end of the year."

"We've been in talks with AMR [Aston Martin Racing] and Prodrive, and it's all about testing the new

hand controls first. What's amazing is just how quickly the project has progressed. It's actually easier to drive these cars because they're so much more advanced than what we're used to in Fun Cup."

● Team BRIT has had its place on the grid for the Aston Martin Le Mans Festival race confirmed. McKinlay and Jamie Falvey will take part in the 50-minute support race to the 24 Hours next month in the GT4 car.



## Neary will share with Christodoulou Neary to make British GT return at Silverstone

The Team ABBA Mercedes-AMG GT3 will return to the British GT Championship for a one-off outing in the showpiece event at Silverstone this year.

Richard Neary will share the car with works driver Adam Christodoulou for the three-hour Silverstone 500 on June 9/10. It will be the team's first appearance of the season, having switched to Britcar as its main programme.

"I'm just picking and choosing races this year as I can't commit the time fully and to be competitive in British GT you have to test about twice before each round," said Neary.

"My 16-year-old son Sam has just got his race licence so we'll be doing a lot of sprint races trying to get him up to an International C licence so we can go and share a GT4 car in the Creventic 24 Hours of Barcelona in September.

"Silverstone will be a bit of fun. It's a great track and Adam is a top, top driver, so we'll see how we go. But it'll likely just be a one-off."

## Hammond to race Alfa in HRDC Touring Greats

Double Stock Hatch champion Pip Hammond will team up with his former Porsche 924 rival Steve Potts for a wildcard appearance in the HRDC Touring Greats at Brands Hatch this weekend, sharing the former Boxster champion's Alfa Romeo Giulia Super in the pre-1963 class.

Hammond was approached for a one-off race by the HRDC regular shortly after the recent Citroen C1 24 Hour race at Rockingham, in which they were team-mates for South Hurst Engineering.

"It's been a goal of mine to break into the historic racing world and my ambition has always been to race at Goodwood, so this is the first step on that ladder," said the PDC Racing driver.

It will be Hammond's fourth different racing venture this year, having already competed in Classic Stock Hatch, the C1 endurance race, and the European Late Model Series, with a fifth coming in the TWP Mazda MX-5 at the Rockingham round of Club Enduro.



Photos: Jakob Ebrey, Jim Moir

Plans included  
hospitality centre

# COUNCIL REJECTS MAJOR LYDDEN HILL DEVELOPMENT PROPOSALS

By Kerry Dunlop

Lydden Hill's ambitious plans for a £6 million investment to help the circuit grow and develop for the future were refused by Dover District Council's planning committee at a meeting last Thursday.

The original plans were submitted in 2015 and there have been many re-submissions required in the meantime.

The proposal included provision for grandstands, two new hospitality buildings and an admin block, a new

scrutineering bay, 14 engineering workshops and improved access from the A2 motorway.

Extra "non-noisy" days would have allowed for police advanced driver training, cycle racing, show-jumping and other similar events to supplement the current track activities.

"Obviously we're upset that the committee are small-minded in the way that they thought we could manage things going forward, but we proved that we're basically good people over the last couple of years and everyone

seemed to be happy," said Lydden owner Pat Doran. "I've now got to spend a few months thinking what the way forward is for the circuit.

"I've got no intention of stopping at the moment, with the support that Lydden's got around the world with rallycross and club racing, I couldn't do it. It doesn't earn any money but as long as it breaks even, we'd be happy with that.

"There's definitely more things we could do going forward, we've probably spent about £300,000 over the last

18 months developing things like toilets and cafes and it's made it a more friendly place to be."

The hearing attracted plenty of attention. The usual council chamber was full to capacity and an overflow of 25 people had to be accommodated in an adjoining room with an audio link.

Racing returns to Lydden Hill on July 8 with a meeting organised by the Classic Touring Car Racing Club. Two more meetings remain after that in August and November.

Additional reporting by Hal Ridge



Gilmour will compete in a DPE Motorsport-entered Alfa Giulietta in TCR UK

## Former karting star Gilmour takes Moffat's TCR drive

Former karter Robert Gilmour will take Aiden Moffat's place alongside Derek Palmer Jr for the remainder of the TCR UK season.

British Touring Car driver Moffat and his Laser Tools Racing team withdrew from TCR UK after the last round, after "losing confidence in the organisers" following a number of incidents over the first four races.

Gilmour – who was a frontrunner in the BRDC Stars of Tomorrow karting series a decade ago – will drive an Alfa Romeo Giulietta under the DPE Motorsport banner, starting from the Brands Hatch races this weekend.

"I was one of the three drivers who

originally went over to Italy to test the car, so I've been part of the project from the very start," said Gilmour.

"I've watched the TCR International Series grow and I was with Derek at Silverstone and Knockhill, so I know all about TCR UK and where it's going."

Organisers expect the highest number of cars so far, at Brands this weekend. All 11 cars from Knockhill are set to compete again, while the two Maximum Motorsport SEAT Leon Cupras of Stewart Lines and Carl Swift will return after converting from DSG to sequential gearboxes. A new driver is also in advanced talks to join the grid and which could take it to 14 entries.

## Cumming targets return to action in next SMRC meeting after frightening crash

Scottish Saloon and Sportscars driver Ron Cumming is planning to be back behind the wheel at the next Scottish Motor Racing Club meeting, despite a frightening 145mph crash at Knockhill recently.

Nemesis kit car driver Cumming clipped the BMW Z3 of Scott Duthie when attempting an overtake on the approach to the hairpin – which was the first corner with the circuit being run in reverse formation – in the second race on May 6. This sent Cumming onto the grass, with his car rolling multiple times before

coming to a rest upside down in the gravel at the hairpin. He was taken to hospital but escaped serious injury.

"It was just a racing incident," said Cumming. "I just happened to catch him when I was travelling at 145mph, two inches to the side and it would've kept me out of trouble!

"Knockhill did a fabulous job – everyone was in the right positions and an ambulance took me to hospital because they were worried about concussion.

"I've got to thank the car's designer Paul

Gibson – there was nothing deformed in the [structure of the] car at all. It looked exciting for the spectators but the safety cell of the Nemesis is pretty good. I'm working on the car now and hopefully I will be out in the next meeting [on July 1]."

Cumming struggled to get away at the start, leaving him to fight his back.

"I had an electrical problem and I think the wiring failed in the relay and the fuel pump shut down," he added. "I probably should've been shown a bit more discretion and waited to get through to the front."



How Cumming's Nemesis kit car looked before the massive accident

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# RACING NEWS

Photos: Rachel Bourne, Steve Jones, Steve Addison

## O'BRIEN TO RETURN FOR UK OUTINGS

US driver eyes more races in the UK National Legends Championship



O'Brien had to start from the very back

American Jordan O'Brien says he hopes to have the chance to race in the UK again this year after starring at Anglesey last weekend in his first event outside of the United States.

The 19-year-old took part as a guest competitor in the UK National Legends series, and came away with two race wins, three further podiums and a seventh place from the six races.

"It is a totally different experience compared to the Legends in the US," said the Maine native.

As he was a guest competitor in the meeting, O'Brien was obliged to start last in every race, but did not let this hinder him.

"It was an awesome experience," he said. "To start dead last and come through the field, coming away with the

win and making a last-lap move is a great feeling."

O'Brien is leading the Legends INEX world championship as well as state-wide contests in New Hampshire and Connecticut, and hopes to return to the UK soon, depending on raising budget to fund the trips.

"There's the American SpeedFest at Brands Hatch

later this year that I'd love to be part of," explained O'Brien.

"I was a single-seater person at first, but because I was overweight, I couldn't fit in one!"

"I've lost 30kg in the last six months and it is definitely something I'd be keen to get back into. I have tried a USF2000 car in the past, and maybe the Mazda Road to Indy is something we can aim for in the future."



Three wins at Croft have put Burton in the Locost title battle

### Burton eyes title challenge in 750MC Locost

Former Sprint racer Mark Burton has set his sights on winning the 750 Motor Club Locost Championship after claiming a triple victory at Croft last weekend.

Burton only made his circuit racing debut at the opening round at Castle Combe in April, but surprised many by winning the second race.

He then backed up his form with another win at Brands Hatch before taking a clean-sweep at the latest round.

"I'm trying not to think about the championship but I must admit it's coming to the front of my mind

that I might have a chance this year," Burton said.

"I did a bit of sprint events last year in a Toyota MR2 and I did quite well. But I really wanted to do wheel-to-wheel with other cars.

"I don't have a huge budget, I just turn up at each round and do my best. I can't wait to get to Pembrey next month."

The Camberley local believes the 750MC is the best place to make his first foray into circuit racing. "It's a great championship and a fantastic club. The ethos of affordable racing really rings true and the social side of it is equally good too," Burton said.

### Raven gets the ball rolling with US victory

After a turbulent opening weekend in F4 United States Championship, 2014 Formula Ford Festival winner James Raven is confident of fighting for the title after taking his first race win at Road America earlier this month.

Portsmouth driver Raven crashed in qualifying and ran wide in one of the races compromising his chances at Virginia International Raceway last month, but he took two seconds and a win earlier this month to sit third in the standings.

His victory came under the safety car, but a daring move on the penultimate lap promoted him from third to first in a single corner.

"We'll take it," said DEForce Racing driver Raven. "We were edging away before the safety car but it still would have been

nice to race to the finish.

"I'm really happy with the weekend, we took the most points from the weekend, in the championship we went from ninth to third and 28 points behind the leader."

"I'm looking forward to the rest of the year as the championship is really tight."

Benjamin Pedersen and Dakota Dickerson won the other races, while the highest finishing Brits behind Raven were Matthew Cowley and Teddy Wilson.

The series uses the Crawford F4-16 chassis with a Honda engine. The next round is Mid Ohio on June 28-July 1.

● Motorsport Ireland's Young Racing Driver of the Year for 2017, Jordan Dempsey, will move from US F4 – having only competed at the opening meeting – to Chinese F4.



Brit Morley will gun for glory

### Superkart rockets to stun at Donington Park

The fastest Superkarts descend on Donington Park this weekend for the MSA British Superkart Grand Prix and opening rounds of the CIK-FIA European Superkart Championship.

Heading the list is reigning champion Peter Elkmann from Germany, who has already taken wins at Paul Ricard and Dijon as part of the French series. The British challenge will come from Liam Morley and Daniel Clark. Morley had two wins recently at Silverstone and set a new lap

record around the Grand Prix circuit, while Clark will be using his Anderson VM for the first time this season.

There are also rounds of the MSA British Superkart Championship where four-time champion Paul Platt has had five wins so far this season, while Morley is unbeaten in the F125 Open class.

The Grand Prix for all of the Superkart classes takes place on Sunday afternoon. Morley has collected the most wins, seven, in the history of the Grand Prix.

## DRIVER COLUMN



## BEN RUSHWORTH

From: West Chilton Car: Honda Integra  
Position: 13/1242 in the rankings (as of May 23)



Rushworth has made a great start to Hot Hatch season

**B**ritish club racing is the envy of the world, nobody does it better than us, more competitively or more professionally.

I used to do a lot of trackdays, and could often put in a lap that raised eyebrows. That was until 2012 when my best mate decided I needed to get out competitively in his FIA MGB and see just how I would get on.

I got my licence, bought all the gear, sat in his car at the inaugural MGB50 celebration race at Castle Combe and stuck it on pole, among arguably the fastest MGB racers in the UK. The race didn't go so well and I aquaplaned off at Quarry when Poseidon decided I needed an extra challenge. We were running on semi-bald Dunlop CR65s as our budget just didn't stretch to new tyres for the race.

From that point forward, I was determined to win anything I entered, and we did just that. When I say 'we' I mean family, friends and sponsors that allow me to do what I've gone to bed dreaming about since I was five. Club racing is almost always a family affair, and it's amazing to see how it brings families together.

I ran my first full season in the MG Metro Cup in 2014, and in 2016 I was champion after coming second two years in a row.

For 2017 I moved onto the newly relaunched 750MC Hot Hatch Championship. It ticked all the boxes with freedom to build a car to basic power-to-weight rules. This meant I could build a competitive car on a small budget.

I chose the Honda Integra DC2 as it is a well-known platform for handling, a wealth of parts are available and it's light. Regulations allowed me to cram in the later K20 Honda engine which is unbeatable for bhp/£ in stock trim. I ran a basic stock engine up to 240bhp, worked closely on the gear ratios, weight and the chassis. It was a tough year with a big oversteer bias that I had to fight through, but we got a few wins, stayed on the podium and the title came down to the final race – and I almost won it.

Now the grids are at capacity for this year. We have a slightly upgraded K24 engine, revised rear suspension, a rear wing and a new tyre sponsor. Honing the fine details of brake balance, rear roll stiffness and kinematics has worked wonders.

At the first race at Brands Hatch we knocked 1.9 seconds off our previous year's lap record in qualifying with a 51.9s lap, and took pole by 1.7 seconds. The race was going amazingly and we had a seven-second lead by lap five when the red flags came out. On the restart, an earthing issue prevented the starter from working and we had to get a bump from pitlane. Despite the rough start, the car is in a perfect state to mount a super-strong challenge and I'm full of confidence for the season ahead.

See how Ben Rushworth is doing on this week's National Driver Rankings: [nationaldriverrankings.co.uk](http://nationaldriverrankings.co.uk)  
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# HISTORICS

'Salonen will be back in 205 T16'  
WRC champ returns, below



## DOWN THE PUB WITH

**GARETH BURNETT**

All-rounder in historics  
Age: 55 Lives: Newmarket

### He's raced a lot of modern cars

"I was born in Belfast but I've been over here for 35 years. I did some racing in Ireland when I could afford it. Since I came to England I've done Formula Ford, Formula Ford 2000, ARP Formula 3, which I won in 1996, and then National Saloons and into historics as we get older."

### He tried his hand at historics

"My first time in historics was 1997. The guy who lived in the next village to us, John Ruston, had a Talbot that he wanted to run at the Coys Meeting at Silverstone. Initially my thought was 'no, I don't drive old cars'. But I had a free weekend and went along and by a fluke of chance we won the race. That was good fun so we decided to do a bit more."

### They prepare race cars

"Twenty years later I'm still involved with John and Talbots. Pace Products is my business and we do restorations, race preparation and rebuilds from pre-war cars right through. We specialise in the Talbot team cars and I've known Talbots all my life. My grandfather and my father both had Talbots, so there is a connection."

### He races extensively

"In the workshops we've got Abarths, Chevrons, Elvas, Lotuses and a great mixture. Then I get to race some of them as well. As long as you stay near the front and have a chance of winning, it's enjoyable."

### He also does vintage rallies

"In April we did the Flying Scotsman rally for vintage cars and won it for the third time in six years. It's totally different to racing but still very competitive and very intense. You are on it all the time with no relent. Driving over the Yorkshire Moors in open cars with only aero screens in pouring rain all day you do start to think 'why?'"

### He took the Alta rallying

"We did it in the 1939 Alta this time and no one has ever rallied an Alta before. We'd won it in the Talbots, so this was a new challenge and it didn't miss a beat. But we punctured the fuel tank and ripped a wing off because there isn't much ground clearance. This year we're going for a third win in the Talbot on the Alpine Trial in September. We're also racing the Alta this season and finished third in the Mad Jack race at Donington."



Burnett races and rallies



March 722 will return to the track

# LAUDA'S MARCH TO STAR AT THRUXTON

Famous Formula 2 chassis will run at 50th anniversary event

By Paul Lawrence

**The Formula 2 March 722 raced by Niki Lauda in 1972 will return to racing in Europe this weekend during the historic single-seater races at Thruxton.**

Chassis 5 has spent many years in Australia but has been brought back to the UK by ex-pat Stephen Weller and he will race it at Thruxton, 46 years

after Lauda finished third behind the similar cars of Ronnie Peterson and Francois Cevert in the Easter Monday European F2 race at the Hampshire track. Three days earlier, on Good Friday, Lauda won a round of the British F2 Championship in the rain at Oulton Park.

After Lauda raced the car in 1972 it spent some time hillclimbing and was later

believed to have been part of James Hunt's estate when he died in 1993. It went to Australia nearly 20 years ago and has been raced from time to time.

"It got covered up and put in the back of a workshop, four doors up from me in Sydney, so I knew it was there," said Weller, who acquired it in time for the Phillip Island Classic in March. "I've never raced at Thruxton before."

The March, running in period STP livery, arrived in the UK last week after two months at sea and Weller is now re-preparing it for this weekend. He then plans to race it on the Silverstone GP Circuit two weeks later.

"We are only the custodians of these cars," said Weller. "They shouldn't be in museums, they should be out on track."



Models like the 105 are in

## Invitation-only race for classic Alfas could lead to new series

An invitation race for classic and historic Alfa Romeos from 1950-'70 will be run at Donington Park in October and could be the catalyst for a series in 2019.

The Historic Racing Drivers' Club will promote the 30-minute race on October 14. It will be staged

as a scratch race, with classes for production, track modified and full race cars.

HRDC founder Julius Thurgood said: "The ethos behind this invitation race is to promote a possible series in 2019, which will champion close racing within a

proper historic format for classic Alfa Romeos from three decades."

