FOUR-PAGE TOURING CAR SEASON REVIEW

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

NOVEMBER 9 2016 ■ EVERY WEDNESDAY £3.50

HOW SHEDDEN CONQUERED THE BTCC





WHAT NEXT FOR OGIER?

Teams scramble to sign up four-time champion for 2017 **P2**

INSIGHT: ALL THE FALL-OUT FROM VOLKSWAGEN'S WRC EXIT **P12**

MURRAY SPLASHES TO WALTER HAYES TROPHY GLORY

ALL THE ACTION FROM SILVERSTONE'S THRILLING SHOWDOWN **P30**



MOTORSPORT NEWS ISSUE MJ3052 NOVEMBER 9 2016

THE VOICE OF BRITISH MOTORSPORT

WRITE TO US
Motorsport News
Haymarket Consumer Media, Bridge House, 69 London Road, TW1 3SP

FACEBOOK
Search for 'Motorsport News'

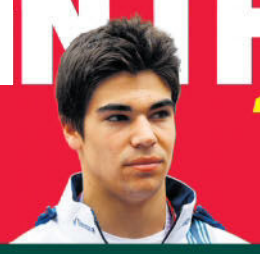
TWITTER
Rally updates: @MNRally
Racing updates: @MNewsRacing

DIGITAL ISSUE
See motorsport-news.co.uk

EMAIL US
mn.letters@haymarket.com

YOUR PICS
email: mn.letters@haymarket.com
Photographs must be of a good quality and please send no more than three images

IN THIS ISSUE



"I want to prove people wrong"
P4

FACTORY FERRARI FOR BRITISH GT3



P6



MEEKE WOULD WELCOME OGIER AT CITROEN
P12

HOW SHEDDEN TURNED THE TABLES FOR BTCC TITLE



P22

MURRAY MASTERS THE WALTER HAYES



P30

Historic race and rally news	11	Letters/Comment/What's On	34
Rally reports	17	Classifieds	36
Racing reports	19	Wanted: Sebastien Ogier to sign for all three other WRC teams and alternate cars between rounds. Or he could just do the Walter Hayes? Apply: *MN*	
BTCC season review	22		
BTCC supports review	27		
Walter Hayes Trophy report	30		
Sporting Scene	32		
SUBSCRIBE TO *MOTORSPORT NEWS*	33		

recycle
When you have finished with this magazine please recycle it.

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

After VW's shock exit, WRC's top teams



Sebastien Ogier's future has been left in the dark by Volkswagen's WRC pull-out

By David Evans

World Rally champion Sebastien Ogier has found himself at the centre of an unprecedented three-way fight for his services next season following Volkswagen's shock departure from the sport at the end of this season.

The German manufacturer confirmed it would walk away from the world championship at the end of the year last Wednesday. The decision was made at a board meeting in Wolfsburg the previous day (*see rally news, page 12*).

Volkswagen's decision comes just a week after Group stablemate Audi announced its withdrawal from the World Endurance Championship.

Like Audi, Volkswagen's communication talked of a realignment of its motorsport programme rather than an American judge's recent ruling on a £12 billion settlement in favour of Volkswagen customers affected by last year's diesel emission scandal.

Realignment for the four-time world champion means a move to customer-focused sport with its Golf TCR and an all-new Polo R5 car for 2018. Volkswagen will also investigate the potential for developing its largely US-based rallycross programme.

Frank Welsch, member of the board of management responsible for technical development said: "The Volkswagen brand is facing enormous challenges. With the upcoming expansion in electrification of our vehicle range we must focus all our efforts on important future technologies. We far exceeded our sporting goals in the WRC, now we are realigning Volkswagen Motorsport and moving the vehicle technology of the future more into focus."

So, instead of remaining in the WRC until the end of 2019 – as former team principal Jost Capito and his successor Sven Smeets had confirmed was the intention – Volkswagen will pour millions of pounds worth of 2017 Polo R WRC development down the toilet. In the words of a board member present in Tuesday's meeting, the car will be "mothballed."

The three drivers, Ogier and team-mates Jari-Matti Latvala and Andreas Mikkelsen, are the highest profile losers in the decision – but their contracts, which run until the end of next season, will be honoured and VW has confirmed that none of the 200-strong motorsport department will be made redundant.

At the time of going to press, Ogier had made no comment on his future. *Motorsport News* contacted all four remaining manufacturers in next year's World Rally Championship and three of the four confirmed they expected to negotiate with the Frenchman for his services. Hyundai's Michel Nandan confirmed there would be no change to the German-based Korean firm's 2017 line-up.

Nandan said: "Hyundai Motorsport has already fixed



Latvala is free...

Photos: mcklein-imagedatabase.com

chase the four-time title winner

TEAMS FIGHT TO SIGN UP REDUNDANT CHAMPION OGIER



Volkswagen will end its WRC programme this month

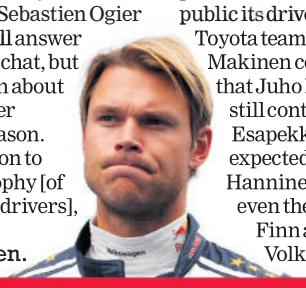
its driver line-up for 2017 and 2018 with Thierry Neuville, Dani Sordo and Hayden Paddon all on two-year contracts."

Those three drivers each have a contract stipulating a 14-round (or however many WRC rounds run next season) programme in 2017.

MN understands there could be room for manoeuvre within Citroen Racing, with the potential for Craig Breen and Stephane Lefebvre to share a C3 WRC to allow Ogier to return to the squad he left at the end of 2011.

Citroen's team principal Yves Matton was adamant, however, that he remained committed to lead driver Kris Meeke and his junior stars Breen and Lefebvre.

Matton told *MN*: "I have the driver line-up for next year and all I will say is that if Sebastien Ogier gives me a call I will answer and we will have a chat, but there's no question about changing my driver line-up for next season. We took the decision to follow this philosophy [of developing young drivers],



...as is Mikkelsen.

but when you have a four-time world champion this can be interesting. I have not spoken with Sebastien. It's for him to decide what he wants to do, it's his decision to take about the future, but I want to make clear that there is no idea in this team to change the driver line-up we have made."

M-Sport's Malcolm Wilson wasted no time in making his intentions clear.

"It's no secret," said Wilson, "that he's always been my number one pick for a driver. We came close to signing him with Ford at the end of 2011 and I will do all I can to make sure he doesn't get away this time."

Like M-Sport, Toyota Gazoo Racing is in the slightly fortuitous position of not having made public its driver line-up for 2017.

Toyota team principal Tommi Makinen confirmed to *MN* that Juho Hanninen would still contest all 14 rounds.

Esapekka Lappi was expected to be named as Hanninen's team-mate, but even the Skoda-driving Finn admitted the Volkswagen news would have serious ramifications on the immediate future of young drivers (*see column, p13*).

"Inside our camp we are discussing different options," said Makinen, "naturally, we are very interested in the three drivers."

Makinen is slightly restricted by car availability, with a third Yaris WRC expected on a limited programme starting from April's Tour of Corsica.

There was some discussion that Ogier could retire from the sport, especially if last Wednesday's World Rally Championship Commission hadn't delivered the right result in terms of a review of running order for next season. Ogier's favoured option of championship leader on day one with the top 15 cars overall reversed for the remainder of the event will be brought in from 2017.

Two-time world champion and close confidant to Ogier, Carlos Sainz, told *MN* he believed the Gap driver would be back in 2017.

"I know him and I'm sure he will see this as a new challenge," said Sainz. "He will be surprised and he will be disappointed for the whole team, but he will stay."

WHERE COULD OGIER GO?

CITROEN?



Already has Meeke, Breen and Lefebvre signed, but a car-share deal could make space for Ogier

TOYOTA?



Only has two cars ready, with a third expected later. But with only Hanninen signed, there is a vacant spot at Toyota

M-SPORT?



Malcolm Wilson is a big Ogier fan, and will seek to start talks to bring the Frenchman to the Ford team immediately

WHY MEEKE WOULD LOVE OGIER AT CITROEN PAGE 12

Advertising enquiries: 0208 267 5865

RACING NEWS

F1 ROUND-UP

Canada A-OK

The promoter of the Canadian Grand Prix reckons the event's troubles are now in the past with an announcement due soon that the 2017 race is safe on the calendar. Three races appeared as provisional events on the 2017 calendar – Montreal, Germany and Brazil. Canada's future was in doubt after agreed upgrade work had yet to be completed, which included new garages. Promoter Francois Dumontier told *Autosport*: "All I can say is that it is imminent that we will announce that everything is OK and we will put our tickets on sale for next year's race. We're talking long term."

Zander back

Sauber F1 Team is set to bring Audi Sport technical director Jorg Zander back to F1 next season. Zander will leave Audi following the brand's decision to quit its Le Mans and LMP1 programme at the end of this season and rejoin the F1 paddock with Sauber. Zander formerly worked with Toyota, BAR-Honda, Williams, Honda and Brawn GP. He will fill the role left by Mark Smith.

Frank Williams

Sir Frank Williams left hospital last week after recovering from pneumonia. Williams was taken ill during the Italian GP weekend in September and had been treated in Oxford's John Radcliffe Hospital. His daughter Claire Williams said: "He's now back home and he's back at the factory. He contracted pneumonia after Monza and has been in hospital ever since. It has been a slow recovery, but I'm pleased to say he's pretty much back to the old Frank we know and love."

Penalty lottery

Toro Rosso man Carlos Sainz Jr has called for F1 chiefs to stamp out inconsistent penalty calls, which he termed as being "a bit of a lottery". Sainz, who was given a time penalty for forcing Fernando Alonso off the track at the start in Mexico, said: "This is what F1 needs to understand, either look at it incident by incident or put in a fixed rule. Nowadays it's difficult to know what will happen if you make a certain move that is a tiny bit on the limit. Us drivers need to race with a very clear thing in mind when we overtake a guy."

Gravel trap call

Daniel Ricciardo has called for a rethink to bringing back systems to punish drivers for making mistakes. Red Bull's Ricciardo isn't a fan of the current large run-off areas at track. He said: "I'm a fan of gravel traps because it is a proper deterrent [to cutting a corner]. Even if you get through the gravel you lose speed and have stones in your radiator or your tyres, so there is more of a penalty."

Photos: LAT

STROLL: 'I'M NO PAY DRIVER'

New Williams man keen to impress



Stroll dominated European F3 in '16

By Rob Ladbrook

New Williams Formula 1 recruit Lance Stroll says he's determined to shake off any tag of 'pay driver' in his debut season, and insists he has earned his chance in grand prix racing.

Last week Canadian teenager Stroll was announced as a Williams race driver for 2017 alongside Finn Valtteri Bottas. European Formula 3 champion Stroll, 18, will replace the retiring Felipe Massa in the Grove team's line-up.

However, Stroll's appointment brought with it a wave of suggestions that his path to a race seat in F1 was paved by financial backing from his billionaire father Lawrence Stroll, who made his fortune through the Tommy Hilfiger and Michael Kors fashion brands.

Stroll, who won 14 of the 30 European F3 races he contested this year, said suggestions of him being a 'pay driver' were wide of the mark. "Everyone has their own opinion and I can't change that," he said. "I come from money, I'm not going to deny that. But I believe I earned my shot in F1 because I won every championship that I've completed in single-seaters.

"Now the FIA have put in the superlicence [criteria] for this reason, so people cannot buy their way into F1, and you have to prove yourself and win in junior categories.

"I don't want to say when I'll be able to show I'm not just here because of money because that just depends on many things falling into place. I'm just going to worry about my business and I'm very happy to be here and looking forward to next season."

Stroll does have an impressive CV in junior single-seaters. He won the Italian Formula 4 title in 2014 before winning the 2015 Toyota Racing Series and graduating directly to European F3. He was fifth in his debut season, taking one race win, before dominating this season's championship with the Prema Powerteam. He was also part of the Ferrari Driver Academy scheme before joining Williams as a reserve driver for this season.

Stroll is the second-youngest driver ever to be signed to an F1 race seat, following Max Verstappen, who was also the last racer to make the jump from Euro F3 straight to F1.

Williams' Claire Williams said: "There have been a lot of comments about Lance's background and I want to make it clear that Williams has been a team that has made a statement of intent that we would not allow financial considerations to influence our driver choices. That has been the case this year.

"Money doesn't drive performance – you either have talent or you don't. Lance has proved he has talent by doing what he's done so far. He has to do the job next year, and he will do that, to dispel those rumours."



Stroll in for Massa (main photo)



Magnussen and Palmer in frame

Renault boss Vasseur sets Abu Dhabi deadline for team's 2017 driver decision

Renault team head Frederic Vasseur says he will give the four drivers in the frame for a race seat with the team next season until this year's Abu Dhabi GP to prove their worth.

Renault has already signed Nico Hulkenberg from Force India to lead its attack next term, leaving four drivers to fight it out for the second seat.

Renault's current drivers Kevin Magnussen and Jolyon Palmer are both still in contention for it, as is Manor driver Esteban Ocon and Haas's Esteban Gutierrez is also understood to be an outside bet for it.

"We postponed a decision mainly because all the guys now on the radar are rookies or quite young," said Vasseur. "I'm getting more information, more and more data race after race. It's my job to consider everything.

"But all the drivers are doing a good job, both my guys and others, and it's quite tough to decide. I don't want to say it's uncomfortable for me [making the decision], but that's life. It's tough, but racing is tough. I have to deal with it. They have to deal with it."

Vasseur did add that a heavily funded driver would have no preferential treatment in the decision. He said: "It's mainly performance, to be sure they fit with the project, their involvement and commitment, their relationship with the team. You have to consider all of these points, but I don't consider budget."

WANT THE LATEST UPDATES? FOLLOW US ON TWITTER @MNEWSRACING



ANGLO AMERICAN OIL COMPANY LTD
SUNOCO RACE FUELS
Tuff-n-Jug
kleers
BORN FROM JOE GIBBS RACING DRIVEN RACING OIL
PETRONAS
PJ1
racers tape
Tel +44(0)1929 551557 Fax +44(0)1929 551567
racing@aaoil.co.uk www.aaoil.co.uk

'Shedden made up a lot of ground'

BTCC season review, p22



Photos: Jakob Ebrey, Mick Walker

PORSCHE CLAIMS MAKES' WORLD TITLE



Porsche took another world title

Trio are P4 in WEC

Porsche secured a second consecutive manufacturers' world championship title when Mark Webber, Timo Bernhard and Brendon Hartley dominated last weekend's Six Hours of Shanghai.

The trio led the penultimate round of the FIA World Endurance Championship from half distance, before cruising clear to win by just short of a minute as their rivals' challenge faltered.

Hartley initially pulled a gap with his first double stint, before Bernhard consolidated the lead.

Toyota stayed in the chase for the drivers' crown by securing second and third. Kamui Kobayashi, Stephane Sarrazin and Mike Conway were slowed by a puncture but recovered to finish behind the runaway Porsche and keep their slender title hopes alive heading into the season finale in Bahrain later this month.

Toyota's tyre life advantage allowed it to double-stint with both cars, helping the sister car of Sebastien Buemi, Anthony Davidson and Kazuki Nakajima finish third, ahead of Neel Jani, Romain Dumas, Marc Lieb's Porsche 919.

Audi had a bad weekend on its first race since announcing its LMP1 withdrawal. Lucas di Grassi, Oliver Jarvis and Loic Duval were slowed by a fuelling issue that cost the car time at each stop. They were fifth. Marcel Fassler, Andre Lotterer and Benoit Treluyer were sixth after damage.

The Jota Sport-run G-Drive ORECA of Roman Rusinov, Alex Brundle and Will Stevens won LMP2 ahead of the Extreme Speed Ligier crewed by Tom Blomqvist, Antonio Giovinazzi and Sean Gelael.

Andy Priaulx and Harry Tincknell won GTE Pro for the Ford GT team, ahead of the sister car of Stefan Mucke and Olivier Pla. Aston Martin continued to dominate GTE AM with Paul Dalla Lana, Pedro Lamy and Mathias Lauda winning.

Oliphant to Porsche Challenge Middle East



Tom Oliphant will race abroad

Porsche Carrera Cup GB driver Tom Oliphant will contest the Porsche GT3 Cup Challenge Middle East over the winter as part of his preparations for the 2017 season.

Oliphant was fourth in his first year in the Carrera Cup, having graduated from the Ginetta GT4 Supercup as 2015 champion.

He will now contest the Lechner Racing-run challenge, which starts with a test at the Bahrain International Circuit this Saturday, with support from members of the Redline Racing team with which he contested the Carrera Cup.

"Through the winter you can't really test in the UK, so it's logical – plus there are six races, so I'll never stop racing; I shouldn't be rusty when it comes to the start of next season," said Oliphant.

The opening round will take place at the Sakhir circuit on November 19.

WTCC star Lopez secures Toyota LMP1 deal

Three-time World Touring Car champion Jose Maria Lopez is set to join Toyota's LMP1 crew for next season's FIA World Endurance Championship.

Lopez, who has lifted the last three WTCC titles with Citroen – the most recent of which he sealed at Motegi in September – is reported to have already signed with Toyota for the 2017 season.

The Japanese team has not made a comment on reports of a deal, or who Lopez will replace in its line-up. The most likely candidate would be 41-year-old Stephane Sarrazin.

Lopez tested with Toyota last winter when he was weighing up his options following Citroen's announcement it would withdraw from the WTCC at the end of 2016.

Prior to his all-conquering spell in the WTCC, Lopez raced Ferraris in the American Le Mans Series and FIA GT Championship in 2007-'08 and made a one-off appearance in an Aston Martin in the FIA GT1 World Championship in San Luis in 2010.



Lopez is reported to have LMP1 deal

THE FASTEST NEWS ROUND-UP



Tom Dillmann claimed the Formula V8 3.5 title with victory in the final race at Barcelona last weekend. He started in seventh, with title rival Louis Deletraz on pole but the Swiss driver lost his advantage with a slow start. Dillmann worked his way up the order thanks to an earlier pitstop and with Deletraz only finishing fourth the title was his. Egor Orudzhev won the first race in dominant style ahead of Deletraz and Dillmann… Carl Edwards won a rain-delayed NASCAR Sprint Cup race at Texas last weekend, clinching a spot in the Homestead championship decider. Joey Logano led in the early stages but Edwards used the undercut to get ahead… **Juan-Pablo Montoya will only race in the Indianapolis 500 with Team Penske next year after his full-time IndyCar deal has been taken by Josef Newgarden. Newgarden's seat at Ed Carpenter Racing has been taken by JR Hildebrand, who last completed a full IndyCar season in 2012**… Lada is set to quit the World Touring Car Championship at the end of the year. With Citroen also departing, that will leave Honda and Volvo as the only manufacturers in the series next season… **Former McLaren and Williams technical chief Sam Michael will now work with the Triple Eight team in Australian Supercars in a "part-time mentoring role"**…

United Autosports upgrades to LMP2 entry

United Autosports will race at next year's Le Mans 24 Hours after taking delivery of a new Ligier LMP2 machine.

The Anglo-American squad won a slot at the 24 Hours after winning this year's European Le Mans Series LMP3 title. The team, which is the UK agent for Ligier LMP3 chassis, has now upgraded to one of its new JS P217 cars.

The team has confirmed it will run the car at Le Mans, and is also evaluating a full time ELMS campaign with it alongside its LMP3 commitments.

Team owner Zak Brown said: "I'm thrilled United Autosports will be able to take up the ACO's invitation to enter the Le Mans 24 Hours. We have committed to purchasing our own LMP2 car as it is the best way to prepare for the race and we are looking at entering the 2017 ELMS too [in LMP2].

"We see it as great potential for the team and so we are working on getting a programme together and will be testing drivers in the coming weeks and months."

The team has yet to decide its driver line-up. It won the P3 crown with Alex Brundle, Christian England and Mike Guasch this year, and has signed John Falb, Enzo Potolicchio and Sean Rayhall for next season's LMP3 attack.



Ligier LMP2

GROUP EDITOR

ANTHONY ROWLINSON

"Williams has a decency in its dealings"



Sixteen years since my last trip to Williams for a driver announcement and how much has changed.

In 2000, a moon-faced debutant called Jenson Button was served up for the media's delight and what good value he's provided since, in a topsy-turvy career that peaked with his 2009 drivers' title. Alongside him, Ralf Schumacher. He was… less good.

This year's hopefuls, Valtteri Bottas and Lance Stroll, are remarkably comparable: a bright F3-graduate rookie alongside an established 'coming man' who's yet to score his first F1 win, but who's surely ready to do so, given the right machinery.

It sets you thinking about the nature of permanence and change in F1, all the more so when there's talk everywhere of reinvention. A major regulation reset imminent; Felipe Massa about to quit; Button 'taking a sabbatical'. The Ecclestone era possibly drawing to a close, after the arrival of Liberty Media and Mr Chase Carey. Then Ross Brawn set to return to the arena in a new guise as some kind of over-arching Formula 1 'sporting director'. Meantime, McLaren, where Ron Dennis seems to have been shown the door.

It's reassuring, then, to encounter a sense of continuity at Williams, where, despite an extensive internal restructure in recent years, a recognisable set of core values still remain: a certain decency in their dealings, a deep-seated racing spirit, Britishness to the bone. Much of that is attributable to Williams still being a family firm. Sir Frank, happily out of hospital after a bout of pneumonia that has laid him low since Monza, remains team principal and his succession is secure in the form of daughter Claire.

Back in 2000 she had yet to start working for the team, despite having grown up being infused daily with its essence; that would change a couple of years later when she joined the team's media department, rising through the ranks to take on her current position in 2013.

The bloodline continues elsewhere. A day after last Thursday's 'driver launch' Williams had organised a rather exclusive reunion between one Damon Hill and the FW18 that carried him to the 1996 world title. You can read about that chilly Silverstone adventure in next month's issue of *MN*'s sister title *F1 Racing*. Suffice to say it was a rare treat to be transported back to the era of Williams' highest pomp – those early- to mid-'90s years when they produced a conveyor-belt of champions.

A spectating Jonathan Williams – a more 'backstage' member of the clan – glowed with quiet pride as he watched Damon's immaculate racer scream past the pits, its Renault V10 at full lick.

"When you see these cars doing what they were built to do again, 20 years just fall away, don't they…?" he pondered.

AGREE/DISAGREE?
mn.letters@haymarket.com

Advertising enquiries: 0208 267 5865

RACING NEWS

IN BRIEF



Lee is youngest champion

Lee picks up record

Freddie Lee broke a host of Pickup Championship records on his way to his first title last weekend. Lee became the series' youngest champion at Brands Hatch, while also becoming the first person to take the Pro1 (2016) and Pro2 (2014) titles. "I think we had the pace last year but lacked the maturity," said the 19-year-old. "This year I've concentrated on making the top six and that has paid off."

Hamilton's return

Ex-BTCC man Matt Hamilton returned to single-seater racing for the first time since he was sixth in the British Formula Ford standings in 2008 at the Walter Hayes Trophy last weekend. He finished a strong second in the opening heat and ended up 15th in the final. "I haven't done anything in single-seaters for eight years and nothing at all for two and a half years, I only renewed my licence last week," he said.

Norris returns

British single-seater star Lando Norris will return to the Toyota Racing Series next year to defend his title. Norris, who also won the Formula Renault Eurocup and NEC crowns this year, will rejoin the M2 Competition team he won the 2016 title with. Norris said: "The aim is to defend my title. TRS set me up nicely for this season, so hopefully it can again. The five tracks are really interesting and will get me race sharp again for when I return to Europe in 2017." The first round is at Ruapuna Park on January 14/15.

Andrews' pain

Spectrum racer Scott Andrews suffered a weekend to forget at the Walter Hayes. A podium finisher last year, Andrews had a gearbox failure in his heat, but fought back through the Progression and Last Chance races to make the Semi Finals. He was then spun out and retired with radiator damage in his consolation race. "It's been a disaster," said Andrews. "The gearbox lost third and the lever was stuck in second all Saturday, then to get hit twice... I guess there's always next year."

Legends struggle

Two legendary drivers from the Zetec era of Formula Ford made their return in the Walter Hayes Trophy but had mixed fortunes. Kevin McGarrity had the upper hand, finishing the final in 29th. His 1995 title rival, Bas Leinders, was seventh in the consolation race after a spin in his semi.

Damaged McLaren

Michael Benham was sweating on the condition of his McLaren 650S GT3 after co-driver Duncan Tappy was torpedoed by Jean-Luc Beaubelique's Mercedes in race two of the International GT Open race in Spain last weekend. Tappy – who set the fastest lap of the race – emerged with only a chipped tooth, but the full extent of the damage had yet to be identified as *MN* closed for press.

Photos: Jakob Ebrey, Ford Performance, Gary Hawkins



Cameron (1) and Griffin will return



Factory AF Corse team will run 488

GRIFFIN AND CAMERON BACK TO BRITISH GT3

By Rob Ladbrook

Factory Ferrari team AF Corse will return to British GT next season for a full assault on the GT3 championship with seasoned hands Duncan Cameron and Matt Griffin.

The Italian squad, which is owned by Amato Ferrari, has entered a single Ferrari 488 GT3 for works driver Griffin and experienced amateur driver Cameron. The team is also in talks to run a second 488 in the class next year.

For Griffin and Cameron, the deal marks their first full British GT campaign since 2012, when they finished fourth in the points. They have fought for the title almost every season since joining the championship as a pairing in 2009, with their best result being third overall back in 2010.

The pair left British GT to pursue titles in Europe and have raced together in the European Le Mans Series and more recently the FIA World Endurance Championship and the Le Mans 24 Hours.

"Even though we've been racing at the top level in recent seasons, it's going to be brilliant coming back to British GT," said Irishman Griffin, 34. "I first raced in the championship in 2003 and did at least one round in it every year until 2014, and I've missed it.

"It's good to have your name out there on a national level as well as international, and Britain has the best selection of circuits anywhere in the world. They're real, flat-out, unneutered racing tracks.

"Duncan wanted to come back this year and add British GT to our plans in Europe, and AF is the team to do it with. This will be the first time they've run a truly focused British GT title challenge, so we want the title, both for the team and for Duncan and I as we definitely have unfinished business here.

"There's been a lot of negative talk surrounding British GT3, saying it's dying out, but that's not the case. We're expecting a healthy and competitive grid next season."

AF's entry also marks the first full season for the new Ferrari 488 GT3 in British GT, although one did feature on the podium at Silverstone this year with Marco Attard and Adam Carroll making a one-off appearance with FF Corse.

"The 488 is a huge step up from the old 458," added Griffin. "It has 30-40 per cent more downforce and is based on the GTE chassis [used in the WEC], not an upgraded Challenge car. As technology moved on the 458 got outpaced, but the 488 will be at the front as it's much faster in a straight line and has the downforce through the corners too."

Total Control Racing set to add British GT4 attack to 2017 plans

Ginetta squad Total Control Racing is poised to make its British GT debut next season with a GT4 Class entry.

TCR wants to field two Ginetta G55s as it looks to expand beyond its current GT4 Supercup and Ginetta Junior sportscar programmes.

The team is headed up by former touring car racer Lee Brookes and has experience in saloon and sportscar racing, having taken titles in the Renault Clio and SEAT Cupra Cups before winning championships in Ginettas.

"We've always wanted that link from our junior series into professional GT or touring car racing and GT4 is the best place at the moment," said Brookes.

"The Ginetta G55 is easily upgradable to GT4 spec – it's a simple bolt-on splitter and smaller rear wing – so the chassis can be used in both the Supercup and British GT. A lot of the drivers we've run like Jonny Adam, Tom Onslow-Cole and Alex MacDowall are now successful in GT racing, so it makes sense for us to offer that."

GT4 Supercup podium-finisher Callum Pointon has held talks with the team.



Pointon was sixth in GT4 Supercup points and could make switch



Ford will return to GT4 racing next season after unveiling its new Mustang GT4 at last week's SEMA show in Las Vegas. The car is based on the current Shelby GT350R Mustang road car and features a 5.2-litre V8 engine mated to a six-speed Holinger paddleshift gearbox. The car has been developed by Multimatic Motorsports, the same firm that created the Ford GT World Endurance and Le Mans cars. "The new Mustang is a global vehicle, and now its fanbase has a GT4 competition model which can race anywhere around the world," said Ford Performance motorsport manager Mark Rushbrook.

British GT4 grid sells out as GT3 interest grows

British GT organisers are preparing a reserve list for GT4 competitors for next year after the initial grid slots sold out last week.

British GT organiser SRO opened entries for the 2017 season recently, and, as of last week, all 16 initially allocated GT4 grid slots had been accounted for, despite there being six months until the first round at Oulton Park next April.

"The entry has taken us by surprise as we didn't expect to sell out the first batch of entries so quickly," said British GT manager Benjamin Franassovici. "GT4 experienced a boom this year and that's carried on. We'll start taking reserves and conduct a selection process for entry."

Franassovici also added that GT3 interest was growing after a difficult campaign this year, during which the grid dropped to 11 cars.

"The new GT3 formats have stirred up interest and we have new teams speaking to us regularly, so we're looking on course to have a healthy grid in both classes," he said.



GT4 grid was packed this year, and is set to be again

"Murray makes it through Sunday rain for historic win"

Walter Hayes Trophy report, p30



Photos: Jakob Ebrey, Porsche/Richard Booth Productions

GINETTA JUNIOR RIVALS TEAM UP FOR BRITISH GT



Tregurtha and Middleton will join up with HHC

Ginetta Junior title rivals Will Tregurtha and Stuart Middleton are set to team up in British GT next year as part of HHC Motorsport's planned move into the category.

The leading Ginetta Junior team has submitted an entry into the GT4 class for 2017 but with the class oversubscribed it has now entered the selection process that decides which teams will be on the grid.

Tregurtha, 16, won this year's Junior crown by 40 points from Douglas Motorsport driver Middleton, 17, but the duo are set to share a Ginetta G55 GT4 next year.

"I'm really excited, I tested the GT4 Supercup car and was fast but the British GT-spec car is a little bit different," said Tregurtha. "Since I can remember, I've been trying to watch things like American Le Mans Series and I've always liked endurance racing; that's where I want to go.

"I'm really looking forward to working with Stuart next year. I know he's very fast, hard working and knows that we will both have to support each other to get the best out of the car.

"There were times like Thruxton where we were together on track but we drove calmly and didn't take each other off unlike others. We're racing together the next three weekends to get our licences as well as some bonding for 2017."

As part of this Tregurtha raced HHC's Reynard SF79 Historic Formula Ford 2000 car in the Open Wheel Allcomers race at last weekend's Walter Hayes Trophy, at Silverstone finishing 13th, while Middleton competed in an Elden Mk8. The two also raced Ginetta G40s in the Closed Wheel race, with Middleton beating Tregurtha by one place in 18th.

HHC team boss Charlie Kemp added: "It's our long-term aim to run a second car in GT4 and also operate an entry in GT3 as well, so our commitment to SRO and British GT is an absolute one as we aim to make this our home for the foreseeable future."



Aussie Sullivan tested with Parr at Silverstone

Sullivan eyeing Carrera Cup after visa clearance

Australian racer Liam Sullivan tested a Porsche Carrera Cup car last week ahead of a prospective move into the category in 2017.

The 2015 Mighty Mini champion came over to the UK in 2014 after winning national championships in karting in Australia.

"Two years ago I woke up one morning and thought 'life is too short' and bought a one-way ticket to the UK," said Sullivan. "I sold everything I owned and came over to race. It's been a rollercoaster."

Now the 26-year-old is in advanced talks with race winning outfit Parr Motorsport, to join the category full time next year. "I was chatting to some teams and Porsche gave me a call and offered me a test in one after being impressed with my CV," said Sullivan, who drove the car last Wednesday. "I've been talking to Parr Motorsport but we haven't finalised anything. But we're in advanced discussions with them."

He hasn't raced consistently after visa problems curtailed his plans.

"This year has been difficult; I did a few races in a Formula Ford and then got deported due to visa issues," explained Sullivan. "The deal to race in Formula Ford was done. This journey has been crazy."

Milner to contest Junior Winter series

Junior Saloon Car title contender Katie Milner will compete in the Ginetta Junior Winter Series at Brands Hatch as part of an expanded line up for Elite Motorsport.

Milner finished second in the JSCC points but an appeal against a technical exclusion at Knockhill is set to be heard soon and could promote her to champion. She will be too old to race in Ginetta Juniors next year but will use the Winter Series to gain experience in the Ginetta G40 as she considers a move into the GT5 Challenge, which uses the same car.

"GT5 is the perfect option at the moment but we've not made any decisions," said her double British Rally champion father Jonny. "At the moment, it's a case of taking it step by step."

Milner will join regular Elite driver Harry King and Rob Boston racer Greg Johnson at the team.

"We've done three test days with Katie and she took to it extremely well," said boss Eddie Ives. "She's got a bit of outright pace to find but should be fine by the winter series.

"We're increasing and trying not to take on too much too quickly and plan to run three or four next year. It's almost two years since I got my first Ginetta Junior and I would've been pretty happy to be where we are now."

Race winner King will be one of the title favourites, along with fellow rookie stars Sebastian Priaulx and Daniel Harper. Fox Motorsport will also make its debut in the category, as reported previously in *MN*.

Sharp Motorsport joins British F4 grid for '17

A brand new team will enter British F4 next year, pledging to help drivers short of money in the north west of the country.

Sharp Motorsport is the brainchild of transport company boss Joe Sharp and was created to give his son Jamie a chance to race in the British Touring Car Championship support category.

Jamie is a member of the Arden Young Racing Driver Academy but struggled to raise the budget to race in the series.

"We are starting our own F4 team to give kids a chance," said Sharp.

"Jamie's been racing karts for six or seven years and has been part of the Young Racing Driver Academy for about 18 months and has been testing with them. But he couldn't get the budget to do it. We looked into it and decided to do it ourselves. We are setting up a privateer team and are starting to put the wheels in motion."

Sharp Sr added that the team could potentially run as many as three cars next season, but without charging the high budgets the top teams demand.

"We ordered the first car last week so it's starting to get real," he said. "We want to give the kids the best chance we can so if that means buying brand new cars, we'll buy brand new cars.

"There's not any teams in the north west and we want to give kids in that area that a chance."



Karter: Sharp

DEPUTY EDITOR

ROB LADBROOK

"WHT brings all that's good about racing"





Hayes grids were a real treat for spectators

"I've never been to this meeting before. I last came to watch the Formula 1, and paid a fortune to sit in the grandstands. It was good, but this has been something else! And it only cost a tenner…"

That's a typical conversation with a race-goer at the Walter Hayes Trophy. This one took place by pure chance in the BRDC Grandstand shortly before the Grand Final of the Formula Ford 1600 knockout event.

Everyone is lumped together in the same stand, shivering in the frankly Baltic temperatures. But did anybody complain or whinge? Not a word.

That's the glory of the Walter Hayes Trophy. It brings together all that is good about circuit racing. This year's event featured some of the best single-seater racing I've seen for years, while the six-car fight for the Heat Four victory – taken in the end by Joey Foster – ranks as one of the greatest races I've ever seen in general. And it was only a heat.

The crowd gasped and tensed together with every lunge, every side-by-side braking duel and – in the case of Heat Four – every four-abreast fight around Brooklands.

The skill on show was sublime, with no intentional contact and each competitor showing respect to their rivals, even in the final when conditions were pretty dire.

It's the atmosphere that really wins me over at the Hayes. A brisk walk down the pit lane is met with smiles and banter with old friends, and there's not the tension you'd associate with other high-ranking race events.

And that's the key. The Hayes is as prestigious and hard-fought a trophy as any around, but the meeting itself isn't high-ranking. It's an end-of-season blowout where the best drivers and teams in one of Britain's best-loved club formulas congregate for a winner-takes-all fight.

But in terms of public perception? Sitting in 0.5 degree temperatures under several fleecy layers at an ex-airfield in Northamptonshire doesn't exactly scream glamour does it?

You can see why people pay hundreds for an F1 ticket, with the pageantry and pomp that comes with the 'show'. But you can also see why their eyes are opened when they try the Hayes. There's more overtakes in a single lap than an entire GP. It delivers real, hard-fought racing without fail.