The series is open to all Alfa Romeo 750, 101, 105 and 116-series cars, spanning an early Giulietta Berlina to a four-cylinder Alfetta GTV or an AlfaSud, competing alongside Bertone GT coupes.

## Salonen heads to Eifel

The 1985 World Rally champion Timo Salonen will be back in a Peugeot 205 T16 for the Eifel Rallye Festival (July 19-21).

Salonen will join 1984 champion Stig Blomqvist as one of the stars of the German event.

The Finn will drive a 205 T16 E2 replica built by Erich Muller and Muller will also take part in a newly-built Pikes Peak version of the 205 T16. Salonen first went to the Eifel event in 2015 and was suitably impressed.

"This is like a class trip," he said. "It is great to experience how many young people are interested in our cars and stories."



Pearson made his debut at Cadwell Park

## Pearson makes FF2000 switch

Former Stock Hatch and Ginetta racer Stuart Pearson has switched to Historic Formula Ford 2000 and made his single-seater debut recently at Cadwell Park.

"I've been racing cars since 2001 and before that I raced bikes," said the Holmfirth racer. He now has the ex-Seamus Doyle Lola T580 and has spent the last two years

rebuilding the car.

"We haven't tested it much and it is very different: the people in the championship are very friendly," said Pearson after taking a pre-'79 class win in his first race.

Pearson has finished the car in the colours of Audio Sonic, a period Lola T580 livery from Holland that he spotted on the internet.

## Delta Corse F3 racer ready for long restoration in the UK

The sole remaining Delta Corse Formula 3 car from 1977 is now UK owned and destined for restoration after lying unused for 40 years.

British enthusiast Thomas Hall spotted the project for sale in Denmark and has

entrusted it to Edginton Racing for restoration with an eventual plan of getting it race-ready.

The car was built by Italian F3 racer Cesare Dorado for the 1977 season with an Alloni-tuned Toyota engine.

Two chassis were thought to have been built, but only one is believed to have survived.

"It didn't do much in period and hasn't raced since 1978," said Hall. "It's probably going to take a couple of years to restore it."



The rare Toyota-powered F3 car

## IN BRIEF

### Thruxton special

The Woodcote Trophy and Stirling Moss Trophy will join together at Thruxton this weekend to provide a stunning grid of more than 30 cars for two half-hour races. The earlier cars contest the Woodcote Trophy where the Jaguar D-type of the Pearson brothers takes on Chris Ward's Cooper Jaguar. The Bryant Lotus 15 goes up against various Listers in the Moss series for late 1950s sports-racers.

### Boyd's in Ulster

Ireland's rallying brothers Derek and Adrian Boyd will be back on familiar special stages when they take part in the Titanic Deja Vu Ulster retrospective event on September 1. Derek will drive a 1980 Porsche 911 and Adrian his 1971 Alpine Renault A110, in the cavalcade of cars on the 140-mile route through the Antrim Glens.

### Williams on show

Two significant Williams F1 cars will be on show at this year's Shelsley Walsh Classic Nostalgia (July 28/29). Nigel Mansell's F1 World Championship winning FW14B from 1992 and last year's FW40, as driven by Felipe Massa and Lance Stroll, will be displayed in the F1 Paddock as the event celebrates Formula 1 history through the years.

### No Super Tourers

The Super Touring races planned for Thruxton this weekend have been shelved due to lack of entries. A dozen cars contested the season-opening races at the Donington Historic Festival and the series will now regroup before the Legends of Brands Hatch meeting and the Silverstone Classic races.

### Clark's road sports

Former Formula Vee racer Jeremy Clark is mounting an assault on the 70s Road Sports Championship this season after acquiring the ex-Howard Bentham Lotus Elan. "We spent nine months rebuilding it," said Clark, who took a double win at his home track of Snetterton. After four rounds, he now lies joint third in the points table.

### Morgan's Capri

After leaving Thruxton 10 days ago as the points leader in the BTCC, Adam Morgan will return to the Hampshire track this weekend to share the 1980 Ford Capri of Ric Wood in the pair of Historic Touring Car Challenge races. Former BTCC racers Patrick Watts (Ford Capri) and Steve Soper (Rover Vitesse) are also among the entry.

### Spirit of Thruxton

A non-championship 'Spirit of Thruxton' single-seater grid will be part of the circuit's 50th anniversary meeting this weekend. This race for up to two-litre single-seaters takes in Classic F3, Historic F2, Classic and Historic FF2000s and Formula Atlantics. Steve Worrard's F2 Chevron B49 could set the pace.



Worrard will have pace in F2

# RALLY NEWS



Ogier last drove for Citroën in 2011

## CITROËN KEEN TO TEMPT OGIER BACK TO FRENCH TEAM

Team bosses looking ahead to a future without Meeke

By David Evans

**Citroën is ready to sit down and discuss a deal to bring Sebastien Ogier back to Paris to replace Kris Meeke in the C3 WRC next season.**

Craig Breen and Mads Ostberg will represent the French firm at the next round in Sardinia, the Italian island event was always planned for Ostberg. Beyond round seven, Citroën has three weeks to decide who will drive its lead car at Rally Finland and potentially for the rest of the season. That won't be Ogier, who is committed to his contract with the M-Sport Ford World Rally Team.

But Citroën team principal Pierre Budar said he would be interested to sit down and talk to the five-time champion about bringing him back for the first time since the Citroën-Ogier relationship fell apart at the end of 2011.

Budar told *MN*: "You can imagine in our situation we are going to consider all of the opportunities to have a new driver.

"If you tell me Ogier is on the market and Ogier can be interested by Citroën then, of course, I would be interested in Sebastien Ogier. That's for sure. But we have to consider all the opportunities. We have to define our driver line-up for next year."

Meeke's departure could force Citroën into a significant U-turn where Ogier is concerned - PSA Group CEO Carlos Tavares told *MN* at the start of the season that the firm wasn't thinking about bringing him back.

Asked in January why Citroën hadn't chased Ogier harder, Tavares said: "We believe we have a great driver called Kris Meeke. We love Mr Ogier, he's a great champion who we respect a lot, but at the end of the day we make our decisions based on our strategy and we take the risk of being unpopular, but this is our strategy."

Post-Portugal, that strategy is clearly being revised.

Ogier wasn't the only French Sebastien

being talked about for a possible full-time return to Citroën. Sebastien Loeb said Meeke's position didn't change his feelings about his current programme. Loeb is scheduled to tackle Rally Spain in October as part three of his three-rally return for Citroën.

"I am working in the World Rallycross championship now," he said. "I don't want to do this and WRC, I don't have the motivation for that. For me, nothing changes because Meeke isn't driving for Citroën. I don't want to put more rallies into the calendar, I want to be more calm and already I am competing here [in WRX] every two weeks and then we have the test and the promotion. Like I say, nothing changes for me. I do Spain, like we plan, but that's it."

One of Budar's immediate concerns is the ongoing development and pre-event testing of the C3, both of which had been led by Meeke.

"Maybe I can help with a test or something," said Loeb, "maybe this is

possible, but so far this isn't something we have spoken about."

Loeb confirmed his deal with Peugeot for WRX next season is not yet in place, but he added: "We are talking about it and this is the priority."

Allowing Breen and Ostberg to see the season out as the team's two main drivers is a possibility - Budar said Sardinia would offer the chance to assess that as a way forward.

"Let's see what happens [in Sardinia]. We have to be careful for this, it's not an easy position for them [Breen and Ostberg]. If we want them to lead the team it can be quite difficult for them.

"We didn't decide what to do for the next rallies [after Sardinia]. We have a bit of time for the decision. We will have to make a decision for Finland before the end of June. We have time to think about the best scenario for us. We have a few options, not many, but a few.

Let's see what is the best choice for us considering the situation and

considering that we have to prepare for next year."

Budar's talk of Citroën's 2019 WRC effort comes as a relief to those who feared Meeke's departure could hasten the exit of the team. Budar was insistent that was not the case, adding: "This decision is not linked to any new decision for next year. What I can tell you about next year is that Citroën will be involved in WRC. It's not linked."

Ostberg said his approach to Sardinia wouldn't change in light of the loss of Meeke. The Norwegian will get two days instead of a one-day test in Spain in preparation for Alghero, but beyond that he knows nothing of his future with the French marque.

"You know this was always an event I was going to do," Ostberg told *MN*. "I understand there's an opportunity now and I will do my best for this.

"I really want to show the Citroën team what I am capable of and what I can do in Sardinia."

▶ LOEB KEEPS UP HIS WORLD RX HOT STREAK AT SILVERSTONE

▶▶▶ PAGE 22



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*"The majority say Ogier should get his points"*

Interesting poll results, p16

Photos: mcklein-imagedatabase.com



## PIERRE BUDAR Q&A

Director of Citroën Racing

### What are the targets for 2018 now?

"The target will be reconsidered when we know what is the line-up for the drivers in the next rallies. We have to see what kind of opportunity we will get for these rallies [in terms of drivers], so for the time being I can't say much about this."



### There's been criticism about the communication you made announcing this news. What are your thoughts on this?

"I think this is difficult to avoid when you have this kind of communication for such a difficult decision or news, it's difficult to have everybody happy with a statement like this one. Of course, we have tried to do something clear. It's difficult to give too many details when you make it by a statement like this. Once again, I don't want misunderstanding about how Kris and Paul has been appreciated by everybody in the team and we have in mind that he was the last driver able to have Citroën winning a rally and for sure, nobody will forget this. But we have also to manage a team in the WRC and we have been appointed to direct the team to get some victories, to win some championships and we have to do what's best for the team."

### Was Paul's mistake in Corsica a contributing factor?

"As far as I know, this was one of the first mistakes for Paul. We have decided at the time not to blame him – he was not to blame for that. It's possible to make some mistake, we don't deny this. It's not the same to have one mistake for your career as to have several mistakes repeated."

### Kris developed this car, how much of Citroën's situation is his fault?

"I don't think we can have this in mind. The performance of the car, let's have a look at the situation – everybody agrees to say the car is performing quite well compared with the others. When you have Sebastien Loeb in the car in Corsica and Mexico he is able to do a very good time straight away, so if the car was really bad you couldn't expect this. I don't think Kris made a bad development with the car."

### This is the end of Citroën and Kris Meeke?

"Yes, I think we cannot tell today – after saying yesterday we will stop with him – we have to be realistic. It was, as you can imagine, a difficult decision and I will not say one day after this decision: 'We will see next year...' No. I cannot say this."

## CITROËN COMMUNICATION IN FULL

*Due to an excessively high number of crashes, some of which were particularly heavy and could have had serious consequences with regard to the crew's safety, and given that the risks involved were unjustified by the sporting stakes at play, Citroën Racing WRT has decided to terminate the participation of Kris Meeke and Paul Nagle in the 2018 WRC.*

*The decision becomes effective from the 2018 Rally Italia Sardegna and we will shortly be announcing the team's line-up of crews for the remainder of the 2018 season. The entries of C3 WRCs for Craig Breen / Scott Martin and Mads Ostberg / Torstein Eriksen still stand for Sardinia.*

*Pierre Budar: "This wasn't an easy decision to make because it affects a driver and a co-driver, but it is largely founded on safety issues which come under my preoccupations as Team Principal. We have consequently chosen to make this decision as a preventive measure."*



Sebastien Loeb isn't keen on adding any more events to his 2018 calendar



Mads Ostberg will run with the team in Sardinia, but beyond, who knows?

## REACTION TO MEEKE BEING SACKED

### Sebastien Loeb

"I don't think they can win the championship with him [Meeke], but also they cannot win the championship without him. For sure, he crashed a lot, but why [did they sack him] now, I don't know? I'm not the boss of Citroën, so I can't say if I would have taken this decision or not."



Loeb: Meeke can't win

### Petter Solberg

"I would never have done this in the middle of the season, I don't think that's good for the team. Kris gave everything he could, he gave his best for the team. Of course he was pushing and maybe he was pushing a little bit more than what the car was actually capable of. When I looked to the car after Portugal, it was almost as bad as my car after I crashed in Germany [in 2004]."



Solberg: It's bad timing

### Marcus Gronholm

"He has been driving for a lot of years, but he is making some mistakes and having some big crashes. He can be quick on one rally, but then on the next one it's boom, boom, boom. The car looked really bad after this one. I think Citroën got a little bit scared. It's not nice for him and I'm sure comes as a shock, but you know the manufacturers, they can't afford this kind of thing anymore."

### Dani Sordo

"All my support in these hard times friend. You are strong and sure the best is coming."

### Carlos del Barrio

"It's been an honour to compete

the future) I don't care what they say, you belong to the Olympus of rallying. Period."

### @DrinkBeverage via Twitter

"The outrage over the #KrisMeeke decision at #CitroënRacing is getting a bit out of hand. Fans are acting like he's been cut down in his prime and that it's akin to firing McRae, but he's 38 and his crashes were far too frequent for a top-line driver in an underfunded factory team"

### @EightMike via Twitter

"Dear Kris, I'm French I don't agree with the move of Citroën Sport. I was at the last control of the Sanremo where you won the ERC [IRC] Title. I know you are an excellent driver. Citroën is stupid. You are NOT the problem, the C3 is the matter. All the best Kris"

### John Lakey

"Kris can display blinding speed but it rarely comes without an off of some sort, even a minor one; which loses all the time that speed has gained him. When you are driving for a team that employed the super-consistent Loeb, patience will run out. It's a shame because he seems like a top bloke and is certainly exciting to watch, but I was surprised when he came back from being benched. "He reminds me a bit of [Nigel] Mansell: he has the ability to snatch defeat from the jaws of victory and in a modern world that approach cannot be tolerated unless the driver wins 10 rallies and crashes in one. Not wins one and crashes in six or seven."

against Kris & Paul. It was also great to be his team-mate in 2011. Whatever result you collect, it is more valuable if Kris & Paul are your contenders, basically because they're the definition of braveness & speed. All the best in the future, buddies."

### Lorenzo Bertelli via Twitter

"You will be missed for this @OfficialWRC season @krismeeke @paulnagle1. You didn't deserve this treatment. I'm pretty sure you'll be back in the future... Good luck guy"

### Opens&Tightens

"You WERE my heroes. You ARE my heroes. You WILL always BE my heroes (whatever happens in

## GROUP RALLYING EDITOR

# DAVID EVANS

**"That was a career-ending press release"**



**O**n October 8 last year, Kris Meeke tweeted: "It's not about how many times you get knocked down, it's more about how many times you get back up."

That day Meeke won Rally Spain. He'd got back up. Being dropped three rallies earlier was forgotten. And now, more than ever, Kris needs to heed those words of American Civil War hero George Custer.

Especially after the words from that communication. They were a bit special, weren't they...

"That was a career-ending press release," was the verdict of one of motorsport's most senior figures. "I just don't understand how they could write these things about Kris..."

Seeing the wrecked C3 WRC when it was delivered back in Porto would have made that process slightly easier. But still, that release was as shocking in its content as it was surprising in its delivery.

I struggle to see the justification for the words and would like to offer Citroën the benefit of the doubt that it perhaps reflected the corporate-level of the decision. But I'm still staggered at what appears to be a lack of consideration for the possible knock-on effect of this release should, heaven-forbid, there be another accident with more serious consequences.

But do I struggle for the justification in dropping Kris?

I'll be honest, I've given a disproportionate amount of my time to this subject and, certainly, I can't subscribe entirely to this outpouring of anger towards Versailles.

Working on these pages, I ventured back through my notebooks. Back through interviews with then Citroën team principal Yves Matton, interviews in Finland, Australia, Britain, in fact, from pretty much all four corners of the earth, where I'd sat down to that silent, stony stare from Matton after Kris had dropped it.

Citroën gave Kris almost five years and 53 world rallies. And he returned five wins and 12 podiums. But, in the end, he gave Citroën nowhere to go.

Nobody could ever doubt Meeke's speed, it's out of this world. And he's brave to match. But history has shown him to be inconsistent and unreliable. I know only too well about the struggle he faced to bring Citroën around to his way of thinking while he was developing the 2017 C3 WRC – at times he looked like he was making that car into a winner in spite of the team rather than with them.

But when it came to driving the car, he found it almost impossible to accept second best and all-too-often tried to overcome engineering deficiencies with a couple more miles per hour at the apex. And almost as often, the laws of physics hung Meeke out to dry.

There were, quite simply, too many mistakes. And Citroën, more pertinently, couldn't afford any more bent metal. Or worse.

Meeke remains an extraordinary talent and Sardinia will be considerably the poorer without him and Paul Nagle. But Citroën has bills to pay and a management structure to answer to. Seeing pictures of a horribly twisted and broken C3 WRC spread throughout the media is never going to sit well with the board.

Pierre Budar's reasoning for why the crash that broke the bond should never have happened is as compelling as it is impossible to ignore.

Now Kris, the time has come for you to again rise to Custer's challenge.