More people need to try it. I was amused to watch visitors flooding in to the track on Saturday evening for the bonfire and fireworks display. It's a shame. Had they arrived a few hours earlier they'd have seen brilliant on-track action beforehand for a £10 ticket. Frankly it's the bargain of the season.

If you haven't attended the Walter Hayes before, get it on your bucket list. If you have, you'll know the warm feeling being in that chilled grandstand gives you each November.

AGREE/DISAGREE?
mn.letters@haymarket.com

Congratulations to Andy Toon PCGB Champion 2016 from Team Strasse





Congratulations Strasse Motorsport on another dominant Porsche Club Championship season

Overall Champion: Andy Toon, Porsche Boxster S
Teams' Champion: Strasse Motorsport
Class One Runner-Up: Pete Morris, Porsche 996

Strasse Motorsport – reigning drivers' and teams' champions from 2014-2016

Thank you to all sponsors, drivers and their families for continued support

A huge thank you to our sponsors Miller Oils, for the continued support in the 2016 season

porsche.strasse@virgin.net
www.strasse.co.uk | 01132340911

MILLERS OILS

STRASSE
SPECIALISING IN PORSCHE
WWW.STRASSE.CO.UK
0113 2340 911

South Staffs Freight Terminal would like to congratulate Ant Whorton-Eales on his sixth win of the season and the JamSport team for its first 1-2 in the Renault UK Clio Cup





Autosport Club Racer of the year nominee 2016

For sponsorship opportunities, please contact Mark Whorton-Eales on
Tel: +44 (0)7713 784651 Email: ant@awemotorsport.co.uk

AWE Motorsport

JamSport Racing

SSFT

DONKIN GROUP

RACING NEWS

Photos: LAT, Jakob Ebrey, Mick Walker

TEAM HARD PICKS VW CC FOR BTCC IN 2017



Team Hard ran the VWs back in 2013

Gilham: 2017 plans

By Matt James

British Touring Car outfit Team Hard will swap to running VW CCs in the championship next season.

The Kent-based operation ran Toyota Avensis in 2016 for Jake Hill, Michael Epps and a third machine shared between Chris Smiley, team principal Tony Gilham and Michael Caine.

Now it has bought the ex-Team BMR and Team BKR machines, which were originally built by Gilham's team and raced in 2013. Tom Onslow-Cole took podiums for Team Hard in the VW at Thruxton and Croft .

Team BKR fielded two VW CCs in this year's contest, although they were fitted with the older-spec GPRM-built control parts. Aron Smith won a round at Rockingham in late August.

The cars will have to be upgraded for 2017 as the older parts have now been outlawed by technical chiefs.

Gilham said: "Bringing the VWs to the BTCC was our brainchild, so it feels like we have some unfinished business with these cars.

"It was a good car out of the box then and was still winning races last season with the older kit onboard.

"Now we plan to update all three VWs to the RML-spec over the winter and believe we'll have a really strong package for 2017."

Gilham said he was keen to build on the progress that Team Hard made this term. Hill was particularly impressive, ending the year 17th in the points with six top 10 finishes.

"We're coming off the back of a solid year with older cars, but now we feel we're ready to step up and become extremely competitive," added Gilham.

"We've assessed a number of options but genuinely believe this to be the right package, particularly with the cars being upgraded and improved. We wouldn't have done it if we didn't believe they'll be race winning machines in our hands."

Gilham said that the team has already signed one driver and is in talks with drivers regarding the other two seats.

"It's great for us to have secured this deal so early in the off-season as it gives us the time required to prepare properly for 2017."

Anglesey Winter meet to have FVee

The Anglesey Winter Race Day will cater for Formula Vee cars for the first time as an expansion of its single-seater grid.

The November 20 event traditionally holds an open-invitation Formula Ford 1600 race each year, but for this season will include a class for Formula Vee machinery also.

"We wanted to expand the single-seater category and FVee and FF1600 are similarly matched," said Anglesey Circuit manager Andrew Crighton. "The lap times are only about a second apart.

"We have a few cars entered already, and we're close to Ireland where FVee is thriving, and we have the Global Lights and ASK Supercars already on the bill."

The meeting, which is run by the BRSCC, also holds races for sports/saloons, Caterham-type sports cars, Global Lights, ASK Supercars and a two-driver enduro.

Owen in talks to race in BRDC British F3 in 2017

American racer Chase Owen is in talks about a move into the BRDC British Formula 3 Championship next season with the new Hillspeed with Cliff Dempsey Racing partnership.

Owen has been contesting the National FF1600 Championship with Dempsey's team this year, but tested one of the Tatuus-Cosworth F3 cars at Silverstone recently.

The team has already signed British teenager Jordan Cane, but has two other cars available.

"It makes sense for me to keep racing in the UK as budgets in America have gone up a lot in recent seasons, so the F3 cars are faster than something like


Owen has raced for CDR this year

Pro Mazda and also cheaper," said Owen, who finished 12th in last weekend's Walter Hayes Trophy.

"I couldn't stop laughing after testing the F3. I called it hilarious as it's stupidly fast compared to my FF1600. Things like the downforce and the paddleshift gearbox make it feel so good. I'm talking to the team and we'll arrange a second test soon and see where we go from there."

White endures miserable Walter Hayes

Formula Ford regular Oliver White suffered dismal luck at last weekend's Walter Hayes Trophy, with two car failures preventing him from starting the event.

Frontrunner White entered initially in his Medina Motorsport-run Van Diemen RF01, but was forced to park that machine after an engine failure on Thursday testing. White was then loaned an RF80 by Richard Tarling for testing on Friday, but that suffered too.

"The cam follower on my original engine disintegrated and wrecked that, so it was really nice of Richard to help us out, but we had bad luck with the RF80 too," said White.

"Testing in the RF80 was great. It was softer than the modern cars I'm used to so was a real laugh to throw into corners in the wet, but we heard a sound that turned out to be a piston knocking. We could have done the event, but I didn't


White was on the sidelines

want to risk damaging a borrowed car and all of the good engines are already in cars. We'll be back next year and we'll focus our entire year around the Hayes, to make the car as good as possible."



Ellinas, Plato, Ratcliffe and Matthiesen have tested for JTR

JTR begins testing drivers and could run four cars in Carrera Cup next year

Le Mans 24 Hours winner Nick Tandy's JTR team has started Porsche Carrera Cup GB testing and could run up to four cars in the championship next season.

The multiple British Formula Ford title-winning squad announced it was expanding into the Carrera Cup in July. It is now considering running four cars due to the level of driver interest.

"We've got a lot of people looking to do it," said factory Porsche driver Tandy. "There are a lot of drivers who want to do the Carrera Cup next year, particularly with the Le Mans support race.

"Operationally, it doesn't make much difference whether we run three or four cars."

JTR has already tested at Oulton Park, Snetterton, Donington Park and Silverstone. Former GP2 and Formula Renault 3.5 racer Tio Ellinas, who drove for JTR in British Formula Ford in 2010, Carrera Cup competitor Lewis Plato, British GT driver Ryan Ratcliffe and JTR's 2016 British F4 signing Patrik Matthiesen have already tested with the team.

"We've had a good basic set-up from my testing with the factory cars," added Tandy. "We've been pretty quick. The car is on the pace."

The team has also confirmed it will no longer run any cars in British F4, having won three back-to-back titles in the series' British Formula Ford days.

Gough considering switch to GT racing

Formula Ford 1600 racer Stuart Gough is in talks with teams for a move to GT racing next season.

Gough has already tested the Ebor GT team's British GT Maserati MC GT4 at Donington Park, and has experience in both European NASCAR and Formula Ford, in which he won the 2014 National title.

"I think it'll be sportscars next as GT4 has grown so much in recent seasons," said Gough, who contested last weekend's Walter Hayes Trophy in a Kevin Mills Racing-run Spectrum. He finished ninth in the final.

"The Maserati was great fun. You get a load of power and much more grip than a FF1600, but there's much more weight. I'm talking to teams and I'm friends with Nathan Freke at Century Motorsport, so there are options."


Gough has tested Maserati


©TPM Photosport

Competition Car Insurance
0344 892 1966
Insurance for all your racing needs
Motorsport News 60th Anniversary content in association with...
www.competition-car-insurance.co.uk
Competition Car Insurance is a trading name of Towergate Underwriting Group Limited. Registered in England with company number 4043759. VAT Registration Number: 447284724. Registered Address: Towergate House, Eclipse Park, Sittingbourne Rd, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority.

FERODO®

RACING

BALANCED BRAKING PERFORMANCE

All the way to the APEX



THE DRIVER'S PAD

FERODO RACING **BRAKE PADS**

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.

FEDERAL MOGUL

www.ferodoracing.com

Circuit Supplies (UK) Ltd, Unit 8, Eden Court,
Eden Way, Leighton Buzzard, Beds LU7 4FY
Tel: 01525 385 888 • Fax: 01525 385 898
info@circuitsupplies.com
www.circuitsupplies.com

SELECTED RANGE NOW AVAILABLE THERMALLY BEDDED

HISTORICS

'Greenhalgh aims to tackle Spa'
Ford driver's plans, below



Photos: Paul Lawrence

DOWN THE PUB WITH FERNANDO RIBEIRO

Age: 59 **Lives:** San Francisco
Formula Ford veteran

He came from Brazil
"I came to race in the UK in 1979. My brother Alex was nine years older than me and he was already a Formula 2 driver when I came here. The British weather was a struggle and the food was a big deal for me. We lived in Silverstone village and in 1979 I raced a Van Diemen for the Jesus Saves Racing team. I did well in my first year here and I was second in the RAC Championship."

It was a tough season
"A big rival was David Sears and we fought a lot of battles and he won the RAC Championship in 1979 when I was second. The racing was very tough and I broke my wrist at Oulton Park. That really cost me the championship because I missed two races."

He went to Europe
"The next year I moved to Royale Racing as a works driver and the RP26 was a good car. Jesus Saves was the main reason that we raced: to share our faith in Jesus and spread the word. In 1980 we concentrated on the European Formula Ford Championship."

Then he quit the sport
"I was third in the championship but there was a kind of a drama and we had a problem with relationships in the team. It was my mistake and I apologise about that. I was fighting for the championship but I didn't take part in the last race and so I dropped to third place. Then I stopped racing. It was a personal crisis and a decision that I made."

He returned in America
"I went back to Brazil and started to study again and became a computer programmer and opened my own consulting company in Brasilia. After 13 years out of racing I decided to put the record straight, so I went to America and pursue the dream to race again. I wanted to get to Indycar. I raced there for 10 years and was two-time champion in Formula Russell. I was racing as a master as I was about 40 years old. I was granted US citizenship and now we are Americans and Brazilians."

He was back at Silverstone
"Three years ago there was an idea to bring Jesus Saves Racing back. Adriano Medeiros won the Classic Formula Ford Championship and they invited me to do the Walter Hayes Trophy. It was 36 years since I was last at Silverstone."



Ribeiro: Silverstone outing

VOLVO CREW LAND RALLY OF THE TESTS

Andy Lane and Richard Crozier take a narrow win on gruelling event



Crew won by just nine seconds

By Paul Lawrence

Andy Lane and Richard Crozier turned in a superb performance to win the Rally of the Tests in their Volvo 123GT.

After three long days of competition over special tests, regularity sections and time control sections, Lane and Crozier headed the finishers into Chester late on Sunday afternoon after the 15th edition of the event that re-creates the RAC Rally of the 1950s.

A total of 93 crews set out on a prologue section from Bournemouth on Thursday before the meat of the event started on Friday with halts in Bristol and Stoke-on-Trent.

Husband and wife Robert and Sue McClean were the first casualties when their Ford Anglia's engine seized on the opening test in the Bournemouth winter gardens.

The Saturday evening time control section within the confines of Swynnerton army camp pushed Lane/Crozier to the fore with a tremendous performance to set them up for Sunday's final day. They duly took first overall, which is reserved for pre-1962 cars.

In a very competitive event, other strong contenders were the Porsche 356s of Paul Crosby/Andy Pullan and Howard Warren/Iain Tullie and it was Crosby who headed the pursuit of Lane through the final day as the route crossed into North Wales. Crosby narrowed the gap to just nine seconds over the final sections on the run towards Chester, with 2015 winner Warren less than half a minute down in third.

The MGB of John and Peter Dignan topped the post-1962 cars with a total that would have put them third overall against the earlier cars.



Kennedy handled the M3

Kennedy steps up with BMW touring car outing in run at Silverstone

Teenager Charlie Kennedy made his senior race debut at Silverstone in a BMW M3 that his father Jason has built over a 16-year period.

Kennedy, who will be 17 in March and lives in Silverstone village, has spent three years in Junior Saloons and made his graduation in the Allcomers race at the Walter Hayes Trophy.

"I worked at Prodrive for 15 years," said Jason, who engineered M3s in period. He started building the car at the time his son was born and it was finished in time for them to tackle the Rockingham Stages Rally last December.

"It's more for racing," said Jason and they now plan to race it more regularly in 2017.

Classic for bumper celebrity clash

A celebrity race with up to 50 Austin A30s and A35s will be a new feature of the Silverstone Classic on July 21-23.

Cars from the HRDC Academy series will take part in a two-driver race, with the celebrities in action on Saturday and the car owners racing on Sunday.

The celebrity drivers will be split into teams based on their profession and each team will have a racing driver captain. To date, the captains include 2016 BTCC champion Gordon Shedden, Le Mans winner Jackie Oliver and former BTCC champions Andrew Jordan and Robb Gravett. Early confirmed celebrities include Heston Blumenthal, Theo Paphitis and Neil Primrose.

Event boss Nick Wigley said: "We've included celebrity races in the past but never before on this epic scale."



Waite is a top Sports 2000 man

Sports 2000 class to join Classic Clubmans grids

Sports 2000 cars from up to 1984 will run in an invitation class in the HSCC Classic Clubmans Championship in 2017 after a successful trial this year.

The two types of sports-racing cars have proved compatible on-track and regular Sports 2000 racer Roger Waite says that having five two-litre Ford Pinto-engined Sports 2000 on the Classic Clubmans grid at Silverstone last month shows that the concept is gathering momentum.

"The Silverstone entry was very encouraging. We want to continue that into 2017," said Waite. "The cars are sat in garages and there has been a lot of interest shown."

Jubilee clip seals rally duo's dream

Mike Tomkinson says that proposing marriage to his co-driver Shaun Whitehurst on the finish ramp of the national section of Rally GB was the perfect moment.

The couple have been together for 32 years and have only ever rallied together and Tomkinson decided that if they finished the rally he would pop the question, using a borrowed jubilee clip as an interim ring.

"She wasn't expecting it at that moment," said the Ford Escort Mk2 driver. "I couldn't think of a better place to propose and we already had a lot of family and friends there for a party on Sunday night.

"It was planned, so long as we got to the finish!"

IN BRIEF

HSCC goes on tour

Eight cars from across the club's portfolio will feature on the HSCC stand at this weekend's Classic Motor Show at the Birmingham NEC. Notable cars on Stand 430 in Hall 1 will include the Lotus Elan of Peter Shaw, a Lotus Cortina from Richard Dutton and the unique Penfold Formula Ford 2000 of Iain Rowley.

Cosworth's display

The 50th anniversary of the Cosworth DFV engine will be marked during the inaugural Historic Motorsport International at ExCel London from February 23-26. Cosworth will show a complete DFV and a number of cars powered by the engine will feature in a special display. The DFV made its race debut at Zandvoort in June 1967.

Impney date firm

The date for the third running of the Chateau Impney hillclimb has been set for the weekend of July 8/9. The revival of the 1950s and 1960s hillclimbs at the Worcestershire hotel has been a great success with a capacity entry of 200 pre-1968 cars in action on the 1000-yard course.

Pomeroy ready

The Vintage Sports-Car Club annual Pomeroy Trophy event at Silverstone will switch to the full GP circuit for the first time in 2017. The event, designed to find the best grand touring car via a range of tests, will include a 40-minute high-speed trial on Saturday, February 18. It is open to both modern and classic cars and first ran in 1952.

Goodwood on sale

Tickets for the Goodwood Festival of Speed (June 22-25) and the Goodwood Revival (September 8-10) are now on sale from the Goodwood ticket office. Tickets for the 75th Members' Meeting (March 18/19) are available to Goodwood Road Racing Club members and a limited number of tickets will be available to the general public from January 2.

Slaughter's Escort

After a part season in the British Rally Championship with a Ford Fiesta R5, James Slaughter and James Whitaker will return to Slaughter's historic specification Ford Escort Mk2 for Saturday's Wyedean Stages Rally. Local ace Nick Elliott will head the 25-strong historic field away with Welshman Ian Davies co-driving for the first time in his Escort Mk2.

Greenhalgh's Ford

Long-time saloon car racer Alan Greenhalgh has acquired a Ford Falcon with the aim of contesting the Spa Classic Six-Hours next September. Greenhalgh, who has been racing for over 40 years, bought the Finnish-built car from the USA where it had been used in the Carrera Pan-Americana and now plans to put it back to FIA race trim.

Masters calendar

Eight European historic racing festivals will make up the 2017 calendar for Masters Historic Racing. Two UK dates are at Brands Hatch (May 27/28) and the Silverstone Classic (July 21-23), while other dates include the Spa Classic (September 22-24) and the new Grand Prix de France Historique at Magny Cours (June 30-July 2).

FULL REPORT FROM THE WALTER HAYES TROPHY PAGE 30

Advertising enquiries: 0208 267 5865

VW'S WITHDRAWAL LATEST



Ogier (left) at Citroen would please Meeke

MEEKE:

I WOULD LOVE TO PARTNER OGIER AT CITROEN IN 2017

Northern Irishman would relish a champion team-mate

Ogier was third in the points with Citroen in 2011

By David Evans

Britain's Kris Meeke says he would welcome Sebastien Ogier as a team-mate at Citroen Racing next season.

Ogier would be no stranger to the Paris-based manufacturer, having started his career with Citroen before departing under something of a cloud after falling out with Sebastien Loeb at the end of 2011.

Team principal Yves Matton confirmed Ogier would be welcome back at Citroen, saying: "None of the people who were working with Sebastien at the time that he left [in 2011] are still here, they have all gone, they have all left so this wouldn't be a problem."

Meeke admitted the potential for competing against Ogier in the same machinery appealed.

He told *MN*: "I would have no problem if Sebastien came back to Citroen. I haven't discussed this with the team, but from a personal perspective I'd maybe prefer to have him in the same team rather than in a car which might be perceived to be better. It would be a more level playing field, if you like.

"I texted Sebastien when the news came out and told him I was sorry for what had happened and that, regardless of what car, I would love to see him on the start line in Monte Carlo."

While Matton has confirmed Meeke, Craig Breen and Stephane Lefebvre are his drivers for 2017, many see it as inevitable Ogier, Andreas Mikkelsen or Jari-Matti Latvala will end up in a C3 WRC next season.

Meeke said he was relaxed about the situation, saying he respected all three VW drivers.

He added: "I haven't talked to Yves about this at all, but for me I don't mind who comes to the team if any one of the three of them do. I had some issues over a couple of the potential drivers for this year – I was a bit worried they could be disruptive in the team – but that's not the case with [Sebastien] Ogier, [Jari-Matti] Latvala or [Andreas] Mikkelsen. For me, those guys are all ready to roll their sleeves up and get stuck in and that's all I want to do."

Like the rest of the manufacturers and crews, Meeke admitted he was disappointed that Volkswagen's departure would rob him of a shot at the champions.

He said: "We have spent so long gearing ourselves up to take on the champions and now that chance has gone in terms of VW and that's a shame. It would have been interesting to see what we could do against them. That's one of the biggest losses: nobody will get the chance to measure themselves against that car.

"This is bad news for the VW team, and you have to think about everybody here – not just the crews, but the engineers, mechanics, the whole team. It's also not the best news for the championship. Along with Red Bull, VW has worked hard to build the WRC up and they've done a great job in terms of promotion. We have a lot to thank them for."

Red Bull pledges to remain with ousted Volkswagen drivers for at least another top-flight season

Red Bull has confirmed it will continue to back Volkswagen's three drivers and its commitment to the promotion of the World Rally Championship continues unaffected by the German firm's withdrawal.

Sebastien Ogier, Jari-Matti Latvala and Andreas Mikkelsen will not only benefit from their Volkswagen salary next season, but also continued support from Red Bull – providing they drive for a team acceptable to the Austrian energy drink firm.

Head of international motorsport for Red Bull, Thomas Ueberall, said: "Red Bull regrets the decision [of Volkswagen] but we support our drivers as they look for another suitable team. They will keep their personal sponsorship."

The question of the funding used for Volkswagen was less clear with Ueberall adding: "There is no immediate decision on this, right now there is nothing planned to go with another team."



Red Bull will stick with drivers

ELECTRIC RALLYCROSS CAR STUNS ON COMPETITIVE DEBUT PAGE 32



The Strength of Experience

flowforming

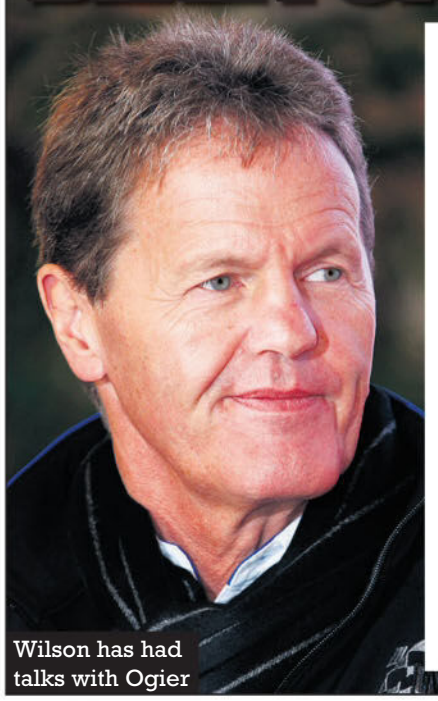
Tel: +44 (0) 1952 582 825
Fax: +44 (0) 1952 582 821

speedline Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

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

WILSON WORKING ON DEAL FOR THE CHAMPION


Wilson has had talks with Ogier

M-Sport has a 2017-specification Ford Fiesta RS WRC ready for Sebastien Ogier to test as soon as the Frenchman gets the nod from his current employer VW.

Team principal of the British team Malcolm Wilson is working flat out to find a way to bring the world champion to Cumbria for next season.

"I'm convinced we have the car for him to take a fifth world championship," Wilson told *Motorsport News*.

The pair have spoken about a possible deal already, but Wilson said no date had been set for Ogier to drive the Fiesta.

"That's something we've talked about," he said. "Obviously Sebastien has still got a fair amount of talking to do with Volkswagen before he knows exactly where he's at to come and drive our car."

M-Sport was expected to announce Ott Tanak would drive alongside Eric Camilli next season, but last week's news has put everything on hold while Wilson negotiates with Ogier.

"We've suddenly got a lot more talking to do about who's in what car next year," said Wilson. "There's no doubt that what happened on Wednesday [VW's departure] was very, very sad for the WRC. I think it's only right to pay tribute to what Volkswagen achieved both on and off the stages – their effort in developing the awareness of what they were doing, their activation off the back of the world championship programme was superb and certainly helped develop a wider awareness of our sport. We owe them.

"With that news, however, comes an opportunity and we now have to make the best of that chance. We have to put the right deal together to get Sebastien and Julien [Ingrassia] in our car to make a world championship-winning combination."

● Elfyn Evans was testing M-Sport's second prototype 2017 Ford Fiesta RS WRC in Italy last week. An announcement had been expected regarding the Welshman's future this week. Sources close to M-Sport remain confident a deal can be found for this year's British Rally champion.

IMPLICATIONS

What now for drivers Andreas Mikkelsen and Jari-Matti Latvala?
It's quite possible they will find employment at two of the three teams that Ogier doesn't join. The natural assumption is that Latvala will join what's fast becoming a Finnish superteam at Toyota, which would leave Mikkelsen at M-Sport or Citroen.

Sources closest to the teams have indicated a preference for Mikkelsen, given his younger age and potentially lower salary demands. Latvala has struggled with more mechanical issues than any other factory Polo R WRC this season and his current position of sixth in the drivers' championship won't be endearing him to employers.

It's increasingly clear, however, that this could well drag on into next month – with the closing date for Monte Carlo Rally entries and FIA driver nominations bringing matters to a conclusion in the middle of December.

What about this Volkswagen Polo R5 car?
MN understands the Polo R5 car had always been on the horizon for VW, with two-time champion test driver Marcus Gronholm expected to do the development work.

"They had mentioned something about this [Polo R5]," Gronholm told *MN*. "We were looking at next season, I don't know now. I am also down to do a couple more days in the 2017 Polo, which I think is still happening – just some final confirmation."

It's possible a final sign-off test will run with the car that was scheduled to spearhead VW's pursuit of a fifth world title.

After that, a dustsheet will be pulled over the three '17 chassis in existence and work will cease on the build of the Monte Carlo entry cars.

What about going private?
Volkswagen will not release any of the 2017 cars for a private team to run. Throughout its four-year World Rally Championship effort, the team has never run a private car. It was the same when VW signed-off on its Dakar programme – despite the best efforts of Nasser Al-Attiyah, who had won the event in a Race Touareg (*pictured below*).

There was some speculation that the Polo R WRC could be rebadged as a Skoda Fabia WRC in time for 2018 – but as one source close to the team said: "By the time we'd have gone through all this, the other teams would have developed their cars and such a Skoda would be a year out of date."



VW TIMELINE

May 4, 2011
Volkswagen's first full WRC programme is launched in Sardinia, with news that the Polo R WRC will be testing before the end of the season.

November 23, 2011
Volkswagen announces Sebastien Ogier as its lead driver for the next three years.

January 18, 2012
Volkswagen Motorsport is back in the WRC for the first time since 1990. The Hannover team enters Monte Carlo with two Skoda Fabia R5s for Sebastien Ogier and Kevin Abbring.

October, 2012
Sebastien Ogier scores Volkswagen's first stage win – in a Skoda – at Rally d'Italia.

December, 2012
Volkswagen Polo R WRC launched to the world's media in Casino Square, Monte Carlo.

January 16, 2013
The Polo takes on its first stage (the 23-mile Monte opener Le Moulinon-Antraigues) in the World Rally Championship… and goes fastest with Ogier.

January 19, 2013
Jari-Matti Latvala becomes the first driver to crash a Polo, while second-placed Ogier takes the team's first ever WRC podium in a World Rally Car.


2012: First step


2013: Ogier wins


2014: Podium rout


2016: Another title

February 10, 2013
Ogier scores the team's first victory in Sweden.

August, 2013
There's no Polo on the podium for the first time in 2013…in Germany.

October 4, 2013
Ogier takes his drivers' title at his home event in France. He wins nine from 13 rallies.

October 27, 2013
VW clinches its first manufacturers' title at the Rally of Spain, winning 10 from 13.

January, 2014
Ogier takes first WRC win in Monte Carlo for Volkswagen

June, 2014
Volkswagen board signs off on WRC future until 2019

September, 2014
Volkswagen celebrates its first podium lock-out in Australia – which is enough to confirm the German firm's second manufacturers' title. Volkswagen only loses one rally in 2014.

October, 2014
Ogier seals his second straight drivers' title with a round to spare in Spain.

August, 2015
VW begins testing its 2017 World Rally Car.

September, 2015
With wins on eight from nine rallies, VW is confirmed champion again and Ogier does the double down under, sealing his hat-trick with a seventh win of 2015. The diesel emissions scandal breaks…

November, 2015
VW board is persuaded to remain in the WRC with Jost Capito cutting the team's budget by almost a third.

October, 2016
Ogier takes fourth title in Spain. The board meets in Germany, prompting the end of VW's WRC adventure.

GROUP RALLYING EDITOR

DAVID EVANS

"VW is eating corporate humble pie"



What a difference a couple of years makes. November 21, two years ago, I was in Wolfsburg watching Jost Capito hand the keys to a Ducati 1199 Panigale S Senna to Sebastien Ogier.

There was another bike for Andreas Mikkelsen. Jari-Matti Latvala got a Volkswagen Golf GTi Mk1.

We drank wine specially commissioned 'Seb & Jari' cuvee made from the Mosel grapes harvested in spectacular fashion by crashing Volkswagens earlier that summer. Everything in the world was well.

Now? Not so much.

Last year, Volkswagen skipped its post-season party. Next year, it's skipping the championship. After winning 42 of the 51 world rallies entered since Monte Carlo, 2013, Volkswagen will sign off on its World Rally Championship chapter in Australia next week.

Turns out a goal-hitting emissions test-tinkered ECU wasn't such a good idea in the end.

Volkswagen talks about realignment and focusing on future technologies as reasons for its hasty retreat. Nonsense. And it's not about the money. Spending £30m or whatever it costs on a WRC programme is small change compared with a £12 billion outlay building in America.

No, this is about perception and the fact that Volkswagen's not allowed to be seen to be enjoying itself, not allowed to be spraying champagne around the world after another dominant and all-conquering success.

That image isn't entirely in keeping with a feast of corporate humble pie being readied.

So, they'll be gone. No fanfare, just farewell.

And that's a tragedy. For Hyundai, M-Sport, Citroen and Toyota, the target's gone. For fans around the world – and VW's exceptional marketing campaign has attracted millions of them – like the Hannover team itself, the end of the road has just come into sight.

Beyond the personalities involved, there's the hardware to think about: the world's fastest rally car will never post a stage time. Instead, Volkswagen prefers to pretend its 2017 Polo R WRC never happened.

That's all bad enough, but what's also concerning me is the potential impact on the next generation of drivers. The need to absorb three top-line drivers into the remaining four teams could, and likely will, have a significant effect. Currently, VW's decision is far-reaching, but its impact on talent development could be felt for years to come.

Talking of young drivers, I'd like to congratulate Craig Breen and Stephane Lefebvre on their 1-2 at last weekend's Condroz Rally. Team principal, Yves Matton? The boss did the decent thing and allowed his young guns to demonstrate just how quick a DS 3 R5 is against his two-litre C4 WRC. He finished fifth.

AGREE/DISAGREE?
mn.letters@haymarket.com

Advertising enquiries: 0208 267 5865

RALLY NEWS

Photos: Roy Dempster, Jakob Ebrey, Mark McCullagh

KELLY CONSIDERS R5 MOVE WITH GRIZEDALE ENTRY

Last year's Tarmac and National champion to run M-Sport Ford Fiesta



Kelly dominated in his Focus WRC in '15

By Jack Benyon

Irish Tarmac and National champion Donagh Kelly will drive an M-Sport Ford Fiesta on the Grizedale Rally on November 26.

The Donegal driver took a step back from full-time rallying in 2016, having dominated both of Ireland's domestic series the year before. He had done so in a Ford Focus WRC, but for this year organisers elected to feature R5s at the front of the field. WRC cars could still compete, but couldn't win the overall Irish Tarmac title.

Kelly, who hasn't competed on gravel since 2014, is looking at a potential switch to an R5 after seeing the pace in the ITRC this year, which was won by three-time British rally champion Keith Cronin.

"At this stage it's a run out to see how we like the car," Kelly told *MN*. "It's quite some time since I've been on the loose so we don't expect to be racing anybody. It really is just to find out what the R5 is like. Obviously they've been pretty impressive all year. They've certainly closed the gap to the World Rally Cars. We're looking at the options."

Kelly won 10 of the 13 events he entered in his WRC Focus in 2015, and returns to action with Conor Foley on the notes.

"M-Sport are providing the car for us, it's only down the road from the event so it's handy," added Kelly.

Kelly's Gp B Metro 6R4 gets a comeback

Donagh Kelly's ex-Tony Davies classic MG Metro 6R4 was back in action earlier this month.

The car, in Group B-spec complete with Belga livery, is part of Kelly's car collection.

"We give it a run, it's back to full Group B-spec," said Kelly, who was testing the car. "It's as much fun as I've had in a car in a long time. It's got the three-litre injection [engine]. It's unreal, some fun to drive.

"We were on a road, we still have the luxury in Ireland to go to a few places for testing. It's so much fun with 400bhp."



Metro 6R4 ran again

MOTORSPORT NEWS says...

Big names to R5 would be a boost

This is a huge scalp for the Irish Tarmac Championship. Or it could be, if Kelly converts to R5 formula.

We've already seen long term WRC man Garry Jennings experiment with a Mitsubishi Mirage R5 this year, and if he or Kelly could be persuaded over to R5, it's a big boost for the organisers of the ITRC.

There was some discontent over the segregation of WRC cars into a 'cup' and out of the running for the ITRC title. Most were upset with the speed at which the organisers did it. When I first heard the news, I was sad that there was likely to be fewer WRC cars in the series. I hold Andrew Nesbitt, Bertie Fisher, James Cullen and Eugene Donnelly in very high esteem as any, and was upset fans wouldn't see as much of the WRCs.

What no one could predict was how many R5s there were in the series, and the speed at which they've been driven. Five drivers entered the last stage of the last rally with a chance to win the title. And if that's not entertaining I don't know what is.

Jack Benyon

Henry to focus on British title charge

New Irish Forest Rally champion Desi Henry says the MSA British Rally Championship will be his sole priority next season after scoring two top-three finishes this season.

Henry scored a podium on the RSAC Scottish Rally in May and followed that up with third overall on the Nicky Grist Stages in July aboard his Skoda Fabia R5.

With that experience under his belt and some early set-up issues with the Czech machine ironed out, the Portglenone man feels he is in a strong position to win rallies next year.

"We tackled rounds of the British and the Irish championships this season but next year it's all going to be about the British," Henry said. "The car gave us a lot of problems for the first six months – we struggled to find a set-up I was happy with and that left us on the back foot.

"Given our recent performances and where we are with the car, I'm now much happier and next year I believe we can finish somewhere in the top three positions [on events]. On the second half of the British Championship I proved that I can be as quick as anyone else on both gravel and Tarmac. The speed is definitely there.

"With a better understanding of the championship and what it's about I think we can do well. We've done all the rallies except for Ypres [the new-for-2017 round] but that's OK."



Henry has gone well in his Skoda Fabia R5

Henry gives prize winners R5 spin

Desi Henry rewarded two competition winners with a ride in his Skoda Fabia R5 recently at a private forest near Ringsend, after the driver and his team MacSport helped to raise over £150,000 for Kevin Carey.

Carey, from Henry's hometown of Portglenone, has a grade four brain tumour.

He and his family had identified expensive treatment which could help, and Henry and his team decided to help. Kenny McMenamin and Bernard Bradley were the names drawn out of a hat at the Ulster Rally to take a ride in the Czech-built car.

"When you can help and you can make some sort of difference that's what you want to do," said the new Irish Forest champion Henry. "We managed to collect around £2000; that's money that will go a long way.

"Kevin's treatment is going to be a long and slow process and it is expensive. We all hope that it works out for him but I suppose only time will tell if it has or not."

PAYNE FINISHES DOMINANT RALLY SEASON WITH MALTON FOREST WIN PAGE 18

'Procter takes Oulton Park Rally victory'

Neil Howard report, p17



Photos: Mark Chappell – Gasmark Media, Jakob Ebrey

O'SULLIVAN IN R5 TEST



Junior title winner O'Sullivan got R5 chance

John O'Sullivan got to test an R5 car last weekend at M-Sport as part of his prize for winning the Irish Tarmac Junior Championship in 2015.

O'Sullivan, who has competed in both the R2 and Modified elements of the ITRC this year, got a ride with recent R5 convert Gus Greensmith before getting to sample the machinery himself.

"It was way more than I was expecting," said O'Sullivan. "I've never driven anything four-wheel-drive or anything like that so it was a bit of a shock. It was much easier than I thought it would be to drive. It may be a bit different going ten-tenths down a forest stage, but there it was OK. I have been driving the R2 version of the car this year but the R5 is a jump into the stratosphere. So much grip, power and speed it was all just mind bending!

"I had a passenger run with Gus before we got to drive and after that I was nervous, but it was actually quite comfortable, easier to drive than the R2."