**AGREE/DISAGREE?**  
letters@motorsport-news.co.uk

# RALLY NEWS

Photos: mcklein-imagedatabase.com, Red Bull Content Pool

# FANS BEHIND OGIER'S CAUSE OVER PENALTY

Fans say that Frenchman should get his powerstage points back



Ogier was pinged on Rally Mexico

By David Evans

A social media poll following *Motorsport News'* in-depth analysis of Sebastien Ogier's Rally Mexico penalty has revealed 67 per cent of people voting felt the Frenchman should have been given his four powerstage points back.

Ogier was given a 10-second penalty after he hit the chicane in the final stage of March's Leon-based event. It dropped him from second in the stage classification to seventh, denying him four points. *MN's* investigation revealed other drivers who had hit the same chicane and were unpunished.

A Twitter poll on @RallyingUK last week asked the question: 'Do you think the FIA decision to strip Sebastien Ogier of his powerstage points on Rally Mexico was wrong?'

Of 687 votes, 67 per cent said it was the wrong decision, 26 per cent said it was the right decision and seven per cent said they didn't know.

*MN* understands the FIA is working on a rapid rule change for the use of chicanes. One source said: "I don't think we will have anything for [the next round in Sardinia], but I don't think we will need it there. But for the next rallies, there should be something coming. It's possible to place a judge



*MN* highlighted the issue last week (May 23)

of fact at the chicanes and they can decide, if the car hits the chicane it's a five-second penalty or something. We need the rule change and it's coming – but don't forget all of this was quite soon. The appeal decision was made just days before Rally of Portugal and then everybody was talking about this problem when we came to Porto."

FIA rally director Yves Matton declined to comment on the specifics of the poll, but on the potential for rule change added: "Anything which could affect the championship is always studied by the Rally Department and the WRC Commission, if necessary. Any decisions taken will be within the framework of the FIA's regulatory power and in the interests of all the stakeholders."

## Dakar Rally open to a move back to Africa

The Dakar could be on its way back to Africa after the organisers of the marathon event struggled to find host countries in South America for next season.

Chile had been expected to host the Dakar again in January, but withdrew its support to save its funding for a potential World Rally Championship event, which means Dakar runs within one country – Peru – for the first time in its 40-year history.

Rally director Etienne Lavigne has opened negotiations with African countries to facilitate the event's return to the continent

for the first time since the 2008 event was cancelled due to terrorist threats in Mauritania.

Lavigne said: "It is a necessity for us to think about other locations, because we cannot keep suffering over decisions that we cannot control. Dakar is the largest rally in the world. We need to plan a future."

"We have started work for several months to build contacts in other countries such as Algeria, Angola and Namibia."

"We have made several trips to Algeria to meet with the political leaders and we know that there is a willingness to put together an event of this kind."



The Dakar Rally could swap back to original continent

## Hyundai to remain at three i20 racers

Hyundai has confirmed it has no plans to run a fourth i20 Coupe WRC on any further rounds of this year's World Rally Championship.

There had been speculation that, following Dani Sordo's strong start to the season – which has included two podiums and two fourth places from the last four rallies – the Spaniard might be seen in action more often this season.

Team principal Michel Nandan said Hyundai will stick to its plan for Sordo and Hayden Paddon sharing the third car from here until the end of the year.

Nandan said: "We didn't have the budget to run the fourth car in Portugal, but we had to split the third car and we wanted to do it equally: we didn't want one driver to do seven rallies and one to do six."

Asked if they would consider repeating the split programme next season, Nandan replied: "Now the contracts with our drivers is up at the end of the



Sordo has started well in 2018

year, it's early, but so far we don't know what we will do."

Paddon takes the third Hyundai for the next two rallies in Sardinia and Finland before handing it back to Sordo for Germany.

Nandan added: "It's true to say they are fighting for their seat, so far they are doing the job we expected them to – Dani has done a very good job, but Hayden has not been in the car much yet. But Argentina rally was the best Dani did for a long time, he was always there, always pushing and always motivated."

## Brit Ingram out of Greece with illness

Chris Ingram will miss this weekend's Acropolis Rally, forcing the Briton to relinquish his hopes of taking the overall European Rally Championship title this season.

The Manchester driver was sidelined by illness at the Canaries Rally earlier this month and while his recovery is well underway, he's not fit for Greece. "I'm gutted,"

Ingram said. "What's worse is that the car's there in Greece and ready to go. My aim is the next round in Cyprus, but a more realistic target is the following event in Rome in July."

"Missing the Canaries and Greece makes the ERC title pretty impossible, so we focus everything on the ERC U28 title, Rome's the next round of that. The main thing is to make sure I'm fully fit and, while I'm getting there, it's not perfect yet. I've got to say a very big thank you to TokSport, the team – they have been fantastic



Ingram will miss out again

looking after me and getting the car sorted."

Landing the ERC U28 title would offer Ingram a 2019 World Rally Championship outing in a World Rally Car.

"I really want to fight for the ERC title next year, it would be fantastic to win that," Ingram said. "Then I have to be aiming for the WRC2 – it's vital to get there."

ERC leader Alexey Lukyanuk starts the Acropolis chasing a hat-trick of 2018 wins and few look capable of stopping the Russian's Ford Fiesta R5.

THRUXTON READY TO CELEBRATE 50 YEARS OF RACING

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*'Moffett on a charge  
for Irish National title'*  
Cavan Stages Rally report, p19



Photos: Jakob Ebrey, Lindsay Photo Sport, Martin Walsh



Conway (l) and  
Duggan (r) won JBRC

## DUGGAN IS DONEGAL BOUND WITH FIESTA R5 SWITCH

The 2016 Prestone Motorsport News Junior British Rally champion Rob Duggan will make his R5 debut on next month's Donegal International Rally, as he is reunited with his championship-winning co-driver Ger Conway.

The deal to drive the Ford Fiesta R5 came together after the Killarney driver's class-winning performance on the recent Rally of the Lakes in Killarney, where he set a third-fastest time overall against R5 and WRC cars, in his

Devine: R5 on asphalt

modified Ford Escort Mk2, on the famous Molls Gap stage.

"After Killarney we had such a good run there, a few sponsors came forward," said Duggan. "They were willing to support the whole thing.

"We got an entry in, and it all started coming together pretty quickly.

**"We didn't know whether to go in an R5 or an Escort, I**



wanted to go in an Escort really, I couldn't get the car I used for the Lakes."

Duggan is hoping to be on the pace by the end of the weekend, having never driven a four-wheel-drive car in competition.

"I've never even sat in one," he added. "We'll get a quick test, but whatever we do probably won't be enough.

"A lot of people will be expecting us to be with the top boys but I don't think so.

**"On Friday we'll get settled in and set-up, Saturday we'll start building the pace and Sunday I'd be**

hoping to try and bang in a decent top-three time in the R5s, that's my aim for the weekend.

"But the guys in Ireland aren't sitting around, they're fast and they've done 30 or 40 rallies in an R5 car."

The 2017 JBRC champion Callum Devine will join Duggan in making his asphalt debut in his Fiesta R5, as he looks to defend his strong record on the event having won the R2 class on multiple times.

Exactly 151 cars are set to start the event on June 15-17, in what is the most anticipated event in Irish rallying.

### Kelly won't switch to Fiesta for Donegal

Donagh Kelly will switch back to his Ford Focus for the Donegal International Rally, despite moving to a Melvyn Evans-prepared Ford Fiesta RS WRC on last weekend's Cavan Stages.

Donegal driver Kelly hasn't completed a full season of rallying since his 2015 title triumph in his National and Irish Tarmac Championship seasons.

The only major event that escapes him is his home international, which his usual Ford Focus is being rebuilt for.

"I'm not using the Fiesta for Donegal," said Kelly. "I'm just using it for Cavan. The engine

for the Focus is up at M-Sport, ready."

When asked if using the Fiesta was part of a long-term goal to switch to the car, he added: "We'll see, we have plans in place for the future but I won't be telling you now."

Also present in Cavan was Darren Gass – the 2012 Tarmac rally champion, who last competed in 2015.

He's on the entry list for a first Donegal International since 2014, which will be his fourth start on the event.

Gass took third on his return aboard his Subaru Impreza S14 WRC, while Kelly's Fiesta debut yielded fifth in Cavan.



Kelly hired a Melvyn Evans Motorsport Fiesta for Cavan



Castle Douglas driver Lawrie was impressive on RSAC rally

### Lawrie gets John Horton Award final entry

Vauxhall Corsa driver Angus Lawrie is the latest to receive a nomination for the Scottish Rally Championship's John Horton Award end of season shootout.

Lawrie won the nomination after his performance on the RSAC Scottish Rally earlier this month when he won Class 3 and took fourth overall in the two-wheel-drive event, being the first front-wheel-drive finisher.

"Obviously we always go out giving 110 per cent and looking to win, but I can honestly say this exceeded our expectations," Lawrie said.

"It was a last-minute decision to contest the event. As I was working away I only had one weekend to prepare the car, it's very hard having a passion for competing and working."

The event was the first in Scotland to run two-wheel drives first on the road since a rule change recently came into effect.

"The day was extremely enjoyable, I've always been an advocate for two-wheel-drive cars running first on the road," Lawrie added. "This was one of the reasons Paul [Gribben, co-driver] and I decided to do it.

"To be this quick immediately is encouraging, so I'm hoping if we find another free weekend we can be out on more rounds besides the Galloway Hills – my local event."

The John Horton Award – dedicated to the ex-Rally GB media officer and a man who helped many careers before his death in 2016 – gives the winner tuition with 1999 British Rally champion Tapio Laukkanen.

### THE STRAIGHT-TALKING SCOT

# JOHN FIFE

**"Drivers should help set the stages up"**



**O**verheard at a single venue rally between two competitors:

"You were cheating," says Driver 1.

"How so?" says Driver 2.

"You were setting up the stages yesterday," said Driver 1.

"That's right, and if you volunteer to help next year, you'll be welcome," came the response.

Driver 2 then turned to me and said, perhaps that should be written into future rally regulations – any competitors who want to help with set-up at rallies should be welcomed.

What a marvellous idea, on a number of counts.

The practice of would-be competitors helping to set-up Special Stages has been frowned upon for years, but at a time when amateur car clubs are struggling to attract enough members and friends to help them, any offers of additional outside help should be welcome.

With particular reference to single-venue rally organisers, getting volunteers to take time off work to prepare a remote venue is increasingly difficult. It's not just time and manpower, there are equipment requirements too.

Supplies of tyre barriers, fencing, straw bales, cones, stakes and arrows have to be transported to and from each venue. This is a huge logistical exercise, requiring suitable transport.

On that basis, any club member who has access to tractors, tele-handlers, trailers, trucks, pickups and vans may be prevailed upon to render assistance. In fact, many drivers and co-drivers who participate in the sport have access to such vehicles through their own business, garage, plant hire or agricultural enterprise.

If they have the time, equipment and willingness to help, why should they be denied the chance to enter their own club's event?

For instance, the east of Scotland-based Dunfermline Car Club runs the Mach 1 Stages each year at Machrihanish in the far west. There is a hardcore group of officials who take a week off their work to travel the 180 miles or so to prepare the site and import all the stage furniture and materials, set up and man the stages, then remove it all again afterwards. That is one hell of a commitment.

Similarly, the Aberdeen & DMC team, which was in action last weekend was grateful for the support of a couple of club stalwarts who, at their own cost, brought along a tractor with low-loader trailer and a tele-handler to help transport the hundreds of items of equipment and help set it up. Furthermore, a small team spent the entire previous weekend at the site and was back again on the Thursday before the rally.

Anyone who doubts the sheer effort, logistics, time and costs of such operations is welcome to come along and help, and that should surely include competitors.

Trundling a tele-handler around an airfield clutching a one-tonne bale hardly constitutes recceing, let alone practice.



**AGREE/DISAGREE?**  
letters@motorsport-news.co.uk

# RALLY NEWS

Photos: Jakob Ebrey, Mark Writtle

## IN BRIEF

### King of the Hill

Paul Bird flew on his Rally Barbados return, taking second on the King of the Hill event last weekend. The event is a sprint up the Vaucluse Raceway stage, and was topped by last year's winner Jeremy Pantan. Rob Swann made it three Englishmen on the podium in his Subaru Impreza WRC, while Kevin Procter (fifth) and Tom Preston (seventh) starred. A total of 90 crews started the event. The Rally Barbados proper begins on Friday with Bird, Swann and Pantan among the favourites.

### Cronin to Munster

Keith Cronin is set to start this weekend's Circuit of Munster Rally as car number one. The reigning British champion is set to head to Rally van Wervik the weekend after in a bid to prepare on asphalt in the new car. His brother, Daniel, has also been impressing in Ireland with a Fiesta and starts as car number two, the first time the pair have fought in similar machinery. The Rathkeale event in County Limerick kicks off at 1000hrs on Sunday, June 3.

### Naughton update

Tom Naughton is unlikely to complete a full BTRDA campaign after a crash on the Plains Rally recently. He was extricated from his car unconscious and suffered broken ribs. Co-driver Will Rogers was just sore and both are understood to be recovering.

### Turner's talk

A recent talk by ex-Ford rally chief and competitor Stuart Turner helped raise £700 for Race for Dementia. The event, organised by the Herts and North London region of the Mini Cooper Register, was held at the United Reformed Church in Potters Bar in Hertfordshire.

### Return to two days for Jim Walsh Rally

After a break of 11 years, the Jim Walsh Cork Forestry Rally will return to a two-day format for the July 28/29 event.

The event will also be a double-counting round of the Irish Forest Rally Championship, and moves to a new base at Hibernian Hotel in Mallow.

The event will feature 120 kilometres (74.56 miles) of stages across the two days, with stages on Saturday running north-east of Mallow and south-west of Mallow on Sunday.

Paul Casey, the clerk of the course and chairman of the organising club, said: "I've been involved with the club for over 20 years and my first involvement with the club was part of organising the two-day Cork Forest rallies that ran from 2003 to 2007.

"The last one in 2007, we started in the region of 110 cars that year. But then came the economic downturn in 2008, and the motor club took the decision to run one long rally instead.

"I'd wanted to bring it back for a while but now the time is right.

"The support from the championship's people has been incredible and hopefully it will work for us."

# RALLY WERVIK ENTRIES FOR BRITS

## Bogie and Yates head for Ypres preparation in Belgium



Bogie (l) and Yates (r) to Rally Wervik

By Jack Benyon

Both of CA1 Sport's leading British Rally Championship Skoda Fabia R5 drivers David Bogie and Rhys Yates will compete on Rally van Wervik this year as a preparation for Rally Ypres.

The squad conducted a two-day test last year instead of doing Wervik, but have decided to use the June 8/9 event to acclimatise to Belgian asphalt before Ypres on June 21-23.

"I think it's important we do Wervik and continue to learn about Belgium," said Bogie, who crashed out two s

tages into last year's Ypres Rally. We have a test before Ypres as well, so we're giving ourselves every chance to be competitive this year.

"One of our regrets last year was not going to Wervik, a couple of guys went over and sang the rally's praises and said that the stages were very representative. It's a no-brainer really and we're looking forward to it."

Wervik is also a round of the MSA Asphalt Rally Championship this year, boosting the British contingent on next month's event.

CA1 Sport team boss Martin Wilkinson

believes it was a mistake to miss Wervik last year, and that it should mean his drivers will be fighting for BRC honours come Ypres.

"We did a two-day test last year, but I think we would have benefited more from doing Wervik," he said. "We'll still do a stand-alone test.

"It's unique in Belgium, the set-up of the cars is different there to anywhere else. It's a completely different set-up.

"The way you drive on those roads is also different to how you would drive on normal Tarmac roads, with the surface and the cuts."

Yates added: "It's a good chance to get used to Belgium Tarmac again as it's a bit different over there.

"Ypres was a brilliant event last year with all the people in the square, it's got a brilliant atmosphere. This should be a good event to settle in before Ypres."

Also on the Wervik entry list among BRC runners is Fabia driver Marty McCormack and reigning champion Keith Cronin.

Prestone Motorsport News Junior BRC driver Marty Gallagher and Cadet Class driver Johnnie Mulholland have entered the event too.



Multiple historic champion Pritchard updates to newer Fiesta

### Pritchard back to S2000 in MSA Asphalt bid

MSA Asphalt Rally Championship leader Jason Pritchard is set to return to the Ford Fiesta S2000 he used on the Tour of Epynt for Rally van Wervik, the next round of the series.

The Buth Wells driver admits he would love to have more use of the Ford Focus WRC05 with which he has taken all four of his Manx National Rally victories, including his latest, the previous MSA Asphalt series round earlier this month.

If the car is not sold, he will consider it on an event-by-event basis for the remainder of the championship.

"It's not about who is leading the

championship now, it's who's leading at the end that matters, and it's a long, tough year ahead, but we'll do what we can," said three-time British Historic Rally champion Pritchard.

"I'd like to use the Focus more if I can, it's a great car to drive, we're both smiling at the end of the stages!"

He is also likely to contest September's Rally Isle of Man in the S2000 and is already eyeing up next May and Kenny McKinstry's record of five Manx National wins.

"Kenny's [McKinstry] five wins has to be next target. We'll be here next year for sure!"