Joining O'Sullivan at the test was 2016 ITRC Junior champion Kevin Horgan, who got a test in an R2 car as part of his prize after taking the championship on the last round of the season in Cork in his Honda Civic.

Chris Ingram was also in attendance, the European front-wheel-drive champion getting his first taste of Ford Fiesta R5 machinery as part of the M-Sport customer day. He was joined by British Rally Championship Junior driver Mattias Adielsson.



McClure: new RHD car

McClure set for return on local rally in Mitsubishi Lancer E9

BTRDA NR4 frontrunner Aaron McClure is set to return to rallying for the first time since April on the Grizedale Stages.

McClure rolled on the Somerset Stages, effectively ruling him out of the rest of the season.

"It's been a long time, the car has taken lot longer than it should have done for reasons out of our control," explained McClure. "We realised it wouldn't be ready in time for the championship [BTRDA NR4], so we decided not to rush it. It's not an easy job when you're doing it on a Saturday and Sunday and you have a day job. We've refreshed everything. It's basically a new car."

As well as not being in the car for over six months, McClure will have to adjust to a new driving position after making the car right-hand drive.

"We're not expecting too much other than to get some miles on the clock," added McClure. "I haven't driven a right-hand-drive car in three years. We had no choice as it was the only shell I could get hold off."

The Yorkshireman isn't certain on a destination for next year, but he said he is looking to return to the BTRDA NR4 class.

"Looking at the competition it will likely be the most competitive championship in the UK," McClure added.

Rallycross man Mitchell to rally co-drive

BTRDA Rallycross driver Gary Mitchell will make his rally co-driving debut on the Pokerstars Rally on the Isle of Man this weekend.

Mitchell, who uses an ex-Vauxhall Vectra Cup car in the BTRDA Clubmans series, felt it was time to make the switch across the car. "There's no particular reason really. It's just something I've wanted to do," said Mitchell, who had to replace the engine in his Vectra after it expired at Blyton. He'll co-drive for Richard Barnard in a BMW Compact M3.

Daniel Harper and Chris Campbell, seeded at car number two in their BMW Mini Cooper S, need only a top 12 result to take the Manx Rally Championship back to Lancashire.



Harper hoping for title

The crew have taken maximum scores on three events so far this season, and their only real threats will be Mitsubishi Lancer E10 driver Timmy Collins, as well as BMW driver George Collister.

Dylan Davies makes his asphalt debut on the Pokerstars Rally, while Stu Bainborough is car number one. TT winner Michael Dunlop is set to return in his Ford Escort Mk2, while Dessie Nutt brings his Porsche 911.

Photo: Kevin Money



Peter Smith and John Millington paired up for the first time in 31 years to take eighth overall on the Malton Rally in Smith's MG Metro 6R4. Smith – of Swift caravans – and M-Sport's MN Road Rally Championship winning co-driver Millington last competed together in 1985, but were back together for some fun in the Yorkshire forests. The 6R4 has a 2.5-litre engine and has a sequential gearbox

Anglesey circuit launches a trackday for rally cars to open the sport to new crews

Anglesey Circuit will run a new circuit rally trackday.

The North Wales track will hold the event on November 24, and plans to run more like it throughout 2017.

The event works like a regular circuit racing track day, but will feature a split of all-asphalt stages for drivers and co-drivers to run.

Drivers will tackle two 1.5-mile stages in the morning, before each run is then reversed. In the afternoon a single 2.5-mile stage will be run in both directions, meaning each entry gets a total of six stages to try plus a recce of each one.

The event will allow any drivers holding a regular UK road driving licence to take part with any form of UK-registered car.

Anglesey Circuit manager Andrew Crighton said: "It's an idea we've had for a while and we ran a pilot event with staff and invited crews and it was very well received. We'll now run full days for the public and hopefully more next year too.

"Track days do so much for circuit racing as they allow anybody to have a go on track, but there's nothing like this for rallying. Wales has a huge rally culture, so days like this can hopefully feed new crews into the sport by letting them have a go."

For more information visit *angleseycircuit.com*.

GROUP NATIONAL EDITOR

JACK BENYON

"The MN series is a fun place to compete"



"Cascades in reverse here Paul, small lift I reckon." Clunk. Clunk. Silence. Gearbox, destroyed.

Last weekend I set about the task of navigating Paul O'Neill on his first ever rally. The British Touring Car race winner joined me in Paul Sheard's latest Mazda MX-5 rally car at Oulton Park for the opening round of the MN Circuit Rally Championship. With a proper sequential 'box, throttle bodies and next to no weight, the car is a great weapon for circuit rallying. At least in the dry. In the wet it can be a little tail happy. Unfortunately, the 'box let go on us just a couple of miles into the first stage. But no hard feelings, rallying can be cruel.

I was delighted with the level of commitment shown by 'Owy' in the build up to the event. In only my second event as a co-driver there was scope for errors. A prima donna racing driver with an inflated self-worth wouldn't have helped. But Owy couldn't be more the opposite. You literally have to drag him away from any man and his dog from a chat, the man has 10 minutes for everyone. Although his character should be called into question for saying nice things about me…



MN series is full of fun

Back to the prep. O'Neill showed up at 1400hrs on Friday – when scrutineering opened – and was there until gone 1800hrs. He wanted to know everything, how I was going to deliver instructions, what the circuit layout would be like – the kind of preparation you'd expect from a former professional driver.

We even went to look at the watersplash at 1730hrs in the dark, which wasn't the most enlightening experience.

One thing which did stop and make me think was a line O'Neill gave to Special Stage TV presenter Paul Woodford: "Even though we retired I won't be going anywhere. The atmosphere here is brilliant."

And he's right. There's many reasons the MN Circuit Rally Championship has been a great success. Mainly the hard work of the organisers. But a championship can't be successful without good craic. There's got to be enjoyment or any series will struggle. Paul and I both hung around all day and despite the weather not being the warmest, there's no regrets. All the drivers are welcoming and enjoy your company (at least the majority do) and there's always a laugh and a joke. Especially when John Stone's Legend Fires team is involved. We won't talk about their pre-event video.

So, rallying can be cruel, and on Saturday, it was. But thanks to the terrific atmosphere around the Neil Howard Stages, the day wasn't lost and there was still fun to be had. There's always fun to be had when O'Neill is around. And I'm sure this won't be his last visit to the MN Circuit Rally Championship. Not if my persuasion skills are up to scratch.

AGREE/DISAGREE?
mn.letters@haymarket.com

FUEL SAFE
Racing Cells

- FiA FT3 Certified Fuel Cells & Accessories
- Short Lead Times for Stock or Custom Parts
- Fitting Service Available
- Superior Seamless Construction Technology
- Special Large Capacity Fuel Cells for Endurance Events



Classic World Racing
www.classicworldracing.co.uk
Tel: +44(0)1527 521050

PS
PAUL SWIFT
STUNT DRIVING EXPERIENCE
www.paulswift.com



Paul & Jessica Swift would like to thank our rally partners in helping us achieve 4th overall & winners of class D at the Neil Howard Memorial rally at Oulton Park, round 1 of the Motorsport News Circuit rally Championship

PSI Global
Smart IFA
Smith and Allan Oils
Millington Engines
Jim Bean Motorsport
Luke Saddington
Mark Eggleston
Andy Harland
Kevin Franks
Milltek Sport
Pirelli Tyres
Quaife
Carbon Nuts
Simpson Helmets
Revolution Wheels
Brian James Trailers

Christmas Gift Vouchers now on sale from here www.paulswift.com

WALES' NO.1 SUPPLIER IN COMPETITION TYRES

JD Competition TYRES

JD Tyres is a long established seller of motorsport tyres. Our main business is Road Rallying Tyres, Tarmac Rally Tyres, Gravel Rally Tyres and Track Racing Tyres.

07968020546
07966466548

www.jdmotorsporttyres.co.uk

MICHELIN
HANKOOK PERFORMANCE TYRES
PIRELLI
YOKOHAMA
KUMHO TYRES
DUNLOP
DMACK
Hoosier RACING TIRE

RALLY REPORTS

Photos: SMJ Photography



Third event lucky for Procter and new Fiesta

PROCTER TAKES NH STAGES WIN

Neil Howard Stages

By Christopher Sharp

Organiser: Bolton-Le-Moors Car Club **When:** November 5 **Where:** Oulton Park, Cheshire **Championship:** Motorsport News Circuit Rally Championship **Stages:** 9 **Starters:** 85

Kevin Procter and Derrick Fawcett took class D2 honours and overall victory in the first round of the Motorsport News Rally Championship.

Having narrowly missed out on victory at last year's event to Steve Simpson's Subaru Impreza S12B WRC, Procter's winning margin was a comfortable 45 seconds, despite him destroying a wheel at the end of stage three after clipping the barriers in the pitlane after the flying finish.

After driving an Impreza S9 last year, Procter was in the third event in his Mountune-engined Ford Fiesta S2000. Simpson – running the same S12B as in 2015 – was Procter's closest rival until midway through stage six when the engine started losing power and he pulled in to retire the car.

Despite taking out the first chicane on SS5 as a result of low grip from fresh Michelin tyres, James 'JJ' Yates, replacing his brother and British Rally Championship competitor Rhys in the family Ford Fiesta R5, took up the chase but the chicane incident proved costly. Despite three stage wins, he and co-driver Tom Woodburn couldn't overturn the bigger capacity Fiesta of Procter.

Event sponsor Graham Coffey rounded out the top three in his Subaru, having wished he brought his more nimble Ford Fiesta RS WRC, which would have suited the tricky course better.

The man who led the early running, John Stone, retired his Ford Fiesta S2500 after complications from the event's watersplash. It drowned the car out on the third stage and the car choked to a halt on the fourth. He had been leading before the SS3 problem.

Paul Swift took fourth overall and victory in the D1 class and was another driver, among others, that sustained significant damage early on in the day in the slippery conditions. Such was the robust nature of his Ford Escort Mk2, Swift continued to push eventually extending his lead to over 80s seconds over Ian Woodhouse by the end of the final stage.

Adrian 'Adge' Spencer rounded out the top five in his Subaru Impreza.

Rain on Friday night and the usage of Oulton Park's drift track for SS1 and SS2 meant that there was the possibility of a shock result as everyone adapted to the changing conditions. Joe Cunningham and Marc Fowler provided that shock.

After SS2 they were running as high as sixth overall, mixing with more powerful and advanced machinery, mainly thanks to Cunningham's driving skill but also the benefits of the front-wheel-drive Vauxhall Corsa over rear-wheel drive in the conditions.

It was not to be a position they would keep however; with the sun shining for the remainder of the day, alongside their power deficit to the D2 and D1 cars, they eventually fell back to 17th. Although, with a three and a half minute margin to their nearest class rival, it was a still a successful day for the pair.

Chris Phillips and Sarah Hughes steered their beautifully turned out Peugeot 106 to a strong class win, finishing 44s up on a similar 106 of Barry Grant/Emyr Hall, despite driver Chris suffering from the flu.

As well as temporarily drowning Stone's Fiesta, the Oulton watersplash also caused damage to others as the loss of water revealed rocks causing havoc to those with lower ride heights. It most notably took out the front bumper from the Class C leading Clio Cup 172 driven by Steven Quigley and rookie co-driver Peter Littlefield, while the car fell to three cylinders on the same stage.

In spite of the damage the car was still competitive, pushing a four-wheel-drive Subaru hard to the stage's conclusion. Buzzing through the chicanes, and with the fourth cylinder restored, they continued pressing on to claim class honours and 10th overall by day's end.

Coming behind them second in class, and 15th overall, was Rob Hughes in his rear-wheel-drive Ford Focus.



Swift bettered 2015 result with fourth

RESULTS

Neil Howard Stages, MN Circuit Rally Championship, round 1/7

POS	DRIVER	CAR	TIME
1	Kevin Procter/Derrick Fawcett	Ford Fiesta	1h4m21s
2	James 'JJ' Yates/Tom Woodburn	Ford Fiesta R5	+45s
3	Graham Coffey/Victoria Myers	Subaru Impreza S12B WRC	+1m27s
4	Paul Swift/Jessica Swift	Ford Escort Mk2	+2m04s
5	Adrian Spencer/Mark Hewitt	Subaru Impreza WRC	+2m52s
6	David Turnbull/Simon John Rogers	Subaru Impreza WRC	+3m17s
7	Ian Woodhouse/Paul Rowland	Ford Escort Mk2	+3m22s
8	Bruce Edwards/Jim Smith	Darrian T9 GTR	+3m28s
9	Wil Owen/Rob Hopewell	Ford Escort Mk2	+3m28s
10	Steve Quigley/Peter Littlefield	Renault Clio 172 Cup	+3m37s

11 Mark Jasper/Don Whyatt (MEM Proton Satria Neo); 12 David Davies/Rich Jones (BMW Compact M3); 13 John Griffiths/Nigel Wetton (Impreza); 14 Brandon Smith/Aled Edwards (Darrian T9); 15 Rob Hughes/ Sion Cunniff (Ford Focus); 16 David Ashburn/Jonny 'Tad' Evans (Mitsubishi Lancer E10); 17 Joe Cunningham/ Marc Fowler (Vauxhall Corsa); 18 Seb Perez/Steve Perez (Fiesta R2T); 19 Mike English/Andy Robinson (Escort Mk2); 20 Dave Roberts/Dave Owen (Escort Mk2). **Class winners** Procter/Fawcett; Swift/Swift; Quigley/Littlefield; Cunningham/Fowler; Chris Philips/Sarah Hughes (Peugeot 106 GTi).

Gould takes the title as Cooke grabs a win

BCCC Walters Arena

By Gary Simpson

Organiser: Marches 4x4 **When:** November 5/6 **Where:** Walters Arena, Glynneath **Championship:** MSA British Cross Country Championship; Freelander Challenge; BCC Trophy **Stages:** 14 **Starters:** 38

Ryan Cooke took victory at a dramatic final round of the Britpart MSA British Cross Country Championship with Martin Gould wrapping up the title win.

With four wins already this season Gould required one more finish in his Buxton 4x4 Rivet to take the championship crown. His weekend got off to a bad start when his car stopped on the recce lap after an alternator problem and he suffered further problems on run one with a faulty clutch master cylinder. Meanwhile Justin Birchall, who was in line to win the championship if Gould failed to finish, was forced out of the event with a damaged engine.

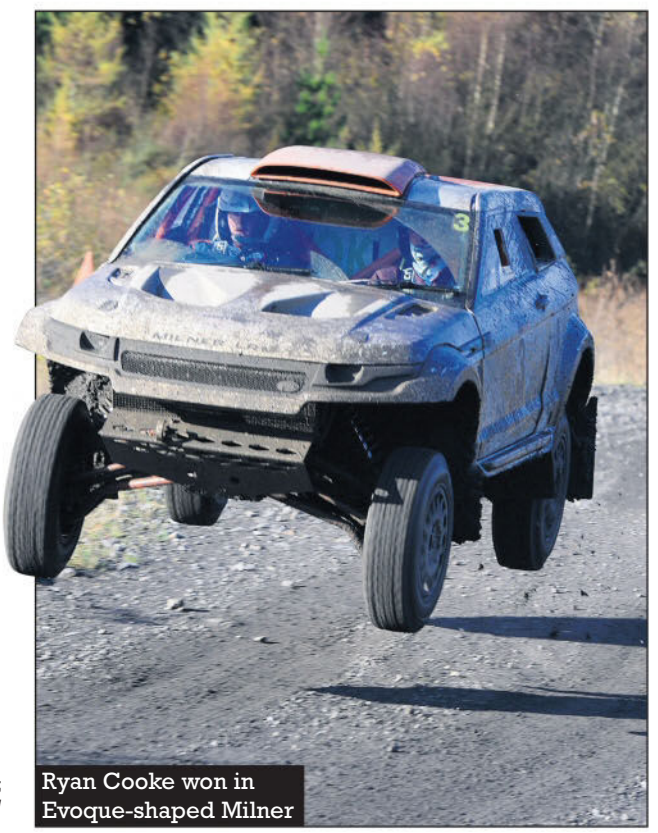
Colin Gould, in his Clio V8, led the BCCC crews throughout day one with Cooke taking his Milner LRM-1 to second ahead of Richard Coleby's Polaris. A broken balljoint ended Gould's hopes of victory on day two and Cooke continued to show consistent pace to take the win.

"I'm really, really chuffed with the victory," said Cooke. "It's been a long time coming and it's taken a lot of hard work by everyone involved in the team. It was a great event and, other than a driveshaft problem, the car has been trouble-free. Consistency has paid off and, for once, lady luck was on our side."

With Coleby in second it was Martin Gould who finished third to win the championship. "After the problems at the start of the event we dropped our pace to try and ensure we got the finish we needed," he said. "It's great to win the title."

Results

1 Ryan Cooke/Darren Cooke (Milner LRM-1) 2h42m46s; 2 Richard Coleby/ (Polaris RZR XP Turbo) +1m 01s; 3 Martin Gould/Simon Kerfoot (Buxton 4x4 Rivet); 4 Paul Harris/Karina James (GSR Maxilight); 5 Mark Jacques/ Simon Last (Lofthouse Freelander); 6 John Thorne (Yamaha YZR1000R); 7 Neil Davey/Tony Barley (Yamaha YZR1000R); 8 Andy Powell/Evalda Kazla (Simmbugghini); 9 Alan Thomas/Robert Moulding (Warrior Indy); 10 Jonny Koonja/Matt Lowe (Simmbugghini).



Ryan Cooke won in Evoque-shaped Milner

Perrott and Williams triumph at Builth Wells

Builth Wells Showground Stages

By Simon Gronow

Organiser: Herefordshire Motor Club **When:** November 5 **Where:** Builth Wells, Powys **Stages:** 14 **Starters:** 55

After 14 stages over mixed surfaces, John Perrott mastered the conditions the best to take victory on the Builth Showground Stages. Driving his father's Ford Escort, and partnered by MSA Academy co-driver Keaton Williams, who took his first outright win, Perrott finished the day with an eight-second advantage.

Despite getting off to a bad start when they hit a rock on stage one, Len Jones/Don James made a late charge in their Ford Escort, overhauling the Sunbeam of Chris Powell/Jim Lewis on the last test to secure second place.

A puncture ruined the day for last year's winners Dan Evans/Stephen Hodges-Small, who had led early on, but they pulled back to fourth at the finish. Evans' father Ian, retired his similar Vauxhall Nova from a leading position with engine problems. Rounding off the top five finishers were Wayne and William Lloyd in their Ford Escort.

Meanwhile, 2013 winner, Damian Cole, with Sarah Morris alongside on her first event, finished down the field after breaking a halfshaft on his Ford Escort. Another top runner, Sam Davies, retired his Vauxhall Nova having lost time earlier on after getting stuck on a bank.

The father-and-daughter pairing of Christian and Carys Prynne won class 3A in their Peugeot 205. Theo Bengry/Les Forsbrook took their Ford Escort to the Historic class win, and a 13th placed finish wasn't unlucky for Nigel Mee/Reggie Davies as they won the 1600cc class in their Nova. Dai Bowen/Simon Anthony were first four-wheel-drive crew in their Subaru Impreza.

Results

1 John Perrott/Keaton Williams (Ford Escort Mk2) 41min 46s; 2 Len Jones/Don James (Escort Mk2) +8s; 3 Chris Powell/Jim Lewis (Talbot Sunbeam); 4 Dan Evans/Stephen Hodges-Small (Vauxhall Nova); 5 Wayne Lloyd/William Lloyd (Escort Mk2); 6 Rhys Wyn Davies/Gerwyn James (Nova); 7 Neil Weaver/Jessica Hockly (Suzuki Swift); 8 Theo Bengry/ Les Forsbrook (Escort Mk2); 9 Conrad Law/Sophie Law (Escort); 10 Rhodri Evans/Dan Longman Johnson (Escort). **Class winners** Powell/Lewis; Nigel Mee/Reggie Davies (Nova); Jones/James; Christian Prynne/Carys Prynne (Peugeot 205 GTi); Will Parry/Gareth Parry (Escort); Evans/ Johnson; Bengry/Forsbrook; Dai Bowen/Simon Anthony (Subaru Impreza).

RALLY REPORTS

Photos: Kevin Money, Lorcan Barron – barronpix.com

PAYNE IS MALTON MASTER



BTRDA champion Payne took victory

Sam Bilham secured MSA English Rally Championship in his Fiesta

Malton Forest Rally

Organiser: Malton MC and Clitheroe and District MC **When:** November 6 **Where:** Dalby Forest, North Yorkshire **Championship** MSA English Rally Championship; Northern Historic Championship; ANCC Stage Rally Championship; ANCC Northern Forest Challenge; ANECCC; ANEMCC **Stages:** 6 **Starters:** 61

It's been one of the better years in Charlie Payne's rallying career. Measured, calculated, and above all else, rapid pace has given the Yorkshireman many spoils.

After sealing the BTRDA Gold Star crown on the Woodpecker Rally in September, a win in the Yorkshire forests on the Trackrod followed. And last weekend, the season was rounded off with another home victory on the Malton Forest Stages.

It was a wet, damp and slippy Dalby forest that greeted the competitors, some of the worst conditions on the rally for some time.

Through Staindale, Payne took 10s out of the nearest challenger, with fellow BTRDA man Stephen Petch the only real rival. The Ford Fiesta R5+ driver has had a year to forget – aside from winning the Woodpecker – with his car having myriad engine issues. Again, he was down on power and suffering from a misfire. There was no signs of it improving in the next test either as Payne took another 17s.

Petch was in even more trouble as he wasn't Payne's strongest rival on SS3, that mantle went to Hugh Hunter. The Welshman was returning to the seat of his Ford Fiesta R5 after finishing in seventh place on the Trackrod.

Although Hunter is a former Gold Star champion, he didn't show Payne a threat, and retired from third place on the final stage of the day.

Instead, Peter Stephenson gave his Ford Focus WRC another respectable outing and a podium, holding station behind the early leaders. The BTRDA regular headed the evergreen and ever-impressive Steve Bannister. The long-time Ford Escort pilot was top historic on the event by quite some margin and beat many more powerful and four-wheel-drive cars. He was consistently in the top five in stage times, an incredible achievement given the quality of competition not so far ahead.

Rounding out the top five was Stephen Simpson. He'd competed in the Neil Howard Stages the day before (*see rally reports page 17*) and made the long trip from Tarporley to Dalby for the event. After a season of bedding in on gravel, the Ford Fiesta S2000 driver got progressively quicker through the day.

Another Fiesta driver followed Simpson home, for his best result of the year. Steve Petch – father of Stephen – was fielding his new Fiesta after only a handful of events so far.

The drive of the day has to be saved for a look further down the order. In arduous conditions, Charlie Barlow took 24th overall in his 1400cc Nissan Micra, topping the class in only his fourth senior rally, with Dale Furniss on the notes.

The 17-year-old is the reigning Junior 1000 champion and raced Max Verstappen in karting, but neither of those things helped him on the tricky Malton mud. He headed numerous more powerful cars including R2-spec machines.

Sam Bilham competed on the event, and wrapped up the MSA English Rally Championship in the process after a hard year of competition in his Ford Fiesta ST.

The Yorkshire driver sealed the seven round series with 29th overall.

Results

1 Charles Payne/Carl Williamson (Ford Fiesta) 40m46s; 2 Stephen Petch/Michael Wilkinson (Ford Fiesta R5+) +33s; 3 Peter M Stephenson/Giles Dykes (Ford Focus WRC); 4 Steve Bannister/Callum Atkinson (Ford Escort Mk2); 5 Stephen Simpson/Patrick Walsh (Ford Fiesta S2000); 6 Steve Petch/John Richardson (Ford Fiesta); 7 Ian Baumgart/Mike Dickson (Subaru Impreza); 8 Peter Smith/John Millington (MG Metro 6R4); 9 Nick Cook/Dave Raw (Ford Escort Mk1); 10 Alistair Ginley/Craig Thorley (Ford Escort Mk2). **Class winners** Charlie Barlow/Dale Furniss (Nissan Micra); Ben Cree/Andy Brown (Peugeot 205 GTi); Cook/Raw; Robert Rook/Miles Cartwright (Ford Escort Mk2); Payne/Williamson; Kim Gray/Tom Murphy (Ford Escort Mk2); Bannister/Atkinson.

Newby's rapid opener rewarded

Kingdom Stages

By John Fife

Organiser: Glenrothes MSC **When:** November 5 **Where:** Crail, Fife **Championship** Scottish Tarmack Rally Championship, Five of Clubs Championship, Border Rally Championship **Stages:** 6 **Starters:** 79

It could be argued that Arron Newby and Gary Tomlinson won Saturday's Kingdom Stages Rally on the first stage.

The Subaru pairing were 18s up on Alan Kirkaldy/Peter Carstairs and 26s up on Alistair and Colin Inglis at the end of the opening 11-miler leaving those crews to play catch-up all day.

In fact, Kirkaldy's Ford Escort Mk2 was quicker on each of the next four stages to leave the gap at 7s going into the final seven-mile test. Any threats of a change of leaderboard were dashed as both drivers clocked identical times, leaving Newby clear to take a well-judged win.

Similarly, the Inglis brothers had to settle for third, unable to catch the leaders, although they had to contend with an errant Mitsubishi spinning and blocking the stage momentarily in front of their Lotus Exige on the penultimate test.

John Marshall finished fourth despite having hit a dislodged tyre course-marker head on. The mounting bar behind the bumper took the brunt of the impact leaving the radiators undamaged.

Ian Paterson was a lucky fifth as the cylinder head bolts had stretched allowing the Subaru Impreza to lose water, but he kept an eye on it. Ross Marshall rounded off the top six in his Ford Escort giving car builder Barry McKenna a co-driver's eye view of proceedings.

Stephen Thompson had been on course for a top six finish until his Ford's engine failed on the last stage. Donnie MacDonald provided some late drama when he tipped the Mitsubishi Lancer on to its side. John Paterson went one better when he parked his Escort on its roof.

Results

1 Arron Newby/Gary Tomlinson (Subaru Impreza) 58m02s; 2 Alan Kirkaldy/Peter Carstairs (Ford Escort Mk2) +7s; 3 Alistair Inglis/Colin Inglis (Lotus Exige); 4 John Marshall/Scott Crawford (Impreza); 5 Ian Paterson/Heather Grisedale (Impreza N10); 6 Ross Marshall/Barry McKenna (Escort Mk2); 7 Stuart Baillie/Ross Hynd (Mitsubishi Lancer E3); 8 Alan Gardiner/Alan Todd (Escort Mk1); 9 Joe McQuillan/Sean Donnelly (Lancer E9); 10 Steven Clark/Andrew McGregor (Lancer E5). **Class winners** Newby/Tomlinson; Kirkaldy/Carstairs; Marshall/McKenna; Sean Robson/Ben Diamond (Citroen C2R2 MAX); Jamie Miller/Calum McPherson (Vauxhall Nova).

Henry takes win and forest title

Glens of Antrim Rally

By Brian Patterson

Organiser: Mid Antrim Motor Club **When:** November 5 **Where:** Ballycastle, County Antrim **Championship** Irish Forest Rally Championship **Stages:** 6 **Starters:** 60



Henry/Moynihan took the Irish forest title in Antrim

Portglenone's Desi Henry in his Skoda Fabia R5, co-driven by Cork's Liam Moynihan, was a happy man on Saturday night, having not only won his home rally, but also the Irish Forest Rally Championship.

Bright but cold conditions prevailed as the drivers made their way down the Antrim coast.

Josh and Sam Moffett had a close battle over the opening stages, with Henry in close attendance. The latter driver said he was driving with a modicum of restraint, finishing in the top eight uppermost in his mind to ensure the forest champions' title.

Sam Moffett slid his Ford Fiesta R5 off the road on the third stage, the tricky Ballypatrick. At service in Ballycastle Josh Moffett led by 10s from Henry. Despite his comments about restraint, Henry's Skoda still flirted with several ditches in stage three. Adrian Hetherington (Toyota Corolla WRC) was third, and he was another to find stage three very slippy. Hetherington was nonetheless building his confidence and was just 18s back from Henry.

Shane McGirr (Toyota Starlet) and David Crossen (Ford Escort) were equal fourth and fighting for two-wheel-drive honours. Crossen admitted to a few scares along the way, but was happy with his progress.

The afternoon stages brought some significant changes to the leaderboard. Josh Moffett's Ford Fiesta ground to a halt with two punctures and only one spare in Slieveanorra.

Henry was able to throttle his Skoda back slightly after Moffett's demise to ensure he took victory and the forest title.

Hetherington had a good run and was fastest on the final stage to reinforce his second place.

Ger Lucey in his Mitsubishi Lancer had a good run towards the end to move up from sixth to third. McGirr had been fourth, but he had to nurse his Starlet home when it suffered a broken rear suspension strut and he finished seventh. At least he still finished top two-wheel-drive in the championship standings. David Crossen continued his great form of late and brought his Escort home in fourth. Darren McKelvey came up from 10th to fifth in the last couple of stages and Liam Regan, in his unusual Peugeot 206 four-wheel-drive car, did an excellent job to get sixth. Robert McKelvey won Group N by 3s from Ashley Dickson, both in Mitsubishi Lancers.

Results

1 Desi Henry/Liam Moynihan (Skoda Fabia R5) 33m54.0s; 2 Adrian Hetherington/Cathal Mulgrew (Toyota Corolla WRC) +29s; 3 Ger Lucey/JJ Cremin (Mitsubishi Lancer E8); 4 David Crossen/Chris McSherry (Ford Escort Mk2); 5 Darren McKelvey/Graham Henderson (Lancer E9); 6 Liam Regan/David McElroy (Peugeot 206 4x4); 7 Shane McGirr/Martin McGarrity (Toyota Starlet); 8 Andrew Bustard/Aaron Johnston (Lancer); 9 Mickey Conlon/Ciaran McPhillips (Escort Mk2); 10 John Gordon/Thomas Wedlock (Escort Mk2).
Class winners Marty Gallagher/Dean O'Sullivan (Peugeot 208 R2); Robert McKelvey/Declan Campbell (Lancer E8); Henry/Moynihan; Colin Kearns/Terence McCabe (Escort Mk2); Thomas Lowry/Phil Gault (Vauxhall Nova); Johnnie Mulholland/Jeff Case (Hyundai i20); Niall Donnelly/Dave Birt (Escort Mk2); Eamonn Doherty/Damien McAuley (Escort Mk2); Crossen/McSherry; Hetherington/Mulgrew; Gareth Deazley/James Duffin (Peugeot 106); Lucey/Cremin.

ROAD RALLY ROUND-UP

The **Powys Lanes Rally** was dominated by the Ford Escort of Kevin Davies/Dale Bowen.

The pair were clean of any penalty at the Petrol halt and, despite a costly wrong slot in the second half, came home clear winners. Stefan 'DR' Davies/Michael Gilbey trailed in almost a minute and a half behind to take the runner up spot.

Ian 'Dude' Roberts/Gwawr Hughes had a troubled night. Fifth at Petrol they went off the road and lost three minutes in the second half. They finished in eighth place but this was enough for them to secure their third straight Welsh Championship as their rivals failed to score enough points to deny them the title.

Reian Jones needed to take maximum points to maintain his challenge, but he and navigator Cadog Davies finished in third behind Stefan Davies who took the 100 points on offer. Neither Dale Furniss nor Nick Bloxham, the other title hopefuls, started the rally.

Results

Organiser: Epynt Motor Club **When:** November 5/6 **Where:** Mid-Wales Championships: WAMC & AWMMC **Route:** 130 miles **Starters:** 75.
1 Kevin Davies/Dale Bowen (Ford Escort) 1m29s; 2 Stefan 'DR' Davies/Michael Gilbey (Escort) +1m25s; 3 Reian Jones/Cadog Davies (SEAT Ibiza); 4 Paul Tod/Gerwyn Barry (Subaru Impreza); 5 Mike Roberts/Dafydd-Sion Lloyd (Escort); 6 Craig Judd/Martin Phasey (Peugeot 306 GTi-6); 7 Jordan Reynolds/Jordan Dziadulewicz (Toyota Corolla GT); 8 Ian 'Dude' Roberts/Gwawr Hughes (VW Golf GTi); 9 Matt Barker/John Connor (Peugeot 206 GTi); 10 Mark Lennox/Ian Beaumond (Ibiza).
Class winners Reynolds/Dziadulewicz; Aled Davies/Guto Davies (206); Bleddyn Richards/Gareth Parry (Nissan Micra).

RACING REPORTS

BRANDS HATCH: BARC BY SAMARTH KANAL — NOVEMBER 5/6

Photos: Gary Hawkins

SMITH SEALS TRUCKS TITLE WITH OPENING RACE PODIUM



Smith secured title with second-place

The British Truck Racing Championship Division One title was decided at Brands Hatch last Saturday, as new champion Ryan Smith earned his title with a second-place finish in race one, crossing the line almost glued to the back of winner and 10-time champion Stuart Oliver.

Smith only needed two points from the race, but still harried his nearest rival – just missing out on victory by less than half a second. Smith won again in Sunday's first race, though Oly Janes came close, ahead of Ray Coleman in third. The last race was cancelled after an accident off the start line, as Luke Garrett's Renault briefly went airborne and sideways during a heart stopping few seconds.

The Pre-Final on Sunday had Oliver and his son Michael facing off for third place, but it was the father who claimed the spot. Smith won that encounter, as Shane Brereton put in a fantastic race to finish in second. The Final was a completely different story: the circuit was wet, dark, and windy. Simon Reid's Iveco was nearly half a minute ahead of second place David Jenkins, while Oliver Sr rounded off a consistent weekend with the third podium place. Adam Bint picked up a class victory in the final, and even though things were all wrapped up for him, there was a diverse and international entry in **Division Two**.

Mika Makinen, four-time Finnish truck racing champion, claimed victory on his first visit to Brands Hatch in the first of the class's individual races on Saturday over Belgian brothers Frans and Rody Smit. Frans took victory in the second race, with Rody third and Paul McCumisky splitting the pair, and repeated the feat in the last Division Two race, on Sunday, over Makinen and Ryan Colson.

On Saturday's first race in the **Legends Cars Championship**, Connor Mills narrowly missed out on victory as Jack Parker took first place on the run to the line, while Sebastian Kluyskens came third. Mills and Parker swapped places for Saturday's second race while series champion, John Mickel, took third. Mickel then won the third race of Saturday by inches over Thomas Grainger as Parker came third.

A change in day brought no change in result as Mickel again won in Sunday's first race, though Matthew Pape and Parker came close in second and third, respectively. British Touring Car Championship driver Rob Austin made a cameo with second in the next race even with brake problems, trailing Mills who took his second victory of the weekend. Parker ended the weekend with a win in the damp and dark final race conditions, with Kluyskens thundering up from near the back of the grid to earn second, narrowly beating third-place man Sean Smith.

The **Pickup Truck Racing Championship** races took place on Sunday, with Freddie Lee needing only the points for 14th to win the title. That proved to be no trouble at all, as he was gifted a fourth-place finish in the first race as just 12 trucks started. Former BTCC racer Lea Wood won his fifth race of the season, with Scott Bourne second and Paul Jones in third ahead of new champion Lee.

Two-time series champion Michael Smith won the second affair, having taken the lead at the start before cementing a comfortable gap. Bourne would have had another podium spot had he not made a late mistake. Wood took third, losing second place late on to Carl Boardley who outbraked Wood into the perennially slippery Paddock Hill Bend.

Chris Bassett picked up a win in Saturday's first **Tin Tops Championship** race, the Peugeot 205 GTi man enjoying a sizeable gap between him and Daniel Fisher (Honda Civic Type R), despite Fisher closing in towards the end. Robert Hosier was third and took a class victory in his SEAT Leon. The second race was tougher, as Bassett and Fisher traded laps until coolant leaked onto Bassett's front tyres and he spun out late on, handing Fisher a first win of the season. Mikey Day, in third, took the T3 class win.