### Fiesta men Whyte and Retson get Tarmac warm-up run

Two drivers used the Granite Stages at Leuchars Rally for pre-Ypres Rally Tarmac testing in preparation for the next round of the British Rally Championship next month.

Lawrence Whyte also used the event to try out a new co-driver, Paul Beaton, in his bid to establish a long-term relationship as he seeks to gain experience in rallying.

"I haven't done any Tarmac since my karting days," said the former quad racing champion. "I didn't really like

that as I wanted to go sideways all the time – and that's not the quickest line!"

"We learned a lot today about tyres and settings, but on that last run we set the suspension too low.

"The car bounced over the sleeping policeman bumps, I got two wheels on the gravel and the tail stepped out and hit a concrete post."

Such an incident would not normally be a problem but there was little room for manoeuvre in that stretch.

Whyte added: "Paul and I got on well so I'm looking forward to Ypres."

Also having his first taste of Tarmac for some time, Finlay Retson, had a rather more successful outing with his Ford Fiesta R2, during which he learnt much about tyres.

"Actually, this is the first Tarmac rallying I've done since my Junior 1000 campaign two years ago," he said. "We're here to try tyres and settings."

He came away with first in class and sixth place overall.



Whyte is competing in BRC with Fiesta

# RALLY REPORTS

Josh Moffett destroyed opposition in Cavan



Photo: Martin Walsh, Mark Chappell – Gasmark Media

## MASTERFUL MOFFETT WINS IN A STRONG CAVAN FIELD

### Cavan Stages Rally

By Martin Walsh

**Organiser:** Cavan MC **When:** May 27 **Where:** Cavan, County Cavan **Championships:** Irish National Rally Championship; Sligo Pallets Border Rally Championship **Stages:** 9 **Starters:** 112

**Josh Moffett and co-driver Keith Moriarty became the third different winners in as many rounds of the Triton Showers National Rally Championship when they netted a start-to-finish victory on the Cavan Rally, aboard their Ford Fiesta RS WRC.**

With a controlled drive they finished 34.6 seconds ahead of the Fiesta RS WRC of Donegal's Declan Boyle and co-driver James O'Reilly. Armagh's Darren Gass (Subaru WRC) and Enda Sherry were 46.4 seconds further behind in third.

Moffett got off to a perfect start and eked out a 5.6-second advantage over Boyle on Lough Gowna, where Roy White was another 5.4 seconds behind in third. Garry Jennings (Subaru) occupied fourth, 11.4 seconds further adrift, followed by the Mini WRC of Joe McGonigle and multiple national

champion Peadar Hurson (Fiesta WRC).

Unfortunately, times for the second stage were canned as the clocks weren't synchronised. Undeterred by a small spin, Moffett punched in the fastest time on the third stage to move 8.8 seconds ahead of Boyle, who admitted he had already settled for second and wasn't prepared to risk damaging the car so close to the Donegal showdown.

White also spun on SS3 and was 10.6 seconds further behind while Jennings opined that the tight nature of the stages didn't suit his Subaru Impreza S12B WRC. With no read out available in the cockpit of his Fiesta WRC, Hurson was far from content, within two stages a broken rear differential ended his participation. Interestingly, Donagh Kelly (ninth) took time to adjust to his hired Ford Fiesta RS WRC.

On SS4 Boyle trimmed a second off the deficit but that was as close as it got, indeed, he slipped to third with a front-right puncture on SS6 where White had the best time to move into second – 24.1 seconds behind Moffett, who subsequently eased off on the final loop

to claim the spoils. White's bid for second place was undone by a left-rear puncture on SS7. He dropped to 18th before finishing up in 12th.

Boyle netted an extra point from the powerstage to claim 19 Irish National points – just one less than rally winner Moffett.

An untroubled Gass, who was on a Donegal shakedown, brought the McKinstry-hired Subaru home in third place followed by McGonigle, who was off the road for over 20 seconds on SS5. Kelly and Jennings completed the top six.

Two-wheel-drive winner Stuart Darcy fended off the challenge of local hero Gary Kiernan (Ford Escort Mk2), who suffered a puncture during the middle loop.

Ryan Loughran (Escort) overcame transmission glitches to finish ninth and Kevin Barrett netted 10th just before his Subaru ran out of fuel at the finishing enclosure.

On his debut in a Mitsubishi Lancer E10 and sampling left-hand drive for the first time, Down's Cathan McCourt won Group N after early leader Aidan Wray (Mitsubishi) retired with a damaged

exhaust. His subsequent incumbent, Willie Fannin (Subaru), was a final stage retirement.

In the Junior category, Armagh's Jason Black (Toyota Starlet) was a strong force yet again to claim a clear-cut victory.

The opening loop accounted for the retirements of Paddy McVeigh (Subaru) and the Ford Escort quartet of Chris Armstrong, Brian Brogan, Mark Alcorn and Tommy Doyle.

### Results

1 Josh Moffett/Keith Moriarty (Ford Fiesta RS WRC) 55m22.5s; 2 Declan Boyle/James O'Reilly (Fiesta RS WRC) +34.6s; 3 Darren Gass/Enda Sherry (Subaru Impreza WRC); 4 Joe McGonigle/Ciaran Geaney (Mini John Cooper Works WRC); 5 Donagh Kelly/Conor Foley (Fiesta RS WRC); 6 Garry Jennings/Rory Kennedy (Impreza S12B WRC); 7 Stuart Darcy/William Lynch (Darran T90); 8 Gary Kiernan/Ryan Moore (Ford Escort Mk2); 9 Ryan Loughran/Gareth Doherty (Escort Mk2); 10 Kevin Barrett/Anthony Nestor (Impreza WRC). **Class winners:** Stephen Reynolds/Derek McCarthy (Honda Civic); William Creighton/Liam Regan (Peugeot 208 R2); Michael McGarrity/Damian Garvey (Citroen DS 3 R3); Cathan McCourt/Grace O'Brien (Mitsubishi Lancer E10); Paul Rowley/Brian Doherty (Fiesta); Kelly/Foley; Damian O'Reilly/Thomas Wedlock (Escort); Adrian Foley/Anthony McDonald (Opel Corsa); Lee McLaughlin/Christy McLaughlin (Civic); Seamus Connolly/Gary McCrudden (Toyota Corolla); Brian Armstrong/Aodhain Gallagher (Escort); Damian Campbell/Declan McGarrity (Escort); Darcy/Lynch; Martin Tynan/Declan Tynan (Lancer); McGonigle/Geaney; Malcolm Pedlow/Billy Regan (BMW 2002); Jason Black/Jack McKenna (Toyota Starlet).

## Late Newby entry was worthwhile

### Red Dragon IT Stages Rally

By Ian Harden

**Organiser:** EMCOS **When:** May 26 **Where:** Down Ampney airfield, Wiltshire. **Championships:** WAMC Clubmans Mixed Surface; Gwynnespeed Rally Challenge 2018; FMP Rally Challenge **Starters:** 68 **Stages:** 10

A last-minute entry proved fruitful for Arron Newby and co-driver Sam Bailey, as the Subaru Impreza pairing dominated the rally from start to finish, taking a clean sweep of fastest stage times to take a clear win by 4m44s.

Second-placed Spencer Chard/Derrick Walters (Impreza) fought a close battle all day with Andrew Graham/Peter Brennan (Mitsubishi Lancer E6) coming out on top by two seconds at the finish.

Newby stamped his authority on the event immediately, taking a 28s lead on SS1 and pulling ever further away from then on.

Behind, Graham and Chard went neck and neck, swapping stage times and places. They were

challenged for most of the day by Ross Daniels/Dennis Suttentwood (Impreza) but when Daniels retired on SS7 with mechanical woes it was left to eventual fourth-placed Ian Ross/Daniel Petrie (Impreza) to take up the chase.

They consolidated their place with a consistent series of top-five times. Harry Gardner/Elliott Graham (Ford Escort Mk2) mounted a late charge, going second fastest on SS8 to snatch fifth from Andy Corner/Ade Camp (Peugeot 205L).

### Results

1 Arron Newby/Sam Bailey (Subaru Impreza) 1h27m22s; 2 Spencer Chard/Derrick Walters (Impreza) +4m44s; 3 Andrew Graham/Peter Brennan (Mitsubishi Lancer E6); 4 Ian Ross/Daniel Petrie (Impreza); 5 Harry Gardner/Elliott Graham (Ford Escort Mk2); 6 Andy Corner/Ade Camp (Peugeot 205L); 7 Glyn Cartwright/Adam Wilks (Escort Mk2); 8 Stuart Newby/Aaron Parker (Impreza); 9 Wayne Lloyd/Will Lloyd (Escort Mk2); 10 Tim Green/Amelia Green (Impreza). **Class winners:** Barry Pavey/Alan Spencer (Ford Escort Mk1), John Petrie/Lucy Owen (Peugeot 106 GTi), Corner/Camp, Gardner/Graham, Chard/Walters.



'S17 TEG' is a regular rally winner across the country with Newby

## ROAD RALLY ROUND-UP

Repeating their success of 12 months ago, Dorian Evans/Arfon Griffiths took their second successive win on the **Classic Tracks Targa Rally**.

The pair led from the fourth test and finished with a victory margin of over a minute; they took eight fastest times from the rally's 19 farm track tests.

Mechanical problems caused delays for Ceryth Jones/Richard Williams on the opening part of the event, but they recovered to take second place at the finish. John Davies/Eurig Davies, using a borrowed Proton Satria, finished third. Cadog Davies/Michael Jones had been as high as second place before a bent bottom arm forced them to cut to the Finish.

Jamie Jukes/Dale Bowen kept their 1400cc MG ZR well within the top 10, until

problems in Test 15 cost them two minutes and dropped them to 11th place at the finish.

A far higher proportion of the field than is usual for this event – 53 of the 75 starters – made it to the Finish.

**Ian Mills**

### Results

**Classic Tracks Targa Rally**  
**Organiser:** Llandysul & District Motor Club **When:** May 27 **Where:** West Wales **Route:** 19 tests **Starters:** 75  
1 Dorian Evans/Arfon Griffiths (Ford Escort Mk2) 6m43s; 2 Ceryth Jones/Richard Williams (Escort) +1m02s; 3 John Davies/Eurig Davies (Proton Satria); 4 Chris Hand/Alan James (Ford Puma); 5 James Martin/Gervyn James (Vauxhall Astra); 6 Steve Knibbs/Gerwyn Barry (Satria); 7 James Davies/Marc Mayes (Proton Compact); 8 Breeze Smorthit/Tjay Lewis (Ford Sierra); 9 Tim Evans/Dafydd Evans (Peugeot 206); 10 Gavin Rogers/Carrie Rogers (Escort). **Class winners:** Daniel Morris/Elin Lewis (Puma); Daniel Owens/Talis Owens (Nissan Micra); Gethin Dafis/Ceri Davies (Subaru Impreza).

## Kirkaldy wins at rare Leuchars event

### Granite Stages at Leuchars Rally

By John Fife

**Organiser:** Aberdeen & DMC **When:** May 26 **Where:** Leuchars Station, Fife **Championships:** Scottish Tarmac Championship, Junior 1000 Ecosse Challenge **Stages:** 10/11 **Starters:** 50/13

Alan Kirkaldy and Eoghan Anderson won an action-packed Granite Stages at Leuchars Rally last Saturday in their Ford Escort Mk2. Although the duo were never seriously challenged, they were never able to relax either.

Gordon Morrison was holding second place until his Subaru's exhaust manifold broke, and Alistair Inglis was lying third when the gearbox failed in his Lotus Exige.

That moved Ian Forgan up into second place first time out with a newly built clubman-spec Subaru Impreza and Ian Paterson into third in another Subaru. Both John Rintoul and Tom Morris failed to finish with steering problems and Lawrence Whyte whacked a lamp post with his Fiesta R5.

Alan Gardiner finished fourth overall in his Escort Mk1 holding off the attentions of the Mk2 of Colin Gemmell. However, the 'battle of the day' featured an epic scrap between the Fiesta R2 of Finlay Retson – seeking some 'Tarmac' running ahead of the next British Rally Championship round in Belgium – and the Citroen C2 of Michael Harbour. They finished sixth and seventh respectively.

In the Junior event run simultaneously at the huge MoD facility, Johnnie Mackay was having a serious tussle with Andrew Blackwood until the leader's Citroen broke its gearbox. That allowed Mackay to seize the lead in his Suzuki Alto, and stave off the efforts of equally well-matched Lewis Haining and Oliver Hunter.

### Results

1 Alan Kirkaldy/Eoghan Anderson (Ford Escort Mk2) 65m53s; 2 Ian Forgan/Sarah Forgan (Subaru Impreza) +1m09s; 3 Ian Paterson/Alan Paterson (Subaru Impreza); 4 Alan Gardiner/Dave Robson (Ford Escort Mk1); 5 Colin Gemmell/Derek Keir (Ford Escort Mk2); 6 Finlay Retson/Harry Chalmers (Ford Fiesta R2); 7 Michael Harbour/Ian MacDougall (Citroen C2 R2 Max); 8 Ross McCallum/James Ralph (MG Maestro); 9 Alan Wallace/Darren Robertson (Mitsubishi Lancer E6); 10 Jimmy Christie/David MacFadyen (Mitsubishi Lancer E9). **Class Winners:** Martyn Douglas/Brian Pringle (VW Polo), Retson/Chalmers, McCallum/Ralph, Kirkaldy/Anderson, Forgan/Forgan Johnnie Mackay/Gordon Reid (Suzuki Alto).

# THRUXTON AT 50

Thruxton has hosted motor racing for half a century. Paul Lawrence traces the story of the Hampshire

# THE UNCHANGED



The Formula 2 field heads away in 1971 for Rindt Memorial race

**I**t was on March 17, 1968 that Alistair McHardy's Special Saloon Hillman Imp won the first race on the 2.356-mile Thruxton track as we know it. Unlike just about every other UK track, the layout has not changed in 50 years and the high-speed Hampshire track continues to deliver some of Britain's very best motor racing.

However, the Thruxton story actually goes back to the early 1950s as three car race meetings were run on a makeshift 1.89-mile track on the old runways. It was August Bank Holiday 1952 when the former RAF Thruxton first hosted car racing as John Coombs won twice in a Cooper 500. On the same day, a young Roy Salvadori made his racing debut.

After just three events, car racing was curtailed on the poor track surface, although bike racing continued right through until 1965. Yet within two years, Thruxton was back in focus after the sudden closure of Goodwood in July 1966. The British Automobile Racing Club had used Goodwood as its home track for 18 years but now urgently needed a new venue as a base.

Negotiations were carried out in secret to bring a permanent track to the Thruxton airfield, and by the autumn of 1967 work started on building the current track layout, under the direction of the BARC's Bob Clarke. A

planned completion for March 1968 was incredibly ambitious but the BARC was very keen to run its Easter Formula 2 event at the new track after switching it temporarily to Silverstone in 1967. The track surface was completed between Christmas and the New Year and earth banks were dug into the chalky landscape to provide barriers. Early plans to site the pits and paddock in the dip before the run up Woodham Hill to the chicane were soon changed and work continued apace.

At the time, Grahame White was competitions manager for the BARC and he was heavily involved in the whole process, including organising a major international meeting at a track that was barely a month old.

"I had to work to convince the Formula 2 teams to come," says White. "It was a huge risk running the F2 meeting at a completely unknown circuit, but it worked. All the F2 drivers liked it because it was quick and quite a challenge."

Sadly, the opening F2 event was overshadowed by the death of Jim Clark at Hockenheim just a week earlier. The Thruxton F2 race ran over two heats and a final and it was Jochen Rindt who dominated in his Brabham BT23C. However, the gifted Austrian had a late scare when he slid off at the Club Chicane, crashed through an Exide Batteries hoarding and then rejoined,

without even losing the race lead.

Rindt made the Easter weekend European F2 race his own in those early years, winning again in 1969 and 1970 before losing his life at Monza five months later in September 1970.

The early years of Thruxton marked a golden era and the track hosted 13 club race meetings in 1969. But the venue was already living on borrowed time, and by the summer of 1969 local opposition to the noise had built to the point that enforcement notices were served on the BARC by Hampshire County Council. The Thruxton Protection Society was prominent in the local fight against the track.

So began a period of great uncertainty as legal arguments raged and the matter came to a head with a public enquiry starting in July 1970. Graham Hill spoke on behalf of the circuit, but Jeremiah Harman QC for Hampshire County Council was not impressed, claiming that the circuit owner had: "Pursued a course both devious and energetic to obtain any advantage they could on the principle of gaining an inch and taking an airfield."

Harman even went so far as suggesting that granting permission for racing to continue would eventually lead to Formula 1 Grand Prix racing in rural Hampshire, with the inherent noise and crowd issues.

Meanwhile, the circuit pushed ahead

and planned a mammoth 17-meeting schedule for 1971, capped by the Easter F2 meeting. Event sponsor Yellow Pages commissioned a very impressive Jochen Rindt Memorial Trophy for the race, which was won by Graham Hill in a Brabham BT36, marking one of the final major single-seater wins of his career, aged 42. In front of a crowd estimated at 40,000, Hill won in a Rondel Racing entry in a field of 41 F2 cars.