The first of the **Intermarque Championship** races was a damp affair, with Ricky Hunn taking victory ahead of Malcolm Blackman and Richard Smith. Anthony Bennett was the first of the Caterhams to cross the line, winning his class and coming 14th overall. Race two took place on a slowly drying track, and produced the best overtake of the weekend as Steve Burrows took third with a move around the outside of Druids with cars three-wide. In second was Simon Smith, who took the lead in the first lap but lost it as Blackman charged through, winning by a wide margin.

Dale Gent's Subaru Impreza comfortably won both of Sunday's **Quaife Saloon Championship** races, although the weather cut proceedings short with the second race red-flagged due to rain. Rod Birley took the championship crown with a third then a second in his Ford Escort, while Renault Clio man Tony Skelton filled in the podium gaps, as he finished second then third.



Fourth handed Lee Pickup crown



Gent scored a double in Impreza

RESULTS

British Truck Racing Association, Division One (16 laps) 1 Stuart Oliver (Volvo RH13); 2 Ryan Smith (MAN TGA) +0.421s; 3 Mat Summerfield (MAN TGX); 4 Shane Brereton (MAN TGA Euro 6); 5 David Jenkins (MAN TGX); 6 Simon Reid (Iveco Stralis). Fastest lap Smith 1m01.340s (70.89mph). Pole S Oliver. Starters 11. **Race 2 (15 laps)** 1 Smith; 2 Oly Janes (Buggrya-Freightliner Big-Boy-16) +7.619s; 3 Ray Coleman (MAN TG); 4 Brereton; 5 Jenkins; 6 Steve Powell (MAN). Class winners Smith; Frans Smit (Scania T112) FL Smith 1m01.748s (70.42mph). P Janes. S 16. **Race 3** Abandoned. **Pre-final (11 laps)** 1 Smith; 2 Brereton +2.366s; 3 S Oliver; 4 Summerfield; 5 Michael Oliver (Scania); 6 Janes. CW John Powell (Ford Cargo) FL Smith 1m00.337s (72.07mph). P M Oliver. S 15. **Final (8 laps)** 1 Reid; 2 Jenkins +26.291s; 3 S Oliver; 4 Summerfield; 5 Brereton; 6 Smith. CW Adam Bint (Volvo Aerodyne) FL Reid 1m16.040s (57.18mph). P S Powell. S 17.

Division Two (14 laps) 1 Mika Makinen (Sisu SL250); 2 Frans Smit (Scania T112) +0.216s; 3 Rody Smit (Volvo F12); 4 Simon Cole (Mercedes Truck); 5 Marco Donk (Volvo VM); 6 Manuel Rodriguez (Volvo). FL Rodriguez 1m12.530s (59.95mph). P F Smit. S 13. **Race 2 (15 laps)** 1 F Smit; 2 Paul McCumisky (Volvo FM12) +3.741s; 3 R Smit; 4 Rodriguez; 5 Jim Bennett (Seddon Atkinson); 6 Donk. FL R Smit 1m04.334s (67.59mph). P Trevor Martin. S 14. **Race 3 (14 laps)** 1 F Smit; 2 Makinen +8.108s; 3 Ryan Colson (Foden Alpha); 4 McCumisky; 5 Adam Bint (Volvo Aerodyne); 6 Rodriguez. FL F Smit 1m03.213s (68.79mph). P John Powell (Ford Cargo). S 14.

Legends Cars (10 laps) 1 Jack Parker (34 Ford Coupe); 2 Connor Mills (34 Ford Coupe) +0.388s; 3 Sebastian Kluyskens (Chevy Coupe); 4 Matthew Pape (34 Ford Coupe); 5 Sean Smith (34 Ford Coupe); 6 Stephen Whitelegg (Coupe 1250). FL Pape 1m08.932s (63.08mph). P Parker. S 30. **Race 2 (10 laps)** 1 Mills; 2 Parker +0.134s; 3 John Mickel (34 Ford Coupe); 4 Pape; 5 Kluyskens; 6 Jean-Michel Poncelet (34 Ford Coupe). FL Parker 1m02.021s (70.11mph). P Mickel. S 30. **Race 3 (14 laps)** 1 Mickel; 2 Thomas Grainger (34 Ford Coupe) +0.088s; 3 Parker; 4 Pape; 5 Mills; 6 Whitelegg. FL Pape 55.776s (77.96mph). P Mercer. S 30. **Race 4 (10 laps)** 1 Mickel; 2 Pape +0.276s; 3 Parker; 4 Matt Allen (34 Ford Coupe); 5 Mills; 6 Paul Simmons (34 Ford Coupe). FL Parker 55.853s (77.85mph). P Mickel. S 30. **Race 5 (12 laps)** 1 Mills; 2 Rob Austin (Sevan) +1.308s; 3 Parker; 4 Kluyskens; 5 Robert King (34 Ford Coupe); 6 Mickel. FL Austin 55.705s (78.06mph). P Smith. S 30. **Race 6 (10 laps)** 1 Parker +4.997s; 2 Kluyskens; 3 Smith; 4 Mills; 5 Grainger; 6 Austin. FL Kluyskens 1m12.723s (59.79mph). P Nathan Anthony (Sevan). S 30.

Pickup Truck Racing (16 laps) 1 Lea Wood; 2 Scott Bourne +0.420s; 3 Paul Jones; 4 Freddie Lee; 5 Mark Willis; 6 David Weaver. FL Bourne 52.433s (82.93mph). P David O Regan. S 12. **Race 2 (18 laps)** 1 Michael Smith; 2 Carl Boardley +1.089s; 3 Wood; 4 Bourne; 5 O Regan; 6 Antony Hawkins. FL Boardley 52.206s (83.29mph). P Smith. S 16.

Tin Tops (16 laps) 1 Chris Bassett (Peugeot 205 GTi); 2 Daniel Fisher (Honda Civic Type R) +5.337s; 3 Robert Hosier (SEAT Leon); 4 Vic Hope (Honda Civic Type R); 5 Mikey Day (Citroen Saxo); 6 Danny Brooker (Mini Cooper S). CW Hosier; Day; Clifford Pellin (Ford ST150). FL Fisher 56.763s (76.70mph). P Bassett. S 22. **Race 2 (15 laps)** 1 Fisher; 2 Bassett +7.298s; 3 Day; 4 James Alford (Renault Clio 172); 5 Trevor Collar (Honda Civic Type R); 6 Steve Everson (Citroen Saxo). CW Day; Pellin; Rod Birley (Mini Cooper). FL Bassett 55.087s (78.94mph). P Bassett. S 20.

Intermarque (12 laps) 1 Ricky Hunn (VW Corrado); 2 Malcolm Blackman (Vauxhall Tigra) +2.507s; 3 Richard Smith (Mercedes SLK); 4 Ian Hales (Vauxhall Tigra); 5 Steve Burrows (Peugeot 206cc); 6 Simon Smith (BMW Z4). CW Anthony Bennett (Caterham R300). FL Hales 59.287s (73.34mph). P Smith. S 25. **Race 2 (15 laps)** 1 Blackman; 2 Simon Smith +11.161s; 3 Burrows; 4 Michael Thurley (Vauxhall Tigra); 5 Keith White (BMW Z4); 6 Hales. CW Colin Watson (Caterham C400). FL Blackman 49.260s (88.27mph). P Philip Young (Mitsubishi Colt). S 26.

Quaife Saloons (12 laps) 1 Dale Gent (Subaru Impreza 1994); 2 Tony Skelton (Renault Clio) +6.097s; 3 Rod Birley (Ford Escort WRC); 4 Danny Cowan (Ford RS500); 5 Graham Crowhurst (BMW E46 M3); 6 Mark Cripps (BMW E36 M3). CW Skelton; Cripps; Andy Woods-Deans (Honda Civic). FL Cowan 51.067s (85.15mph). P Birley. S 22. **Race 2 (7 laps)** 1 Gent; 2 Birley +5.802s; 3 Skelton; 4 Crowhurst; 5 Nicholas Wall (Renault Clio 2013); 6 Woods-Dean. CW Skelton; Wall; Woods-Dean. FL Gent 56.111s (77.50mph). P Gent. S 21.



Austin netted Legends podium

SAVE UP TO 38%

ON FANTASTIC GIFTS THIS CHRISTMAS!

MOTORSPORT NEWS GET 12 ISSUES FOR JUST £28.95!



REASONS TO SUBSCRIBE

- ✔ Exclusive Christmas offers
- ✔ Free gift card for you to send to your friend or relative
- ✔ Give the gift that lasts all year
- ✔ Spread the cost of Christmas when you pay by Direct Debit
- ✔ Exclusive subscriber-only offers and discounts

Visit themagazineshop.com/xpa16
or call 03448 488 807 and quote XPA16

TREAT A FRIEND, RELATIVE OR EVEN YOURSELF!

FOR MORE GREAT GIFT IDEAS...

AUTOCAR 12 issues for £29.99

AUTOSPORT 12 issues for £34.99

CLASSIC & SPORTS CAR 12 issues for £39.99

F1 RACING 12 issues for £39.99

FourFourTwo 12 issues for £39.99

MOTORSPORT NEWS 12 issues for £28.95

Practical Caravan 13 issues for £39.99

Practical Motorhome 13 issues for £39.99

Stuff 12 issues for £39.99

WHAT CAR? 13 issues for £44.99

WHAT HI-FI? 13 issues for £44.99





ORDER ONLINE TO INCLUDE DIGITAL

Add digital access to this gift subscription from **42p per issue**

ORDER FORM

(FOR PRINT ONLY SUBSCRIPTIONS)

If you choose for your subscription to start after Christmas, fill in the form below and return it to us by 10th December 2016 to ensure a prompt start.

Haymarket Consumer, FREEPOST RTUC-XCCH-THJS, 3 Queensbridge, Northampton NN4 7BF or visit us at themagazineshop.com/xpa16 or call the Order Hotline on 03448 488 807 (quote XPA16)

How to order:

1. Please complete the order form in BLOCK CAPITALS.
2. Complete the section headed 'Your Details'.
3. Enter the name, postcode and telephone number of the person who will receive a magazine subscription as a gift.
4. Enter the names of the magazines in the space provided.
5. This form can be photocopied for further orders.

YOUR DETAILS (BLOCK CAPITALS PLEASE - MUST BE COMPLETED)

This subscription is: A GIFT ☐ OR FOR ME ☐

Start my subscription: IMMEDIATELY ☐ OR AFTER CHRISTMAS ☐

Magazine title/s _____

Title _____ Name _____ Surname _____

Address _____

_____ Postcode _____

Telephone _____

Email _____

Mobile _____

I wish to pay for a total of _____ subscriptions.

GIFT SUBSCRIPTION DETAILS (BLOCK CAPITALS PLEASE)

Start subscription: IMMEDIATELY ☐ OR AFTER CHRISTMAS ☐

Magazine title/s _____

Title _____ Name _____ Surname _____

Address _____

_____ Postcode _____

Telephone _____

PAYMENT DETAILS

I enclose a cheque made payable to **Haymarket Media Group** for £ _____

Please debit my: **Mastercard or VISA** for the amount £_____

Card No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Valid from ☐☐/☐☐ Expiry date ☐☐/☐☐

Signature _____ Date _____

Terms & conditions: This is a UK only offer – for overseas offers please visit www.themagazineshop.com or call +44 (0) 1604 251 465. For all gift orders received by 10th December 2016, we will post a special gift card for you to send on to the recipient letting them know about their gift subscription. Subscription orders received after 10th December 2016 will still receive a gift card but we cannot guarantee that it will arrive before Christmas. A bundle subscription is set-up for an individual user only and components are not transferable. Details on how to access digital editions will be sent via email. Final closing date for orders is 31st January 2017. All savings are based on the UK cover price and are correct as of 1st September 2016. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Your personal information will only be used as set out in **Haymarket Media Group's** Privacy Policy, which you can read by visiting www.haymarket.com/privacy. Submitting your details indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. It's your choice, you can opt-out at ANY time. Just click the unsubscribe link at the bottom of any of our emails, email the datacontroller@haymarket.com, call us on 0344 543 8035, or use our opt out form which you can read by visiting pages haymarket.com/optout to tell us your preferences; we will then NOT contact you again until you ask us to do so.

Promo code: XPA16

REVIEW: BRITISH TOURING CARS

A record number of winners and a hard-fought title spiced up the BTCC. By Matt James

SHEDDEN TO THE RESCUE


There was a third crown for the Flying Scot


Shedden claimed


Shedden fought back from a bad start

The British Touring Car Championship was settled with a whimper rather than a bang at Brands Hatch when Gordon Shedden simply powered ahead of his rivals to earn a third crown by a mere two points.

There was no great drama, no controversy and no accidents. It was all very unlike the season that had gone before that climax.

There were 12 different winners over the course of 2016, which goes to show how competitive the category is. But that in itself is a double-edged sword. Does it mean that winning a race in the BTCC has become too easy? Not necessarily. What it means is that all of the factors have to be spot on for a driver to prevail in a single round.

There are a number of ways that a driver can be impeded over the course of a race weekend. There is the success ballast that is fitted to the fastest cars, the option tyre that has to be used at least once over the weekend and the reversed grid anomaly too.

It is rare that a driver will have all of those things in his favour. Even when he does, there is the ultra-tight competition itself to deal with.

While all of that adds up to making each individual race a very tough nut to crack, the spin-off is that the experienced drivers, the ones who have been around the block a bit, know how to put a title challenge together.

It is no coincidence that, of the eight drivers who went into the final showdown at the Brands Hatch Grand Prix circuit with a chance of lifting the title, five of them were former outright champions.

Going in to that final battle, though, the man at the head of the points table was Sam Tordoff in the WSR BMW 125i M Sport, one of the few who hadn't lifted the silverware before.

That marked a huge step up for the racer, who was only in his second season in a rear-wheel-drive BTCC car and his fourth full year in total.


Tom Ingram won the first round

He showed consistent rather than stunning pace over the opening period of the season before things kicked into life with a win at Oulton Park. He won again at the eighth meeting of the year at Rockingham (which was remarkable after an electrical problem in wet weather meant he started race one from the back of the pack).

Even by that stage though, the writing had been on the wall. The engine equalisation formula turned down the output slightly over the latter part of the season and from there, Tordoff was in defence mode.

There was a tweak to the BMW's Neil Brown-developed powerplant over the winter, with direct injection added and also variable valve timing fitted. That improved the torque of the engine and helped, but the mid-season reduction negated that magic bullet. That is what led to the anti-climax where Tordoff was not able to fight with Shedden.

Tordoff has said that he will take time out from racing to consider his future – and he might quit the BTCC altogether. That would be a shame for a man who has made so much progress over the last 12 months.

His team-mate Rob Collard, now 49, was in the title hunt too after an Indian summer to his career.

He is very familiar with the car and was a race winner, but his Achilles Heel was his qualifying performances. His average starting position was lower than 16th and he had to put in some stunning comeback drives – he even led the points after Snetterton in July.

However, he had been taken out of the race at Oulton through no fault of his own and was savaged by Colin Turkington's Team BMR Subaru at Knockhill when he was on course for a bumper haul of points. Those were to prove his undoing.

That Shedden was even in a position to snatch the crown was remarkable. Going into the second half of the year, he was 54 points behind the summit and a third crown seemed a long way off.

The Scottish racer suffered some truly awful luck over the opening races with the Team Dynamics-created Honda Civic Type-R. He picked up two points-sapping punctures at the beginning of the campaign and then was wiped out in a multi-car accident at Thruxton that had been precipitated by his team-mate Matt Neal. The real nadir came at Croft at the end of June, when he scored only four points.

The Civic Type-R had been fitted with a new two-litre turbocharged powerplant this season with a manifold built in to the engine block itself.

Privately, the team was worried about heat soak through the engine, and was fearing any restarted races that may occur during 2016 because there was a chance that they would frazzle the block.