The 1971 season also marked Thruxton's longest car race when the 750 Motor Club ran the Birkett Six-Hour Relay Race, while local drivers Brian Cutting and John Burbidge founded the Thruxton Racing Drivers' School. It would later morph into the Ian Taylor school, headed by the late F3 racer.

Finally, in May 1972, came the outcome of the public enquiry, which could have closed the track with immediate effect. However, then Minister of the Environment Peter Walker decreed that racing and practising would only be allowed on 21 days a year. This decision was quickly followed by another legal challenge from local objectors and a last-minute out-of-court settlement finally reduced the number of race and qualifying days to just 12. It is a number that has hampered Thruxton's development and use ever since.

At least racing could continue, although the severely limited use has

always held back any ongoing investment in the circuit and its facilities. Despite these issues, a new pit garage complex was built in 1983 and this year a £2 million project has delivered the impressive new Thruxton Centre on the inside of the track at the head of the paddock area.

Under the new regime, racing continued but the oil crisis of 1974 cost the BARC the sponsorship required to run the annual F2 race. The race returned in 1975 when won by Jacques Laffite in a sequence of races that would keep Thruxton on the F2 calendar until the end of the category in 1984. A year later, a once-only Formula 3000 race was won by Emanuele Pirro, but the numbers did not stack up. A requirement to have a £100,000 prize fund for the race left the BARC losing £35,000 in 1985 and it was simply unsustainable for a circuit with such limited racing activity.

The demise of the annual Easter event signalled the end of Thruxton's 17-year run as a major international venue. The Interserie sportscars ran in 1986, but support was modest. Instead, the venue's future sustainability would look increasingly towards British Touring Cars and British Superbikes.

From Rindt's first outright lap record of 1m16s set at Easter 1968, the lap times dropped constantly through the F2 era to stop at Johnny Cecotto's 67.37s best in



Jochen Rindt won the first F2 race at track in 1968



Rindt celebrates



Track was an F2 staple, here in '69



Rindt Trophy



Senna (left) took first F3 win in '82



1993 BTCC g

re speedbowl

# CHALLENGE



While 2018's BTCC field also tackles the same layout

1982. British F3000 moved the mark on to 62.75s by Philippe Adams in September 1993, but that was obliterated a month later when Damon Hill ran a high-speed demonstration in a Williams FW15C. He set a best lap in a stunning 57.6s, averaging over 147mph in the process. The car had been due to run at the circuit's Silver Jubilee meeting that June, but refused to start. Frank Williams generously promised to send the car back in October and Hill's mesmerising 15-lap run delivered the first sub one-minute laps in Thruxton history.

Away from the headline events, Thruxton still delivered outstanding racing with many epic slipstreaming contests invariably only being settled on the final rush up Woodham Hill. That section of track also delivered one of the most spectacular accidents in Thruxton history when Australian Charlie Cox rolled his Ford Mondeo 11 times during the BTCC meeting in May 1995.

"I'd never been on a circuit that flowed like this and I couldn't believe how fast it was," said Cox of his first encounter with Thruxton. "It wasn't like anything at home in Australia. That day, up the hill to the chicane I hit the brakes as usual and it was like pulling the handbrake on. It rolled 11 times – we counted later – and eventually landed on the service road. I needed a pass to get back into the circuit!"

Although knocked around, Cox made a full recovery and returned to race at Thruxton. "For all that, it is still my favourite circuit," he added.

Into the new millennium, the BTCC and British Superbikes have kept the fans coming back to Thruxton and action is invariably fast and furious on a track that rewards car control and bravado, but punishes errors. Dan Eaves made a piece of BTCC history when he won all three races in one day in May 2005 and BTCC grandees like Jason Plato and Andrew Jordan rate it as one of their favourite tracks.

When the track was last resurfaced, the notorious bump at the dauntingly fast Church corner was eased a little, but it remains one of the most challenging corners at any UK track. Add in an abrasive surface that can kill tyres on a warm day and you have a track that constantly delivers unpredictable races.

Over this weekend a very special meeting featuring classic and historic racing as well as demonstration runs of notable cars and bikes will be a fitting celebration of half a century of racing at this gem of a track.

With a very visible programme of expenditure and improvement on-going and passionate racers Bill Coombs and Patrick Blakeney at the helm, Thruxton has never looked in better shape. It is a fine place to go motor racing. ■

## THRUXTON TIMELINE

DATE	EVENT
1966, July:	Goodwood closes for racing
1967, October:	Plans for Thruxton approved
1968, March:	Inaugural race meeting
1968, April:	First European F2 meeting
1968, November:	Special stage on the RAC Rally
1969, April:	Jochen Rindt takes second F2 victory
1969, August:	First noise enforcement notices served
1969, November:	First TV meeting
1970, April:	Rindt completes F2 hat-trick
1971, May:	UKJ's first Production Saloon race held
1972, May:	Race days reduced to 12 per year at public enquiry
1974, March:	Easter F2 race cancelled for financial reasons
1975, March:	Jacques Laffite wins as F2 returns
1979, November:	Nelson Piquet laps in 65.5s testing an F1 Brabham
1982, November:	Ayrton Senna wins his first F3 race
1983, August:	New pits complex announced
1984, April:	Mike Thackwell wins final Thruxton F2 race
1985, April:	First and last Formula 3000 race
1988, February:	Dennis Carter joins the BARC team
1989, March:	David Coulthard wins his debut car race
1989, May:	Five cars start inaugural Formula Renault race
1991, August:	Dave Coyne (Reynard 90D) sets lap record at 63.66s
1992, April:	Marcel Albers killed in F3 accident at the chicane
1993, October:	Damon Hill laps a Williams FW15C in 57.6s (147mph)
1995, May:	Charlie Cox survives massive BTCC accident at the chicane
2000, August:	Earl Goddard (Reynard) sets new lap record in 61.96s
2005, May:	Dan Eaves wins three BTCC races in one day
2007, April:	Historic F2 headlines 40th anniversary meeting
2018, May:	New Thruxton Centre building completed
2018, June:	50th anniversary meeting



Jordan (r) says it's about finesse



**Jason Plato**  
Two-time British Touring Car champion  
"Thruxton was the first circuit that I raced at, in Formula Renault back in 1990. It was unbelievable! Find me a driver who doesn't have a wide-eyed moment at Thruxton! It is unlike any other UK circuit and it's just brilliant."



**Tiff Needell**  
Racer and presenter  
"I had my first ever race win there in my Lotus 69 [Formula Ford] in 1972 and won again in that car in 2014. It's just fast and flowing and not all stop/go, so you get proper racing. All the corners are different and challenging. Now I do 140mph passenger rides around the track."



**Andrew Jordan**  
2013 British Touring Car champion  
"Thruxton is one of those places you either click with and embrace the high-speed nature, or you don't. You need the car quite loose, which I also enjoy. People think it's all about bravery, but round the back is about finesse on the pedals. It's got a great character and there is nowhere else like Church corner. It always makes for good racing and I love it: it's one of my favourite circuits."



rid drew crowds



Eaves made history with BTCC hat-trick

# WORLD RALLYCROSS: SILVERSTONE

Champion was in the wall, and then on the top of the podium. By **Hal Ridge**

## KRISTOFFERSSON GETS BACK TO THE FRONT



Kristoffersson kept his winning habit



The start of semi-final one: the two VWs collided away from the line



Kristoffersson's spill pushed track furniture into the on-coming traffic

**N**ever take out your team-mate; an age-old mantra for any multi-car motorsport outfit. A driver's team-mate is the first target to beat, but making contact with said target, or even worse still – taking them out of the running – is totally out of the question.

For the third time in the World Rallycross Championship's first four rounds this season, two high-profile team-mates came together in the final stages of an event as Silverstone made its debut appearance in the series.

This time, the crash was a scenario that had huge implications to the outcome of the final, which was won by points leader Johan Kristoffersson.

The reigning champion's PSRX Volkswagen Sweden team-mate Petter Solberg had topped the order on day one, setting the fastest time in Q1 12 months to the weekend since his most recent World RX win, at Lydden Hill. Until the Silverstone round, Kristoffersson hadn't set a single fastest qualifying time in 2018. He rectified that statistic by being fastest in Q3 and Q4 on Sunday morning to climb to the top of the Intermediate Classification, assisted in part by Mattias Ekstrom and Solberg being stuck behind the ailing Peugeot 208 of Timmy Hansen for more than two laps in Q4, dropping the pair of former World RX champions down the Intermediate rankings.

Last season, as PSRX dominated much of the campaign, the preferable starting position for its drivers would be for each to start on pole position in the two semi-finals, meaning they only met head-to-head in the final. But at Silverstone, with Solberg qualifying third, he joined Kristoffersson on the front row for semi-final one.

As the lights changed and the pack

rushed to the first corner, Solberg's Polo pulled ahead of Kristoffersson's, but wasn't a full car length clear, for a second event in succession the pair made contact.

The Volkswagen drivers had come together in the run to the first corner of the final in Belgium a fortnight earlier but, while Kristoffersson survived a two-wheeled moment at Mettet, this time around the front-left wheel of the Swede's car made contact with the right-rear of Solberg's, sending his Polo into the air and off the circuit.

As Kristoffersson heavily impacted the tyre wall on the inside of Turn 1, the track furniture got pushed across the circuit and, despite Tommy Rustad's valiant attempt at forcing a way through the displaced tyre barrier, the race was red flagged.

Mechanics were allowed onto the grid to repair the cars for three minutes before the restart took place, in which time Solberg had a right-rear puncture changed. But, the triple FIA World champion then lost ground on the opening lap of the restarted race and dropped to fourth, before then retiring on lap two with mechanical problems.

Meanwhile, Kristoffersson led throughout to net pole position for the final, despite yet more drama when his Polo stopped after the finish line of the semi-final and had to be recovered to the paddock.

But, taking the lead from pole in the final, Kristoffersson fended off early pressure from EKS Audi team-mates Andreas Bakkerud and Ekstrom in the opening laps before pulling an advantage to score his third win of the year.

Bakkerud had passed Ekstrom around the outside in Turns 1 and 2 to take second, the pair avoiding tripping over each other, unlike during the first corner of their semi-final at round two in Portugal.

Having dropped to third at

Silverstone, Ekstrom then also lost out to a hard-charging Sebastien Loeb when the Frenchman dived up the inside of the Swede into the first corner on lap five, after the 2016 champion had taken his joker.

Loeb had taken his joker a lap earlier, having dropped as low as sixth before the first corner when he failed to get his 208 cleanly away from second on the grid.

Bakkerud and Kristoffersson took their jokers on lap five and six respectively and held their positions, while Loeb remained third to continue his 100 per cent podium record in 2018.

Ekstrom was fourth with Hyundai i20 campaigner Niclas Gronholm fifth, the Finn again producing a solid performance for his double WRC champion father Marcus' GRX team. Kevin Hansen was slowed by a broken left-rear wheel in the closing stages and was sixth.

Hansen's older brother Timmy was again out of luck in the series' fourth round, despite being fastest in Q2 on Saturday afternoon. Like Kevin would later experience in the final, Timmy retired in the semis with a broken wheel.

Mark Higgins made an impressive World RX debut in Albatec Racing's latest-specification Peugeot 208 and would have challenged for a position in the semi-finals but for retiring from his Q2 race when the rear suspension broke on landing from the circuit's jump.

British Touring Car star Andrew Jordan had a difficult weekend on his return to World RX with MJP Racing's brand new 2018-spec Ford Fiesta. Despite a number of niggling technical problems Jordan won his race in Q3 and challenged for the lead again in Q4 before the front suspension broke in Turn 2 and his weekend ended in retirement.

Photos: mcklein-imagedatabase, fiaworldrallycross.com, Albatec Racing, Volkswagen Motorsport, GRX



Andrew Jordan's weekend was blighted by car problems



Brit Mark Higgins was fast but was thwarted by broken suspension

**RESULTS**

**FIA World Rallycross Championship, round 4/12**  
**When: May 25-27**

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	4m00.899s
2	Andreas Bakkerud	Audi S1	+0.859s
3	Sebastien Loeb	Peugeot 208	+1.346s
4	Mattias Ekstrom	Audi S1	+1.949s
5	Niclas Gronholm	Hyundai i20	+3.832s
6	Kevin Hansen	Peugeot 208	+29.983s

**Points after 4/12 rounds:** 1 Kristoffersson 105; 2 Loeb 91; 3 Bakkerud 83; 4 Petter Solberg (Volkswagen Polo) 80; 5 Ekstrom 80; 6 Timmy Hansen (Peugeot 208) 71. **RX2 (All Supercar Lites) (6 laps)** 1 Oliver Eriksson 4m16.904s; 2 Conner Martell +2.163s; 3 Sondre Evjen; 4 Anders Michalak; 5 Glenn Haug; 6 Vasily Gryazin. **ARX Supercar (6 laps)** 1 Tanner Foust (Volkswagen Beetle) 4m08.903s; 2 Scott Speed (Volkswagen Beetle) +3.322s; 3 Liam Doran (Citroen DS3); 4 Patrik Sandell (Subaru WRX); 5 Timo Scheider (SEAT Ibiza); 6 David Higgins (Subaru WRX).



The 2016 champion Ekstrom was beaten to the podium by Loeb

**Fans flock to enjoy the Speedmachine experience – but at a healthy price**

There was uproar when it was announced that the World Rallycross Championship would shed its spiritual home of Lydden Hill. After all, Silverstone didn't even have a circuit and it was forced to create one.

Last weekend's event, branded Speedmachine, was packed with fans. If there was disquiet at the move north, it was drowned out by the click of turnstiles.

The event bolted on so much more than racing. The food festival, the demonstrations by car makes, the eSports element and the displays

and music made Speedmachine more of a carnival than a motorsport event. The weather helped too, of course, and everyone was smiling.

It was also noticeable that the majority of visitors were of a much younger demographic than is normally seen at a race meeting.

The open paddock is nothing new for this branch of the sport, but fans mingling with heroes is always pleasant to see.

If there could be a cause for concern, it would be the price of the tickets. At Lydden Hill, the World Rallycross

showdown was roughly the same cost as a day at British Touring Cars.

Lydden, clearly, doesn't have the infrastructure of an F1 venue, but Silverstone seemed to realise this and set the price of weekend tickets from £70 for both days of the weekend.

While there were a bevy of entertainments to keep 27,000 fans occupied at Silverstone, there wasn't much in the way of on-track action. That could be the only real gripe, but the overall impression of the event was superb.

**Matt James**



Silverstone circuit bosses reckoned that there were 27,000 fans at the venue for the Speedmachine debut

**STAR PERFORMER**



Quietly going about his business and staying out of trouble, Niclas Gronholm made the final at Silverstone and finished as the top non-works backed driver for the second time in four races this season. Seventh in the standings, Gronholm regularly out-paces more experienced team-mate Timur Timerzyanov and has made a significant step up since last year.

**Foust's first in the new American championship**

The first round of the new-for-2018 Americas Rallycross Championship was held at Silverstone, in which former World RX race winner Tanner Foust dominated proceedings.

He topped the Intermediate Classification, won his semi-final and then claimed a lights-to-flag victory in the final.

Foust's Volkswagen Andretti Rallycross team-mate Scott Speed finished second, despite dropping down the order on the opening lap as he was passed by first double DTM champion Timo Scheider and then Liam Doran over the circuit's jump. Speed repassed Doran using the joker lap, then moved up another position to finish second when Scheider crashed out on lap four with broken suspension.

Doran finished third, while two-time Junior World Rally champion Patrik Sandell was fourth for Subaru Rally Team USA.

His team-mate, former British Rally champion David Higgins retired on lap two. Albatec Racing owner Andy Scott's ARX weekend ended in the semi-finals.

Oliver Eriksson won the single-make RX2 category to move into the championship lead. Conner Martell pulled off an outside move at Turn 1 to run second throughout, while Sondre Evjen finished third. Reigning British Rallycross champion Nathan Heathcote endured a difficult weekend. He was hampered by electrical problems on day one before rolling his Team Faren-run car in Q3 and didn't make the semi-finals.

**SUPPORTS**



Foust topped the new ARX series

# BRITISH GT REPORT: SNETTERTON

British cars led the way at Snetterton. By Robert Ladbrook

## ROUND-UP

Three race wins from pole position characterised the BRDC British F3 weekend, but if that made it sound easy, it was anything but.

Linus Lundqvist and Nicolai Kjaergaard arrived in Norfolk as the form men atop the standings, and both took a win apiece.

Kush Maini, while unable to take the top step ("it was a bit far away" he admitted), proved he is still well in the hunt though, with those three now starting to break away at the top.

As Lundqvist mused at the end of the weekend: "It seems like a common thing that Nicolai is always on my tail."

Carlin's Kjaergaard took first blood in race one, and a couple of fastest laps from Lundqvist couldn't upset the Dane's rhythm.

That was in part because of the nature of the circuit – following in the F3 cars was clearly tricky for those running at the front, let alone those further back.

"It's a very technical circuit," Kjaergaard agreed. "But we have always got to be fast because we need to get as far up as possible."

But overtaking difficulties just put more importance on making the most progress in the reversed grid race two, as Lundqvist proved.

Manuel Maldonado was on pole for that reversed-grid race, and with victory at Oulton Park under his belt, he was out to do the same again.

Krish Mahadik kept him honest throughout to come home 0.598s behind the Fortec driver.

But it was behind where the real action happened.

All three of the race one podium drivers had the pace to make gains, and Kjaergaard was up to sixth within two laps.

On the third lap he got the switchback on Tom Gamble, but the pair jostling for the same piece of asphalt at Turn 3 was only ever going to end with a collision, which retired both on the spot, and with it a potential bagful of points for Kjaergaard.

"I had really good pace," he said. "I was making a lot of points and a lot of positions."

Analysis of those first two laps showed Kjaergaard was 1.7s quicker than Lundqvist on lap one, and a full second quicker than those ahead on the second lap, which meant the Carlin driver lost at least 22 points, assuming he finished in the sixth spot he was running in. In all likelihood a podium result was on.

Instead, it was Lundqvist who picked up the healthy haul, steady progress helping him to fourth at the chequered flag.

And the importance of those was not lost on him. "When they brought in the full reverse you can make race two pretty big for points scoring," he said, "and that was just by the overtaking."

Maini had his own problems when contact from a rival on the Bentley Straight caused a right-rear puncture and left the Indian a lap down.

The weekend finished with a comfortable lights-to-flag win for poleman Lundqvist, who headed back to Sweden with a beaming smile.

His parting shot was an ominous warning to his rivals: "I thought Snetterton was going to be my worst weekend, so to get these points, I am delighted."

Ant Whorton-Eales suffered a crank pulley snap in the first lap of race one in the **Mini Challenge JCWs**, ending his Saturday early and leaving Nathan Harrison to claim race one ahead of Henry Neal.

In the second, Luke Reade and Rob Smith made contact at Brundle, which kicked up plenty of dust and put both out. That opened the door for Jac Maybin to trouble David Robinson for the lead with a daring side-by-side moment through Murrays on the last tour. Robinson just held on for victory, while Whorton-Eales recovered to seventh from the back.

Simon Walton took a seemingly comfortable first **Volkswagen Racing Cup** race thanks to squabbling between Jessica Hawkins, Martin Depper and Dennis Strandberg behind.

But Depper refused to be denied in the second race, making the most of an opportunity at the end of the first lap to take a lead he wouldn't relinquish.

Tom Golding looked to have the first **Ginetta G40 Cup** race sewn up after taking the lead from Rob Keogh with the slipstream on the run into Wilson, but threw it away on the last lap at Murrays with a wide moment onto the grass, handing a delighted Jack Oliphant the victory.

Keogh held off a lap-five charge from Golding – through a barely-visible gap up the inside of Brundle – and then Oliphant to win the second race.

Jeff Wilson, Alan Henderson and Bill Addison dived for the race one win in the **Northern Saloon and Sports Car Championship**, but it was Addison who claimed it thanks to some staunch defending and Wilson running wide at Hamilton.

Jason Noble



Farmer/Thiim claimed race one win from pole position

**S**ince 2015, only Aston Martin and Lamborghini have shared British GT race victories at Snetterton. Therefore, when you remove one of those brands from contention, the other is likely to dominate.

With five of the 11 starters being mounted in the British brand's Vantage GT3, and with all of them boasting a factory racer, Astons were in a league of their own in Norfolk – especially the ones run by the TF Sport team.

Both Mark Farmer/Nicki Thiim and Derek Johnston/Marco Sorensen topped the podium across the weekend, as both races largely became an Aston benefit.

The proven Vantage GT3 may be the oldest design on the grid, but it's always been at home at Snetterton. The car enjoys strong traction for the

drive out of the tight stuff, and a good aero balance to keep the speed up through the faster, flowing sections.

On Saturday morning, both TF Sport cars suffered from understeer, prompting a series of changes across the practice sessions to find an improved balance. The increased track temperature for qualifying helped too, and Farmer/Thiim annexed pole for both races when each driver topped their respective Am and Pro sessions.

In contrast, the other brands just couldn't keep up. Jon Minshaw/Phil Keen's Lamborghini Huracan has been the only interloper in the Aston stranglehold in recent years, but was undone by weight this year.

With the Huracan faring well in Europe at the moment, their car arrived wearing an extra 35kg of lead compared to last season, which hampered its pace and set-up. The car would start third and second respectively, with team head Mark

Lemmer insisting he was "surprised we could even get that close, considering the Balance of Performance [equalisation grading] this weekend".

Snetterton has never been a happy hunting ground for Bentley. The Continental GT3 doesn't enjoy great traction, meaning it lags in the speed traps on both long straights, which are a significant portion of the lap.

When the lights went out for race one, Farmer bolted away, followed by Graham Davidson's Jetstream Vantage, Minshaw and Rick Parfitt in the lead Bentley. Minshaw had to make a move early, and snatched second at Murrays, but then lost ground with a mistake at Riches and dropped to fourth, finally allowing the Aston brigade clear.

Davidson made a move for the lead at Wilson, and Parfitt also managed to demote the rattled Farmer just before the safety car was called for a stranded GT4 McLaren on the infield. The

caution period coincided with the pit window, meaning all of the leaders pitted together.

The race in the pits was decisive. TF got Farmer changed for Thiim in better time, and the polesitter rejoined just ahead of Maxime Martin, who relayed Davidson. But things were worse at Team Parker. Parfitt dived into the pits after a late call, and was then hit by what was described as "a cluster-f\*\*\* of issues", including a tyre mix-up and traffic. The Bentley's race was lost there and then.

Once ahead, Thiim starred, putting in a storming stint to win by over seven seconds from Martin.

"Nicki is just superhuman," said Farmer. "I was pleased with my stint, even if it didn't go fully to plan. But Nicki's pace was unbelievable! We've really managed to settle the car down and get it to rotate as we want. Things are looking good this weekend."

Keen salvaged third, ahead of the sister Barwell Lambo of Sam de Haan/

## RESULTS

**BRDC British F3 (10 laps)** 1 Nicolai Kjaergaard (Carlin); 2 Kush Maini (Lanan) +4.864s; 3 Linus Lundqvist (Double R); 4 Jordan Cane (Douglas Motorsport); 5 Harry Webb (Chris Dittmann Racing); 6 Tristan Charpentier (Fortec). Fastest lap Lundqvist 1m44.523s (102.25mph). Pole Kjaergaard. Starters 17.  
**Race 2 (10 laps)** 1 Manuel Maldonado (Fortec); 2 Krish Mahadik (Double R) +0.598s; 3 Sasakorn Chaimongkol (Hillspeed); 4 Lundqvist; 5 Arvin Esmaili (Douglas); 6 Jusuf Omega (Hillspeed). FL Maini 1m44.819s (101.96mph). P Maldonado. S 17.  
**Race 3 (10 laps)** 1 Lundqvist; 2 Kjaergaard +0.386s; 3 Maini; 4 Charpentier; 5 Webb; 6 Billy Monger (Carlin). FL Kjaergaard 1m46.011s (100.82mph). P Lundqvist. S 17.  
**Points (after nine of 24 races):** 1 Lundqvist 239pts; 2 Kjaergaard 209; 3 Maini 170; 4 Tom Gamble (Fortec) 137; 5 Mahadik 130; 6 Maldonado 128.

**Ginetta G40 Cup**  
**Race 1:** Jack Oliphant  
**Race 2:** Rob Keogh  
**Race 3:** Tom Golding  
**Ginetta Racing Drivers Club**  
**Race 1:** Stephen Docker  
**Race 2:** James Crawshaw  
**Mini Challenge JCW**  
**Race 1:** Nathan Harrison  
**Race 2:** David Robinson  
**Northern Saloon and Sports Car Championship**  
**Race 1:** Bill Addison (Caterham Superlight)  
**Race 2:** Alan Henderson (Ginetta 650 GT4)  
**Volkswagen Racing Cup**  
**Race 1:** Simon Walton (Audi TT)  
**Race 2:** Martin Depper (VW Scirocco)



Double R's Lundqvist extended his British F3 series lead at Snetterton

# BOARD



Farmer and Thiim (r)

## RESULTS

**British GT (30 laps)** 1 Mark Farmer/Nicki Thiim (TF Sport Aston Martin Vantage); 2 Graham Davidson/Maxime Martin (Jetstream Aston Martin Vantage) +7.111s; 3 Jon Minshaw/Phil Keen (Barwell Motorsport Lamborghini Huracan); 4 Sam de Haan/Jonny Cocker (Barwell Motorsport Lamborghini Huracan); 5 Derek Johnston/Marco Sorensen (TF Sport Aston Martin Vantage); 6 Lee Mowle/Yelmer Buurman (ERC Sport Mercedes-AMG). Fastest lap Sorensen 1m49.189s (97.88mph). Pole position Farmer 1m49.790s (97.34mph). Starters 11.

**Race 2 (31 laps)** 1 Johnston/Sorensen; 2 Andrew Howard/Darren Turner (Beechdean Aston Martin Vantage) +0.507s; 3 Farmer/Thiim; 4 Flick Haigh/Jonny Adam (Optimum Motorsport Aston Martin Vantage); 5 Minshaw/Keen; 6 Jordan Witt/Struan Moore (R/JN Motorsport Nissan GT-R NISMO). FL Thiim 1m49.225s (97.85mph). P Thiim 1m47.385s (99.53mph). S11.

**Points (after five of 10 rounds):** 1 Mowle/Buurman 78.5pts; 2 Minshaw/Keen 74; 3 Howard/Turner 66.5; 4 Johnston/Sorensen 64; 5 Farmer/Thiim 61; Haigh/Adam 57.

**GT4 (28 laps)** 1 David Pattison/Joe Osborne (Tolman Motorsport McLaren 570S); 2 Michael O'Brien/Charlie Fagg (Tolman Motorsport McLaren) +6.404s; 3 Will Moore/Matt Nicoll-Jones (Academy Motorsport Aston Martin Vantage); 4 Nick Jones/Scott Malvern (Team Parker Racing Mercedes-AMG); 5 Adam Balon/Ben Barnicoat (Track-Club McLaren 570S); 6 Ben Tuck/Ben Green (Century Motorsport BMW M4 GT4). FL Jack Mitchell (Century Motorsport BMW M4 GT4) 1m58.778s (89.23mph). P Tuck 1m58.438s (90.24mph). CW Pattison/Osborne. S 22.

**Race 2 (29 laps)** 1 Tuck/Green; 2 Lewis Proctor/Jordan Albert (Tolman Motorsport McLaren 570S) +2.583s; 3 Moore/Nicoll-Jones; 4 Graham Johnson/Mike Robinson (Balfie Motorsport McLaren 570S); 5 Calum Pointon/Patrik Matthiesen (HHC Motorsport Ginetta G55); 6 O'Brien/Fagg. FL Daniel McKay (Equipe Verschuur McLaren 570S) 1m59.326s (89.57mph). P Nicoll-Jones 1m57.854s (90.68mph). S 22.

**Points:** 1 Pointon/Matthiesen 65.5pts; 2 O'Brien/Fagg 65; 3 Moore/Nicoll-Jones 52.5; 4 Tuck/Green 48; 5 Pattison/Osborne 45; 6 Balon/Barnicoat 43.



GT4

Tuck/Green BMW was a star runner

## McLAREN, BMW SHARE THE SPOILS

Both GT4 battles were stories of triumph against adversity, as McLaren and BMW shared the wins.

It's been a long wait for a British GT victory for Joe Osborne. Having been stripped of a GT3 win here back in 2016 for what was deemed as 'avoidable contact' with Phil Keen, and then being robbed of a comfortable lead by a safety car last year, Osborne and teammate David Pattison's luck finally turned in Norfolk as they hit the top step of the podium in race one.

The fleet of McLarens weren't the fastest thing around the 300 circuit, mostly due to the cars carrying an extra 115kg of lead at this track – something that made finding the optimal window for switching the tyres on and not overcooking them in the warm conditions tricky to find.

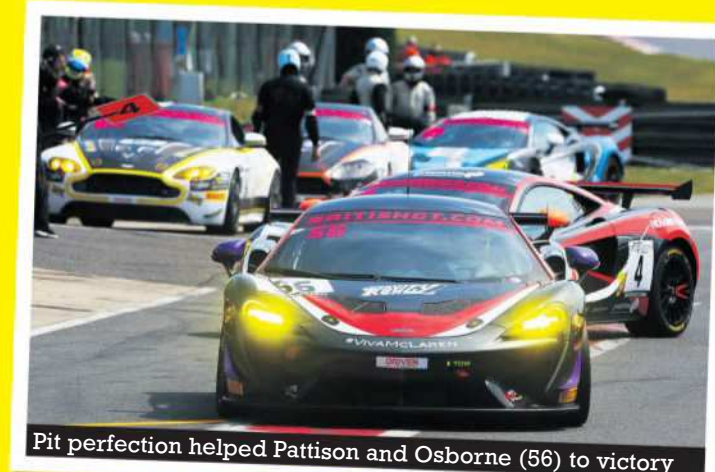
Instead it was BMW and Aston Martin to the fore initially. Century Motorsport's M4 GT4s were seriously quick, with Ben Tuck snatching pole for race one and then opening out a comfortable lead. That is before the race was turned on its head by a safety car, called when Graham Johnson's McLaren ground to a halt on the infield with an electrical issue.

The caution came just before the pit window, meaning almost the entire field opted to pile into the pits at the first opportunity.

Not only did the safety car rob Tuck of his five-second lead, but it also spelled the end of the challenge for all of the leaders, who were all silver-rated crews. That grading means the cars must serve an extra 12 seconds in their pitstops.

Suddenly the race order of Tuck, Will Moore's Aston, Callum Pointon's Ginetta and Michael O'Brien's fast-starting McLaren was disrupted. When they all rejoined, the best placed was O'Brien's car, which was back in fourth with Charlie Fagg now aboard.

With shorter stops, the Pro-Am pairings leapt up the order, Osborne



Pit perfection helped Pattison and Osborne (56) to victory

rejoined in second having taken the car over from Pattison down in 10th. Osborne hunted down Matt George's Jaguar F-type SVR for the lead, shortly before the interloping Jag was pinged for cutting its pit time short.

Once clear, Osborne made no mistake and won by a clear margin. "Looks like it's third time lucky!" he said. "It's been ages since my last win – back in a GT3 Porsche in 2012, and that was here too! The safety car made that for us. Hopefully I won't have to wait another six years for similar luck here!"

Behind Osborne a thriller played out for second. Fagg worked his way up, but had Matt Nicoll-Jones (in for Moore) and Scott Malvern's Mercedes filling his mirrors for the final laps as he fell just shy of a first outright podium alongside Nick Jones.

After losing out in race one, Century's Ben Green/Tuck almost lost their shot at victory in race two as well, when Green was tipped out of the top four by contact from Dan McKay's McLaren.

"I just saw the barrier coming towards me and thought, right we're

f\*\*\*ed!" said Green, who somehow managed to keep it out of the Armco. Green got going again and set up a stunning comeback drive that would end with the pair taking their first victory.

Green fought back to 10th in the tightly bunched pack, and Century timed its earlier stop perfectly to get Tuck installed and back out in fourth place.

From then on, Tuck was on a charge, picking off his rivals until he slipped past the McLaren of Lewis Proctor/Jordan Albert into Nelson on the final lap.

"We've always had this pace, but we've only just been able to show it in the dry, and the team called our stop perfectly – but I still have no idea how we won that!" said Tuck.

Nicoll-Jones/Moore finished third, having battled gamely against a broken downshift paddle from lap two, which meant the crew had to improvise by flicking the car into automatic to get it to change gear.

Graham Johnson/Mike Robinson won the Pro-Am class after curing a broken gearbox sensor.

Jonny Cocker, which recovered from a spin at the start.

With the flying Thiim at the head of the grid again, things looked straightforward for race two. The Dane's mission was to pull out a gap sufficient enough to overturn the extra 10 seconds the car would have to spend stationary during its pitstop after the earlier win.

He made solid inroads early on, pulling a handful of seconds clear of Sorensen in the sister car, who had jumped ahead of Keen on the rolling start. But that work was then undone by a safety car called to help extricate Ben Barnicoat's stricken McLaren after a clash at Agostini.

After that, Thiim/Farmer's hopes of the win were gone, but a solid result was still on.

Sorensen shadowed Thiim until the pit window and then followed him in. With no additional stop time after a disappointing run to fifth after a few spins in race one, Johnston took over and emerged in the lead ahead of Andrew Howard, who had taken over the

Beechdean Aston that Darren Turner had brought in from fourth.

Howard was never more than a few tenths from the tail of Johnston, but the 2016 champion managed to resist the 2015 victor to the flag.

"It was an intense final 20 minutes!" said Johnston. "The traffic was terrible and it never did me any favours as I'd find the gap and Andrew would just follow me through each time. I couldn't make a single mistake."

Farmer capped his weekend with another podium as Astons swept the board. Flick Haigh/Jonny Adam's Optimum Vantage was fourth, having cured a straight-line speed issue from race one. Davidson would have made it an all-Aston top five, but was demoted back to ninth for punting Minshaw into a spin at Wilson late on.

Lee Mowle and Yelmer Buurman still lead the championship, but could only manage a best of sixth in race one as their Mercedes-AMG struggled on the straights after a power restriction.



The heavily-laden Lambo struggled to match the pace of the Aston Martins



Johnston/Sorensen won narrow race two



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# RACING REPORTS

BRANDS HATCH: MSVR MASTERS HISTORIC FESTIVAL BY MARCUS PYE

MAY 26/27

Photos: Gary Hawkins

## STRETTON AND PADMORE SECURE THE MASTERS HISTORIC F1 WINS



Stretton grabbed the lead on lap two

### WINNERS

**FIA Masters Historic F1**  
Race 1: Nick Padmore (Williams FW07C-14)  
Race 2: Martin Stretton (Tyrrell 012-5)

**FIA Masters Historic Sportscars**  
Leo Voyazides/Simon Hadfield (Lola-Chevrolet T70 Mk3B)

**HSCC Historic F2**  
Race 1: Dean Forward (March-BDG 782)  
Race 2: Matthew Wrigley (March-BDA 79B)

**Masters Endurance Legends**  
Race 1: Rui Aguas (Peugeot 908X)  
Race 2: Rui Aguas (Peugeot 908X)

**Masters Gentlemen Drivers**  
Shaun Balfe/Andy Wolfe (AC Cobra)

**Masters Pre-'66 Touring Cars**  
Mark Sumpter (Ford Lotus Cortina)

**Youngtimer Touring Car Challenge**  
Race 1: Daniel Brown (Ford Escort RS1800 Mk2)  
Race 2: Daniel Brown (Ford Escort RS1800 Mk2)



Forward profited from Charteris's F2 woes

**A hard-fought win apiece by FIA Historic Formula 1 champions Nick Padmore and Martin Stretton wowed Whitsun weekend audiences as the wail of Ford Cosworth DFV engines rent the air above Brands Hatch's Grand Prix Circuit at the Masters Historic Festival. Pre-'78 honours were also split, between Greg Thornton (Lotus 77) and Max Smith-Hilliard (Fittipaldi F5A).**

Poleman Padmore (ex-Carlos Reutemann Williams FW07C) controlled Saturday's race, but Stretton ragged Martin Adams' ex-Stefan Bellof/Martin Brundle Tyrrell 012-5, holding it in lurid powerslides as he pressured Padmore to the chequered flag. With Michael Cantillon (Williams FW07), Simon Fish (Ensign N180) and Thornton chasing them, the race was red-flagged when behind Thornton a lunge by Steve Boulton Brooks (Lotus 81-1) turned team-mate Katsu Kubota (91-7) over at Druids. The Japanese driver escaped injury. Earlier Steve Hartley (Arrows A4) had tripped over Joaquin Folch (Brabham BT49C) at Surtees.

With Saturday's top eight finishers reversed, Stretton made lighter work of Sunday's race than Padmore, screaming past Smith-Hilliard at Druids on lap two and staying there as Padmore joined him next time round. "I got a couple of lucky breaks," admitted Stretton. Fish ambushed Smith-Hilliard for third after Cantillon spun Thornton round at

Druids, putting himself out and triggering the full-course caution under which the race finished. Hartley and Boulton Brooks completed the top six.

Back where Formula 2's European championship ended in 1984, the first Historic F2 race was a fascinating tribute. Poleman Mark Charteris and new leader Mark Dwyer (March 742s) were opportunistically passed by Dean Forward (782) at Surtees but "two into one didn't go" on the exit. As Forward and Dwyer touched, spinning the latter out, Charteris retook the initiative only for his gearbox to jam in fourth seconds later. Forward thus won from Chris Lillingston-Price (Chevron B40) and Matt Wrigley, first time out in dad Mike's FAntantic March 79B. From the back, Richard Evans (742) was fifth when his BDG's drive belt jumped a tooth.

Minus Forward, the unwell Lillingston-Price and Dwyer, Evans (valves replaced by Dave Gathercole) shot through to lead the second contest before parking at Dingle Dell with an oil leak. Wrigley capitalised, repelling Mike Bletsoe-Brown (Chevron B27). American James King (March 712) inflicted a rare Pre-'72 1600cc defeat on quintuple champion and race one victor Robert Simac to finish third, and had the surreal experience of staving off Frazer Gibney's March 76B, his car 42 years previously!

Leo Voyazides and Simon Hadfield celebrated their racing partnership's 10th anniversary by winning the FIA

**Sportscar** round in the Greek's ex-Emerson Fittipaldi Lola T70 Mk3B, but it was a huge team effort. Gareth Hayes heard a noise as he ran its Chevrolet V8 engine up for qualifying, and found its oil pump to be seized, thus they installed the spare overnight. While two-litre standouts Henry Fletcher (Chevron B19), poleman Manfredo Rossi di Montelera (Abarth Osella PA1, before its fuel metering unit belt broke) and Goncalo Gomes (Lola T212) squabbled over the lead and Mike Whitaker's ex-John Surtees T70 Spyder's engine punched a rod through its sump, triggering a caution period, as Voyazides climbed to fourth before installing Hadfield.

Fletcher picked up a rear puncture just before his scheduled stop, but not even a third safety car could stop Hadfield. Despite having been passed by fast invitee Fletcher, Jason Wright (T70) was returned to second on countback when Paul Allen – who had hit him as he stopped at the adjacent pit – spun his T212 into the Sheene Curve gravel bed bringing out an early red. This hiatus also changed the Chevron B8 fight, relieving Callum Lockie whose moment (in Julian Thomas' car) had let Mark and Andrew Owen back ahead, and defused a gripping Hulme class fight between the Cooper T61Ms of Keith Ahlers (Ford) and Steve Farthing (Chevrolet), which was building to a crescendo.

Portuguese veteran Rui Aguas aced

both **Masters Endurance Legends** prototype races in Kriton Lendoudis' 2008 Peugeot 908X. Setting the event's fastest race lap at 1m19.420s (110.29mph), Aguas overcame hefty pro-driver penalties to oust 1999 F1 first champion Alex Kapadia (ORECA 03 LMP2) in Saturday's opener and then the impressively combative Steve Tandy (Lola-Mazda B12/60), circulating ever quicker on Sunday.

The first race was fragmented, following a second lap clash at Hawthorns between David Porter's stout Peugeot 908 and Niki Leutwiler's ORECA 03, thus Kapadia's car owner Martin Rich finished his stint behind the pace car. The ORECA returned to the pits in kit form. Rich went well on Sunday, clear of Martin Short's gloriously shrill Dallara-Judd V10, embroiled with Nigel Greensall in Rick Carlino's bellowing Riley & Scott Mk3.

Andy Wolfe repeated last year's **Gentlemen Drivers** victory, albeit with Shaun Balfe subbing for Michael Gans in the AC Cobra. GT racer Balfe raised his game, keeping Mike Whitaker (TVR Griffith) honest and handing Wolfe "a mint car" for the final push. Whitaker built a decisive-looking lead before his brakes faded and he slid off at Westfield, dislodging a brake duct. 'Meatball' flagged for it to be sorted, Whitaker growled back past John Spiers' similar but brakeless car to regain second as four 'Griffs' finished in the top six, Peter Thompson/Mark

Hales and Jamie Boot shaded by Rob Fenn's class-winning Lotus Elan. David Grace/Jack Rawles (Austin-Healey 3000) and Rick Bourne/Malcolm Paul (TVR Grantura) won the other competitive divisions.

The **Masters Pre-'66 Touring Car** contest was thrown wide open when Craig Davies' Ford Mustang retired early with broken suspension. Mark Sumpter and Steve Soper (Lotus Cortinas) were left battling it out, pursued by Mike Gardiner and Julian Thomas (Falcons), with Andrew Haddon and Geoff Letts (Cortinas) in the thick of it and Nick Swift as best of the Minis.

Soper led briefly before his car's handling went awry. "After three or four off's I called it a day," he said, having left Sumpter to complete a fine victory. Having acclimatised to Gardiner's car, Andy Wolfe scrapped with Callum Lockie (in for Thomas), earning a class-winning second when the Scot had to serve a drivethrough penalty for a pit infringement. "Running side-by-side through Sheene Curve was a bit awkward, but we gave each other just enough room," said Wolfe.

Thomas/Lockie were still third, ahead of the remarkable Swift, clutchless Letts and Rob Fenn (Mustang) who overpowered 'Ralphie' Haddon/Mark Martin (Cortina). Rarely separated, the Minis of Tom Bell/Joe Ferguson and Chris Middlehurst were next in, monstered by Mark Burton's Mustang.



Wolfe and Balfe (r) topped the Gentleman Drivers contest in AC Cobra



Voyazides/Hadfield's winning Lola



Aguas claimed a double as Endurance Legends visited UK for first time

# RACING REPORTS

**CROFT: 750MC BY STEPHEN BRUNSDON**
**MAY 26/27**

Photos: Steve Jones

Racing novice Mark Burton extended his Locost Championship lead in style with a stunning clean sweep of victories at Croft.

The ex-sprinter didn't start any of the three races from the front row, but proved the man to beat in a trio of slipstreaming encounters.

Reigning champion Ian Allee endured a nightmare meeting, receiving two post-race penalties and a three-place grid drop for the next round at Pembrey.

Allee led race one from pole but was quickly caught by Burton and Martin West.

West and Allee each took turns in the lead but it was Burton who surged past both into Tower to seize the lead on the final lap, as Allee ran wide and finished fourth behind title contender Ben Powney.

West battled Burton valiantly in race two but lost second on the final lap to Louis Wall at the Complex. Allee finished runner-up on the road but was relegated to fifth after being deemed to pass Wall off-track.

Burton had a relatively sedate final race before last-lap chaos ensued. Allee ceded top spot to Burton after running wide at the Complex and collected the innocent West as he rejoined the track, which allowed Jack Coveney and David Mason to complete the podium.

It was a similar story in **Formula Vee** as Craig Pollard struck late on in both races to become the first driver to claim two victories this season.

Points leader Pollard fought tooth-and-nail with 2008 champion Daniel Hands throughout a thrilling first race and only claimed victory after Hands slid wide at the hairpin on the penultimate lap.

The pair resumed their battle at the start of race two but a clash of wheels exiting Tower sent Hands out of the top five, enabling Class B runner James Harridge to challenge Pollard.

But any chance of Harridge and Pollard duking it out for top honours were curtailed when Jamie Harrison and Richard Rainbow's stricken cars brought out the red flags.

Two podiums and a penultimate-lap retirement for title rival David Whitmore allowed Tom Coller to extend his **M3 Cup** points advantage.

Coller finished a distant second to Paul Cook in the opening race, profiting from

## BRILLIANT BURTON STORMS TO HAT-TRICK OF LOCOST VICTORIES



Clean sweep: Burton was unstoppable

Simon Walker-Hansell hitting gearbox trouble in the closing stages.

Third in race two behind Walker-Hansell and winner Cook was made even sweeter for Coller by Whitmore grinding to a halt after losing drive at the final corner.

Darren Ball resolutely fended off countless assaults from David Drinkwater and Lewis Carter to prevail in the 330 Challenge.

Ben Rushworth got himself back into **Hot Hatch** championship contention after scoring a brace of comfortable victories.

The Pullborough driver stroked his Honda Integra DC2 to victory by four seconds from points leader Ali Camp's

Ford Fiesta ST in race one. Camp ran third in a restarted second race when a dead battery forced him to retire. Stephen Sawley finished second while Rodren Vella and Michael Winkworth took class honours.

Defending **RGB Sports 1000** champion and current points leader Billy Albone claimed both wins in his Spire GT3. Albone beat Chris Wesemael and Paul Smith to remain unbeaten in 2018.

Andy Ebdon and Paul Wells (Caterham Seven 310R) struck late on to deny Class B runner Imran Khan and secure victory in an attritional **Roadsports Endurance** race.

### WINNERS

**Allcomers**  
Doug Carter (Radical PR6)

**BMW Car Club Racing Championship**  
Race 1: Michael Cutt (BMW E36 M3)  
Race 2: Kirk Armitage (BMW E36 M3)

**Formula Vee**  
Race 1: Craig Pollard (Bears GAC)  
Race 2: Craig Pollard (Bears GAC)

**Hot Hatch**  
Race 1: Ben Rushworth (Honda Integra DC2)  
Race 2: Ben Rushworth (Honda Integra DC2)

**Locost**  
Race 1: Mark Burton  
Race 2: Mark Burton  
Race 3: Mark Burton

**M3 Cup**  
Race 1: Paul Cook  
Race 2: Paul Cook

**MX-5 Cup**  
Race 1: Ben Short  
Race 2: Ben Short  
Race 3: Ben Short

**RGB Sports 1000**  
Race 1: Billy Albone (Spire GT3)  
Race 2: Billy Albone (Spire GT3)

**Roadsports Series**  
Andy Ebdon/Paul Wells  
(Caterham Seven 310R)



Pollard (92) was first driver to take two wins in Formula Vee this year

**ANGLESEY: BARC BY JAKE NICHOL**
**MAY 26/27**

## DEBUTANT O'BRIEN STUNS ON UK LEGENDS DEBUT WITH WINS

Photos: Rachel Bourne

American one-off entrant Jordan O'Brien stole the show at the BARC Anglesey meeting, with a stunning weekend in the **UK National Legends** series.

O'Brien, in his first ever race meeting in the UK, was required to start all six races from last place on the grid, but this did not stop him climbing to third in heat one of round one. He followed that up with a seventh in heat two before another third-place finish in the round one final.

Stephen Whitelegg picked up the heat one victory, while championship leader John Mickel came away with a brace of wins in the following two events.

But in the round two races held on a damp, rain affected Sunday in North Wales, O'Brien was very nearly unbeatable.

In the 10-lapper heat one race, Miles Rudman was just able to hold the 19-year-old American off by the slim margin of

0.083s. But O'Brien got his revenge in the heat two race, pipping Rudman to first place by just over two tenths.

In the round two finale, O'Brien put in a stunning recovery drive to take the win. After scything through the field, he was quickly up to third place, but contact at the Banking halfway through the 12-lap encounter led to a 360-degree spin, which only cost him three seconds to leader Sean Smith.

O'Brien then set about chasing Smith down, carving chunks of time out of the leader. On the final lap, at the Rocket complex, O'Brien nipped through to score a memorable win.

Unlike in the UK Legends, the **Scottish and Irish** equivalent could not deliver the same excitement and suspense. This was despite four different drivers taking the spoils.

Irishman Paul O'Brien (no relation to Jordan) was in fine form on Saturday, picking up a heat two and final win around Anglesey's coastal circuit. David Hunter took the heat one win.

With the constant threat of rain rolling in from the Irish Sea looming over the track on Sunday morning, Jordan



American O'Brien (140) started last in all six races but won in two of them

Hodgson took heat one victory, while Hunter doubled-up in heat two.

Geoff Richardson followed the theme of the winner being relatively untroubled with a resounding 6.6s win over James Holman in the round two final. Over the course of the six races, both Scotland and Ireland won three events apiece.

The Scottish Motor Racing Club held its annual 'away-day' from Knockhill, with the **Minis** providing the highlight.

In a closely fought opener, John Duncan completed a lights-to-flag win, but was under severe pressure from the pack, led by Dominic Wheatley.

Wheatley was within 0.5s of Duncan for the 15-minute race, but never truly looked

like making a move for the lead. The top four in the race were separated by just 1.4s, with David Sleight and Michael Weddell adding to the excitement in the four-car train.

In race two, Craig Blake led initially but would drop down to third by the flag, as Wheatley eased to a 4.4s win over Robbie Dagleish after hitting the front on lap six of 10.

Invincibility was the name of the game for Paul Rose in the **CNC Head Sports and Saloons**, with three wins from three. Fellow Saker RAPX S1-400 exponent Steve Harris kept Rose honest in races two and three after finishing 29.3s down in the opener.

### WINNERS

**CNC Heads Sports and Saloons**  
Race 1: Paul Rose (Saker RAPX S1-400)  
Race 2: Paul Rose (Saker RAPX S1-400)  
Race 3: Paul Rose (Saker RAPX S1-400)

**Mazda MAX5**  
Race 1: Paul Roddison (Mazda MX-5 Mk4)  
Race 2: Jeremy Shipley (Mazda MX-5 Mk4)

**Scottish Fiestas**  
Race 1: Blair Murdoch  
Race 2: Wayne MacAulay

**Scottish and Irish Legends**  
Heat 1: David Hunter (Legend 34 Ford Coupe)  
Heat 2: Paul O'Brien (Legend Coupe)  
Round 1 final: Paul O'Brien (Legend Coupe)  
Heat 1: Jamie Hodgson (Legend Coupe)  
Heat 2: David Hunter (Legend 34 Ford Coupe)  
Round 2 final: Geoff Richardson (Legend Coupe)

**Scottish Mini Cooper Cup**  
Race 1: John Duncan  
Race 2: John Duncan

**UK National Legends**  
Heat 1: Stephen Whitelegg (Legend Coupe)  
Heat 2: John Mickel (Legend 34 Ford Coupe)  
Round 1 final: John Mickel (Legend 34 Ford Coupe)  
Heat 1: Miles Rudman (Legend 34 Ford Coupe)  
Heat 2: Jordan O'Brien (Legend 34 Ford Coupe)  
Round 2 final: Jordan O'Brien (Legend 34 Ford Coupe)



Entertaining Scottish Mini races

# SPORTING SCENE

Photos: Patrick Regan, Tom Banks, Hal Ridge

## SPORTING SCENE ROUND-UP

Mark Hoppe proved his last win wasn't a fluke with a measured drive to win the **Derwydd Car Trial** on Saturday.

Initially challenged by Dick Glossop and despite a blocked jet in his carburettor during a light shower of rain, Hoppe took the class win and overall glory narrowly from brother-in-law Shawn Franklin. Franklin drove superbly to win the new-car class from Barrie Parker, who remained in his Fiat 600. Gary Preston finally managed to overcome niggling issues in his newly built Fiat 127 to win the front-wheel-drive class completing the podium, ahead of Dave Walker who beat Richard Harrison. Glossop could only manage fifth overall.

Hoppe had a sublime day to win the **Matthews Auto Salvage Car Trial** on Anglesey on Sunday. Rain overnight made conditions slippery from the start but Hoppe ended a clear winner.

After a disappointing result on the Derwydd, Henry Kitching was back on form to win the new-car class and take second overall, beating Parker by 20 points. Parker completed the podium.

Trevor Moffatt also had a better day challenging Parker to take fourth place overall and beat front-wheel-drive class winner Preston.

**Duncan Stephens**

### Results

#### Derwydd Car Trial

**When:** May 26 **Where:** Llanfihangel Glyn Myfyr **Starters:** 22.  
1 Mark Hoppe (Citroen Melos) 77.3 per cent; 2 Shawn Franklin (Citroen Saxo) 78.6 per cent; 3 Gary Preston (Fiat 127); 4 Barrie Parker (Fiat 600); 5 Dick Glossop (Liege); 6 Henry Kitching (Vauxhall Corsa); 7 Dave Walker (Vauxhall Corsa); 8 Richard Harrison (VW Golf); 9 Trevor Moffatt (Vauxhall Corsa); 10 Jon Turner (Ford IS).  
**Caernarvonshire & Anglesey MG Trial**  
**When:** May 27 **Where:** Anglesey **Starters:** 21.  
1 Hoppe 67.8 per cent; 2 Kitching 70.6 per cent; 3 Parker; 4 Moffatt; 5 Preston; 6 Franklin; 7 Sion Griffith (Nissan Micra); 8 Glossop; 9 Lee Matthews (Nissan Micra); 10 David Evans (Nissan Micra).

## New South American RX series set for blast off

The South American Rallycross Championship, CARX, is set to get underway next month and has introduced a new headline category for 2018 called SuperCARX.

The first of the new cars, built to resemble a Peugeot 208, was displayed to the public for the first time at Rally Argentina's Villa Carlos Paz service park last month, and is now being prepared for its first competitive event on June 23.

First run as an Argentine championship in 2015, CARX has previously included classes for N4 and Maxi rally cars, but the SuperCARX is the first bespoke rallycross car to be developed for the series.

The spaceframe chassis machine has a five-litre V8 engine, longitudinally-mounted behind the drivers' compartment, producing in the region of 500 horsepower. A Sadev sequential gearbox takes drive to all four wheels.

The 2018 series will be run over six rounds between June and December, with the season-opener being held in Arrecifes, in the Buenos Aires Province, before the second round takes place at former WRX venue San Luis in July. Other venues are to be confirmed.

Ex-Ford WRC driver Federico Villagra is the reigning CARX Maxi champion.

## O'Donovan has to withdraw from Silverstone WRX after preparation delays

Irishman Ollie O'Donovan was forced to withdraw from the British round of the World Rallycross Championship at Silverstone last weekend before the event got underway.

The former British Rallycross champion and winner of the series' third round at Croft recently had planned to revert to his Ford Fiesta Supercar for his first international start of the season, but delays in completing a major overhaul of the Fiesta meant the car could not be readied in time.



Liam Doran was on form in the races

### By Hal Ridge

**Former European rallycross race winner Liam Doran says his podium finish in the opening round of the Americas Rallycross Championship at Silverstone on his return to international competition feels almost better than his first ever top-level victory in 2010.**

Doran raced a Citroen DS3 freshly-rebuilt by his LD Motorsports team

at Silverstone but missed Friday practice due to the car not being finished. The two-time X Games gold medal winner also encountered a number of technical issues in the qualifying stages of the event, which were rectified in time for the semi-finals where he finished second.

In the final, Doran passed Andretti Volkswagen driver Scott Speed on the opening lap and later finished on the podium after Timo Scheider crashed out.

"We solved a lot of the problems on Saturday night, but on a slippery track in Q4 I drove like a complete rookie," Doran told MN. "I sat down, had a word with myself and went into the semis feeling like we had no excuses. I drove as well as I could with not having driven properly for two years, but the car worked great and we got a podium believe it or not. To me this feels like my first ever win all over again, or even better, because it's been so long and

we've worked so hard. The battle with Speed for the first lap was probably the best battle I've ever had, we didn't give an inch."

The former full-time World RX competitor, who was one of the first European rallycross drivers to race in America, says he will work on a plan to contest the three remaining ARX rounds this season at COTA in July and together with World RX in Canada and COTA in August and September.



Smith won race four

## Smith hits the top in European Truck showdown

British Truck racing ace Ryan Smith opened his FIA European Truck Racing Championship account with a win at Misano on Sunday, bagging race four of the weekend.

Smith's Italian trip wasn't without drama as his MAN tangled with fellow Brit Jamie Anderson in race two, but a feisty drive in race three pulled him ahead of veteran Gerd Korber into eighth place and with it pole for the final. Smith led all the way from Sascha Lenz (MAN) and Antonio Albacete (MAN) but with overtaking difficult,

race one and three winner Jochen Hahn (Iveco) was never a threat, while reigning champion Adam Lacko's Freightliner was at the rear after broken steering in race three.

"Yesterday we had a crash and we had big damage," said Smith. "The guys worked till 0500hrs to fix it and we missed the free practice. Qualifying wasn't so good, not our normal pace. From the problems that we had at the beginning of the weekend, this is fantastic. I'm delighted and now we move forward to the Hungaroring."

## Tohill keeps his perfect record with dominant win

### Irish Rallycross

By Paul Phelan

**Organiser:** Carlow Car Club **When:** May 27 **Where:** Pallas Karting, Tynagh, County Galway **Starters:** 45.

Defending champion Derek Tohill improved his chances of taking a hat-trick of titles by keeping his unbeaten record this year with total domination of both the Supercar and Super Finals once again at Tynagh.

In the Supercar race, he was 34 seconds clear of Declan Kelly's older shape Ford Fiesta, while in the Super Final, the Coyne brothers duelled all the way for second place, with Michael just getting the better of Willie, 26s behind the flying Tohill.

The Modified Final was Coyne versus Coyne once more, with elder brother Michael again holding off fellow former National title holder Willie by less than half a second this time.

Ciaran Murphy made it three in a row in the Production Final, a long way in front of Damian Farrell's similar Peugeot 106. Tom O'Rafferty's Vauxhall Nova took the

honours among the Rally Cars in front of the Vauxhall Corsa of Dick Sheenan.

In the Ford Fiesta Zetec Final, Denis McCrudden joined the ranks of those to remain unbeaten this year, despite a strong challenge from Eric Fleming.

Junior Final winner Ben Mullins was excluded, leaving Michael Ryan, Jack Byrne and Christopher Grimes to take the top three places.

### Results

**Super Final:** 1 Derek Tohill (Ford Fiesta) 4m45.15s; 2 Michael Coyne (Vauxhall Nova) +25.99s; 3 Willie Coyne (Opel Corsa); 4 Pearse Browne (BMW Compact); 5 Declan Kelly (Ford Fiesta); 6 Thomas O'Rafferty (Vauxhall Nova).  
**Supercar Final:** 1 Tohill 4m 49.58s; 2 Kelly +34.37s; 3 Noel Greene (Mitsubishi Mirage); no other finishers.  
**Modified Final:** 1 Michael Coyne 5m11.60s; 2 Willie Coyne +0.35s; 3 Peter McGarry (Ford Fiesta); 4 Browne; 5 Philip Kelly (Peugeot 205); 6 Chris Grimes (Vauxhall Nova).  
**Production Final:** 1 Ciaran Murphy (Peugeot 106) 5m34.61s; 2 Damian Farrell (Peugeot 106) +12.07s; 3 Eugene Ward (Peugeot 106); 4 Dermot Gargan (Peugeot 106); no other finishers.  
**Rally Cars Final:** 1 O'Rafferty 5m30.01s; 2 Dick Sheenan (Opel Corsa) +2.61s; 3 Brian Murphy (Peugeot 106); 4 P J Doyle (Peugeot 205); 5 Peter O'Brien (Peugeot 205); 6 Joe Downey (Peugeot 106).  
**Ford Fiesta Zetec Final:** 1 Denis McCrudden 5m30.78s; 2 Eric Fleming +0.04s; 3 David Maher; no other finishers.  
**Junior Final:** 1 Michael Ryan (Ford Fiesta) 5m56.45s; 2 Jack Byrne (Fiesta) +0.43s; 3 Christopher Grimes (Fiesta); 4 Conor Kehoe (Fiesta); 5 Aaron Whelan (Nissan Micra) 6 Eoin Kinsella (Fiesta).  
**Buggy Final:** 1 Russell Woods (Semog) 4m56.12s; 2 Owen Skelly (Semog) +14.50s; no other finishers.

Tohill was on form



looking for another consistent finish to help our title bid.

"I went to Silverstone to watch and thought it was a very good event. We're focusing on racing in British RX this year really, but we are planning to race at Loheac [France] and in South Africa in World RX, and when the Fiesta is ready later in the year maybe we will do some more events too."

O'Donovan is third in the British RX standings, six points behind leader Mark Higgins.

O'Donovan will focus on the UK

O'Donovan will focus on the UK



O'Donovan will focus on the UK

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# Meeke will work to get back to the top

### Northern Irishman will need all of his resolve to restore himself to the limelight

There is a certain amount of sympathy for Kris Meeke at the moment – and a lot of it centres around the way his departure from Citroen was announced. No punches were pulled by the management of the French team.

Meeke has already been through extremes in his career. Who can forget his disappointment when the Prodrive Mini WRC programme was canned in 2011? That seemed like it was a blow that he couldn't recover from but he did and turned himself into a regular World Rally Championship round winner. Having been kicked back down the mountain by Citroen, Meeke will have to start the climb back up again. If there is one thing he has shown in his career so far, it is resilience. He is going to need all of that now.

Many of Meeke's WRC chums were at Silverstone last weekend for the World Rallycross Championship meeting on the new circuit. They were joined by 27,000 fans, which was a remarkable turn-out. Congratulations are due to everyone involved in the event.

**Matt James, Editor** (Twitter: @MattJMNews)



## YOUR PICS



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



Neil Kirby's shot of a Hillman Avenger replica testing recently at Mallory Park



Graham Lomax's shot from Monte Carlo



Jon Watt's BMW, taken by Fay Tilley



Simon Arthell's Brands photograph



Chris Collier's photo from Snetterton



A 2CV on the edge, taken by Gary Hill



An evocative Honda, by Gary Hill



Tim Hall's hillclimbing Alfa picture



Monaco classic action, by Robert Ingham



GTs at Brands Hatch, by Hannah Doran



Peter Atkins's Blancpain photograph



Sporting Trials action, sent in by Motorsport News reporter Duncan Stephens

ART EDITOR MIKE STOKOE'S  
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# TV GUIDE



Tune in for highlights from the second round of the new-for-2018 TCR UK Championship at Knockhill (Thursday, 1900-1930hrs), where Daniel Lloyd attempted to continue his perfect start to the season from Silverstone.

The latest instalment from the Great History of the 24 Hours of Le Mans comes from 2013 (Friday, 1400-1600hrs), as Audi returned having taken the first win for a hybrid car at the endurance race the year before. But the race was to be marred by tragedy as Aston Martin's Allan Simonsen was killed in a crash.

There's action from the second round of the Porsche Supercup from Monte Carlo. Would Michael



The 2013 edition of the Le Mans 24 Hours was marred by tragedy

Ammermuller, 2017 champion and winner from the first round, be able to cash in at Monaco's famous casino or would he lose his lead in the standings. Tune in on Saturday (1400-1430hrs) to find out.

And speaking of the Principality,

watch the best moments from the Grand Prix De Monaco Historique as a range of rare and sublime cars took to the streets in slippery and treacherous conditions (Sunday, 1830-1930hrs).

# TV PICK



Carpenter on pole for Indy 500

American Ed Carpenter started on pole for the 102nd-running of the Indianapolis 500 – his third career Indy pole – but could he convert that into a maiden win in the Great American Race? Tune in for the best highlights (Friday, 1700-1800hrs, BT Sport ESPN), as Danica Patrick took part in the final race of her career and Takuma Sato attempted to repeat his winning performance from a year ago.

# LIVE TV

## European Formula 3: Hungaroring

- Race 1: Saturday, 1000-1100hrs, BT Sport 1
- Race 2: Sunday, 1000-1100hrs, BT Sport 1
- Race 3: Sunday, 1600-1700hrs, BT Sport 1

## IndyCar: Detroit

- Race 1: Saturday, 2030-2300hrs, BT Sport 2
- Race 2: Sunday, 2030-2300hrs, BT Sport 1

## NASCAR heads to Pocono



**NASCAR: Pocono**  
 ■ Race: Sunday, 1830-2300hrs, Premier Sports

**Blancpain GT Endurance Cup: Paul Ricard**  
 ■ Race: Saturday, 1625-2315hrs



Blancpain action

# LISTINGS



F1000's latest races take place at Cadwell Park this weekend

## RACING SATURDAY

■ **Oulton Park, Cheshire**  
**CSCC meeting:** Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Turbo Tin Tops **Starts** racing from 1300hrs (qualifying from 0830hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

## SATURDAY/SUNDAY

■ **Thruxton, Hants**  
**50th Anniversary Meeting:** Mini Miglia, Mini Se7en, Historic FF1600, Guards Trophy, Woodcote Trophy/Stirling Moss Trophy, Historic Touring Cars, Thruxton single-seaters **Starts** Saturday, racing from 1400hrs (qualifying from 0900hrs) Sunday, racing from 0855hrs **Admission** adult £20, under 15 free **Web** barc.net **Contact** 01264 882200

■ **Silverstone, Northants**  
**MGCC MGLive:** Porsche Club, Sports 2000, MG Cup, Midget and Sprites, BCV8, Iconic 50s, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63 **Starts** Saturday, racing from 1230hrs (qualifying from 0900hrs) Sunday, racing from 1110hrs (qualifying from 0900hrs) **Admission** £25 under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

■ **Donington Park, Leics**  
**Kart GP:** Classic FF1600, Clubmans, Mighty Minis, MGOC, Kumho BMW **Starts** Saturday, racing from 1605hrs (qualifying from 0905hrs) Sunday, racing from 0905hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Brands Hatch, Kent**  
**BRSCC meeting:** TCR, FF1600, Mazda MX-5, Caterham 310R,

Caterham 270R, Caterham Roadsport, Caterham Academy, HRDC Touring Greats, HRDC Coys Trophy **Starts** Saturday, racing from 1405hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Cadwell Park, Lincs**  
**BRSCC meeting:** F1000, Porsches, Mazda MX-5, BMW Compact, Fiesta, Fiesta Junior, Alfa Romeo **Starts** Saturday, racing from 1350hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

## RALLYING SUNDAY

■ **Epynt, Powys**  
**Welsh Marches Mini Epynt Stages** **Starts** 0900hrs **Admission** Free **Web** herefordshiremotorclub.co.uk

■ **Rathkeale, County Limerick**  
**Rathkeale House Hotel Circuit of Munster Stages Rally** **Starts** 1000hrs **Admission** Free **Web** limerickmc.ie

## SPORTING SCENE SATURDAY/SUNDAY

■ **Shelsley Walsh, Worcestershire**  
**MSA British Hillclimb** **Starts** 0900hrs both days **Admission** adult £10, under 16 free **Web** britishhillclimb.co.uk

## SUNDAY

■ **Buxton, Derbyshire**  
**BriSCA F1** **Starts** 1300hrs **Admission** TBC **Web** brisca.com

*Details correct at time of press*

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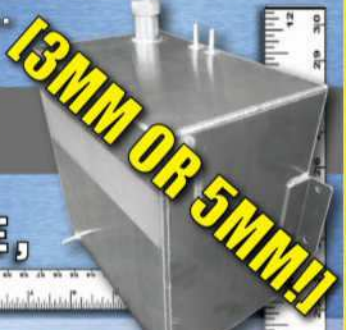
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