That was allayed pretty early on, but there was another concern – the engine was prone to spiking the boost levels. That meant that during the opening part of the season, the drivers were

BTCC DRIVERS CHAMPIONSHIP 2016

POS	DRIVER	TEAM/CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1	Gordon Shedden	Team Dynamics Honda Racing Civic Type-R	2	**1**	NF	11	4	2	NF	4	NF	4	4	23	15	13	22	2	10	**1**	9	9	4	**1**	10	2	24	8	**1**
2	Sam Tordoff	WSR BMW 125i M Sport	16	9	2	9	8	3	7	6	8	2	**1**	2	13	8	2	7	8	NF	5	2	2	10	**1**	16	11	11	6
3	Mat Jackson	Motorbase Performance Ford Focus	8	5	NF	**1**	2	14	21	8	**1**	16	10	13	8	6	NF	3	**1**	NF	12	6	**1**	2	4	5	17	6	2
4	Colin Turkington	Team BMR Subaru Levorg	NF	20	12	10	NF	18	WD	WD	WD	**1**	2	7	**1**	3	7	**1**	2	6	3	4	24	5	15	3	8	4	4
5	Rob Collard	BMW 125i M Sport	6	16	6	6	**1**	4	6	2	6	23	25	6	7	**1**	4	16	4	2	17	5	NF	14	3	6	7	7	3
6	Matt Neal	Team Dynamics Honda Civic Type-R	3	2	5	12	6	**1**	NF	11	2	9	7	**1**	12	10	11	8	3	10	8	**1**	5	8	6	4	NF	15	5
7	Jason Plato	Team BMR Subaru Levorg	21	13	16	17	20	16	WD	WD	WD	3	3	3	2	2	10	5	6	4	**1**	3	3	3	NF	10	10	5	12
8	Andrew Jordan	Motorbase Performance Ford Focus	11	4	4	14	12	10	3	**1**	21	10	8	8	5	9	5	14	14	5	6	8	9	7	2	12	2	**1**	8
9	Adam Morgan	Ciceley Racing Mercedes-Benz A-Class	9	8	**1**	13	11	NF	**1**	3	3	24	12	10	NF	NF	14	4	5	7	22	11	6	13	8	7	4	2	23
10	Tom Ingram	Speedworks Racing Toyota Avensis	**1**	NF	17	3	15	19	2	20	NF	5	5	4	9	7	3	6	7	12	4	NF	12	16	NF	NF	**1**	3	NF
11	Jack Goff	Team Hard Toyota Avensis	10	7	3	4	5	6	8	5	18	12	9	NF	4	4	9	11	NF	13	2	7	10	12	NF	NF	12	13	11
12	Josh Cook	Triple Eight Racing MG6	5	NF	14	2	7	9	NF	12	4	7	6	5	17	14	6	26	13	9	18	16	NF	4	NF	15	DQ	17	7
13	Ash Sutton	Triple Eight Racing MG6	4	6	10	5	13	5	NF	15	5	19	27	12	3	5	**1**	25	NF	14	11	NF	NF	6	5	19	DQ	26	10
14	Aiden Moffat	Ciceley Racing Mercedes-Benz A-Class	12	11	9	16	9	7	22	16	22	32	NF	20	NF	17	NF	23	11	8	13	10	8	11	9	9	9	9	9
15	Aron Smith	Team BKR VW CC	7	3	8	8	3	15	20	18	NF	8	17	11	10	11	8	NF	NC	17	NF	NF	18	15	7	**1**	6	24	NF

Others: 16 Rob Austin (Handy Motorsport Toyota Avensis) 129; 17 Jake Hill (Team Hard Toyota Avensis) 83; 18 Jeff Smith (Eurotech Racing Honda Civic Type-R) 55; 19 Hunter Abbott (Power Maxed Racing Chevrolet Cruze) 38; 20 Daniel Lloyd (Eurotech Racing Honda Civic Type-R) 36; 21 Martin Depper (Eurotech Racing Honda Civic Type-R) 2 Chevrolet Cruze) 28; 23 Daniel Welch (Welch Motorsport Proton Persona) 23; 24 Michael Epps (Team Hard Toyota Avensis) 23; 25 James Cole (Team BMR Subaru Levorg) 15; 26 Ollie Jackson (AmD Tuning Audi S3 saloon) 14; 27 Warren Scott (Team BMR Subaru Levorg) 7; 28 Alex Martin (Team Parker Racing Ford Focus) 3; 29 Matt Simpson **scorers:** Chris Smiley (Team Hard Toyota Avensis), Tony Gilham (Team Hard Toyota Avensis), Kelvin Fletcher (Power Maxed Racing Chevrolet Cruze), Michael Caine (Team Hard Toyota Avensis), Stewart Lines (Maximum Motorsport Ford Focus), Mark Howard (Team BKR VW CC). NC = not classified, NF = non-finish, NS = non-start, WD = with **Manufacturers-Constructors:** 1 WSR 790; 2 Honda/Team Dynamics 737; 3 Subaru/Team BMR 722; 4 MG/Triple Eight Racing 571. **HiQ Teams Championship:** 1 JCT600 with GardX (WSR) 574; 2 Halfords Yuasa Racing (Team Dynamics) 557; 3 Motorbase Performance 538; 4 Silverline Subaru BMR Racing (Team BMR) 531; 5 MG Racing Racing (Ciceley Motorsport) 243; 7 Speedworks Motorsport 202; 8 Team IHG Rewards Club (WSR) 192; 9 Laser Tools Racing (Ciceley Motorsport) 137; 10 Handy Motorsport 136; 11 RCIB Insurance (Team Hard) 116; 12 Team BKR 110; 13 Eurotech Racing 105; 14 Power Maxed Racing 68; 15 Goodstone Racing (Welch Motorsport) 26; 16 AmD 5; 18 TLC/RCIB Insurance Racing (Team Hard) 1. Non-scorers: Maximum Motorsport 0. **Independents Trophy:** 1 Jordan 415; 2 M Jackson 412; 3 Morgan 361; 4 Ingram 338; 5 Moffat 278; 6 Austin 272; 7 A Smith 243; 8 Hill 218; 9 J Smith 187; 10 Epps 155; 11 Abbott 145; 12 Depper 145; 13 O Jackson 119; 14 Welch 100; 15 Simpson 97; Newsham 59; 20 Smiley 32; 21 Fletcher 30; 22 Howard 29; 23 Gilham 11; 24 Caine 9. **Independents Team Trophy:** 1 Motorbase Performance 541; 2 Wix Racing 380; 3 Speedworks Motorsport 354; 4 Laser Tools Racing 308; 5 RCIB Insurance 299; 6 Eurotech Racing 296; 7 Handy Motorsport 292; 8 Team BKR 279; 9 Power Maxed Racing 24 12 Maximum Motorsport 145; 13 Goodestone Racing 137; 14 TLC/RCIB Insurance 105. **Jack Sears Trophy:** 1 Sutton 442; 2 Epps 424; 3 Simpson 345; 4 Howard 269; 5 Fletcher 212; 6 Smiley 183; 7 Lloyd 124. **Rounds:** 1-3 Brands Hatch Indy; 4-6 Donington Park National; 7-9 Thruxton; 10-12 Oulton Park Island; 13-15 Croft; 16-18 Snetterto Silverstone National; 28-30 Brands Hatch Grand Prix.

IN ASSOCIATION WITH
alcosense PERSONAL BREATHALYSERS

Photos: Jakob Ebrey



10 podium finishes in '16



ing with less boost than they
been granted just to make sure
stayed within the rules.
at is why the cars were so far
from the front at Croft, but it
pointed the way for the remainder
e year.
edden admits that as well as the
he woe, the cars were a long way
the ultimate set-up window.
Croft, there was lots of head-
tching at Team Dynamics and
ution was found.
om the start of the second half of
eason, race one at Snetterton in
July, Shedden's average finishing
ion was sixth. He clawed back
sive points at most races and
nately nicked two more than
off when he overtook him at

Brands Hatch during that final round.

The late-season momentum had been firmly with Shedden, while his team-mate Neal had the reverse: he started strongly but suffered as others got on top of new cars. Neal's tactic over the opening part of the year, when he was weighed down with success ballast and tyre option dilemmas, was to get all of that pain out of the way early on and build towards a race three win.

That worked well and he led the standings initially – but that also came with the whammy that he went into each meeting with the maximum 75kg of ballast.

He was in the hunt until the end but was spat out of race two at Brands following an electrical failure. Neal ended up in the tyres and ultimately the medical centre with mild concussion. It was a very unsatisfactory conclusion to the season.

New champion Shedden, who'd finished third in that final showdown, was joined on the rostrum by round 30 winner Mat Jackson.

Jackson's victory helped him to third spot in the points. He was the joint most successful driver in the year in terms of race wins but came up just short.

The Motorbase Performance Ford Focus was a very potent weapon last season and the engine equivalency formula pegged it back a little over the winter, but the team was confident that the upgrades to the chassis would compensate.

Motorbase also had the most potentially explosive driver line-up on the entry list too, as it added 2013 champion Andrew Jordan to the stable.

There was an immediate flashpoint in the opening rounds at Brands Hatch, and the pair had a frank discussion afterwards. Harmony was restored and Jackson got his charge rolling with a win at Donington Park in meeting two, but the increased competitiveness of the series meant it was going to be a long shot.

There was a cruel puncture at Thruxton where points went begging, and he was also afflicted by an ECU problem at Snetterton. In a year when the margins were so fine, those were crucial come the end of the campaign.

Jackson now has the unwanted accolade of being the driver with the most race wins to his name without a title. Third in the points would be good enough for most men, but he felt it was another chance missed.

Team-mate Jordan, who claimed the Independents Trophy, would go on to finish in eighth in the standings in another tough year. He felt that he never really hooked a weekend up as the engineers were pushing the car through the course of a weekend. When it did all click, like at Silverstone in the ninth meeting of the season, he was the highest points-scorer of all, but it was too little too late and Jordan has now left the team.

The story of Subaru's first foray into the BTCC as a manufacturer-blessed entry was a dramatic one. The boxer-engined Levorg GT, which resembles an estate car, had the engineers buzzing with excellent drag and performance figures before it hit the track, but those did not translate.

The chassis was fine, as could be seen when the weather was changeable, but the power was not there.

Initially there were problems with the fuel rail on the car, which led to a spectacular conflagration for James Cole at Donington and ultimately meant all four examples of the car were withdrawn from Thruxton.

Allied to that, the rapidly expanding outfit had not had time to homologate a bespoke manifold and that meant that the car was breathless. There was a tweak to the technical regulations before Oulton Park in June and then their rivals' worst fears were recognised: the Levorg was a monster.

Turkington took the first win at Oulton Park and went on to collect four more victories. From its difficult birth, it had become the car to beat and Turkington's sprint to fourth in the points was stunning.

Team-mate Jason Plato, one of the prime movers behind the entire Subaru Team BMR programme, was also in the title hunt at the death. He was perhaps trying to push the envelope in terms of the car's set up beyond the more cautious Turkington. When it worked it flew, such as at Knockhill, but there were some blind alleys along the way, which left him behind the sister car.

Plato was racing a rear-wheel-drive BTCC car for the first time in his career. This can't be underestimated. Turkington had taken his two titles (2009 and 2014) in rear-wheel-drive cars and he and his engineer Kevin Berry knew the tricks. Plato was learning.

Look at 2015, when Turkington and Plato were paired in a front-wheel-drive VW CC. Plato had the edge when it came to the last fractions of a second, and that was reversed when the drivetrain was swapped. With one year's learning, Plato will be back in the hunt in 2017. ■

	28	29	30	TOTAL
	5	3	3	308
	10	5	5	306
	11	7	**1**	292
	1	**1**	12	289
	12	10	9	278
	7	NF	NS	275
	4	2	10	256
	NF	13	11	255
	6	8	4	241
	14	9	6	219
	13	20	13	193
	2	4	7	175
	9	NF	24	162
	8	6	2	138
	NF	14	20	132

28; 22 Dave Newsham (Power Maxed Racing (Speedworks Motorsport Toyota Avensis) 1. **Non-**
ndrawn, DQ = disqualified. **BTCC**
RCIB Insurance (Triple Eight Racing) 332; 6 Wix
) Tuning.com 16; 17 Dextra Racing (Team Parker)
16 Martin 97; 17 Lloyd 75; 18 Lines 73; 19
7; 10 AmD Tuning.com 164; 11 Dextra Racing 159;
n 300; 19-21 Knockhill; 22-24 Rockingham; 25-27



Up-and-comers Ash Sutton and Josh Cook (MG) get very personal...



Sam Tordoff was left to fend off a queue of cars as the season progressed



A controversial shunt at Knockhill knocked the wind from Rob Collard's sails



The Motorbase Ford Focus was a title threat in the hands of Mat Jackson



Colin Turkington and Jason Plato were strong when the car was developed

TURN OVER FOR THE TOP DRIVERS OF THE YEAR

Advertising enquiries: 0208 267 5865

REVIEW: BRITISH TOURING CARS

Photos: Jakob Ebrey

TOP 10 DRIVERS

The 2016 season produced more race winners than at any time in the modern generation.

There were more than a dozen drivers on the top of the rostrum at various points over the 30 races, and that meant picking the star talents was tough.

And, when the going gets tough, *MN* hands over the hard decisions to other people. We asked the 17 different team managers and owners for their opinion on who were the stand-out performers of the 2016 campaign.

The only rules were that the bosses weren't allowed to choose drivers from their own outfits in the final reckoning.

The results are interesting and have unearthed a few stars of the season who might not necessarily be stealing the headlines.

1= GORDON SHEDDEN

TEAM: TEAM DYNAMICS **CAR:** HONDA CIVIC TYPE-R
CHAMPIONSHIP POSITION: 1ST
AVERAGE QUALIFYING POSITION: 6.70 **POLES:** 2
LAPS LED: 73 **WINS:** 4 **PODIUMS:** 10 **FASTEST LAPS:** 3



Sure, Shedden had the fastest car all season, but it all looked like it had come apart with a terrible run of luck to start with. He was more than 50 points behind at the halfway stage and dragged it back. His speed was supreme, and his overtaking is breathtaking. A deserved champion.

1= COLIN TURKINGTON

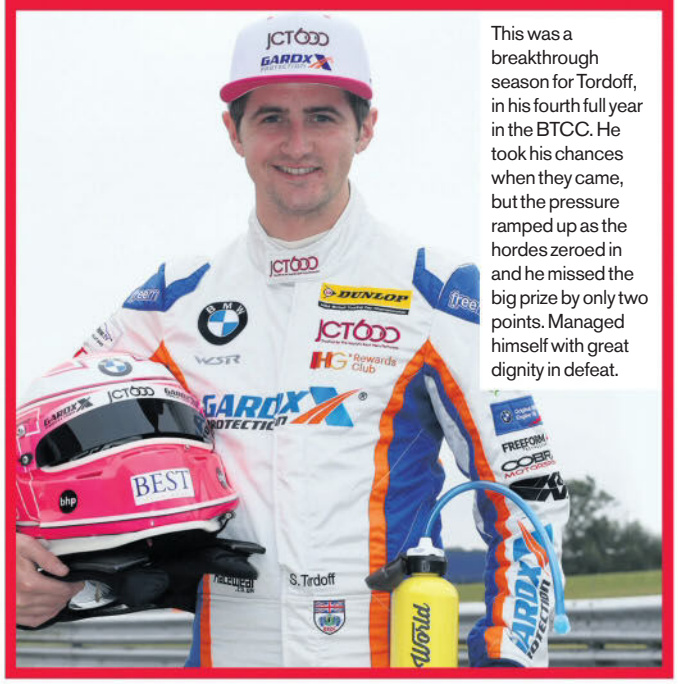
TEAM: TEAM BMR **CAR:** SUBARU LEVORG GT
CHAMPIONSHIP POSITION: 4TH
AVERAGE QUALIFYING POSITION: 6.50 **POLES:** 3
LAPS LED: 74 **WINS:** 5 **PODIUMS:** 10 **FASTEST LAPS:** 3



The Northern Irishman was back in his favoured rear-wheel drive, but the new car took some time to refine. It even missed a round at Thruxton. From then on, Turkington was sublime and collected five wins on his way to an improbable fourth in the points. A real classy performance.

3 SAM TORDOFF

TEAM: WSR **CAR:** BMW 125I M SPORT
CHAMPIONSHIP POSITION: 2ND
AVERAGE QUALIFYING POSITION: 11.10 **POLES:** 0 **LAPS LED:** 54
WINS: 2 **PODIUMS:** 9 **FASTEST LAPS:** 2



This was a breakthrough season for Tordoff, in his fourth full year in the BTCC. He took his chances when they came, but the pressure ramped up as the hordes zeroed in and he missed the big prize by only two points. Managed himself with great dignity in defeat.

4 MAT JACKSON

TEAM: MOTORBASE PERFORMANCE **CAR:** FORD FOCUS ST
CHAMPIONSHIP POSITION: 3RD
AVERAGE QUALIFYING POSITION: 12.20 **POLES:** 0
LAPS LED: 103 **WINS:** 5 **PODIUMS:** 9 **FASTEST LAPS:** 1

The nearly man in terms of the title, but never quite there. Jackson's charge was a strong one, and it was only a few minor glitches along the way that robbed him. Solid, dependable and fast.



5 ASH SUTTON

TEAM: TRIPLE EIGHT RACING **CAR:** MG6
CHAMPIONSHIP POSITION: 13TH
AVERAGE QUALIFYING POSITION: 6.40 **POLES:** 2
LAPS LED: 17 **WINS:** 1 **PODIUMS:** 2 **FASTEST LAPS:** 2

Sutton was one of the revelations of the campaign, even in the long-in-the-tooth MG. He was fast from the outset, but his real ability was in racecraft and his controlled aggression in the heat of battle. For a novice season, this was as good as it could get.



6 JAKE HILL

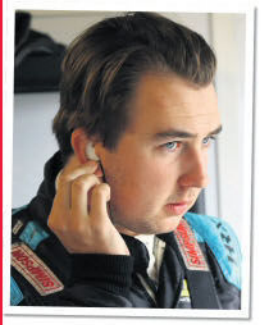
TEAM: TEAM HARD **CAR:** TOYOTA AVENSIS
CHAMPIONSHIP POSITION: 17TH
AVERAGE QUALIFYING POSITION: 15.8 **POLES:** 0 **LAPS LED:** 0
WINS: 0 **PODIUMS:** 0 **FASTEST LAPS:** 0

This might be a surprising choice from the team managers, but it isn't to anyone who looked at the timesheets. Hill was able to show his speed and has certainly cemented his position on the grid. There are still things for him to learn too, so he will only get better.



7 TOM INGRAM

TEAM: SPEEDWORKS MOTORSPORT
CAR: TOYOTA AVENSIS
CHAMPIONSHIP POSITION: 10TH **AVERAGE QUALIFYING POSITION:** 6.90 **POLES:** 2 **LAPS LED:** 42 **WINS:** 2 **PODIUMS:** 6 **FASTEST LAPS:** 0



The Speedworks driver broke his victory duck in the opening race of the season under immense pressure. Despite that, there were still some incidents that blighted his points campaign. Over the latter part of the year, he looked like he had learned from them and was a more consistent threat everywhere.

8 JASON PLATO

TEAM: TEAM BMR **CAR:** SUBARU LEVORG GT
CHAMPIONSHIP POSITION: 7TH
AVERAGE QUALIFYING POSITION: 10.70
POLES: 1 **LAPS LED:** 55
WINS: 1 **PODIUMS:** 10 **FASTEST LAPS:** 1



The two-time champion is still a mighty force to be reckoned with in the BTCC. Plato would quite often look for the magic bullet in terms of set-up and it didn't always work. His bank of knowledge will only help him extract more from the car next season.

9 MATT NEAL

TEAM: TEAM DYNAMICS **CAR:** HONDA CIVIC TYPE-R **CHAMPIONSHIP POSITION:** 6TH
AVERAGE QUALIFYING POSITION: 8.20
POLES: 0 **LAPS LED:** 25
WINS: 3 **PODIUMS:** 7 **FASTEST LAPS:** 1



The old master was the top tactician over the opening stages of the season when he banked points despite ballast weight and pesky tyre choices. He faded later on in the season as Shedden's campaign gathered strength, but it was still a strong season – despite ending it in the medical centre after an accident.

10 ARON SMITH

TEAM: TEAM BKR **CAR:** VOLKSWAGEN CC
CHAMPIONSHIP POSITION: 15TH
AVERAGE QUALIFYING POSITION: 13.20
POLES: 0 **LAPS LED:** 19 **WINS:** 1 **PODIUMS:** 3
FASTEST LAPS: 1

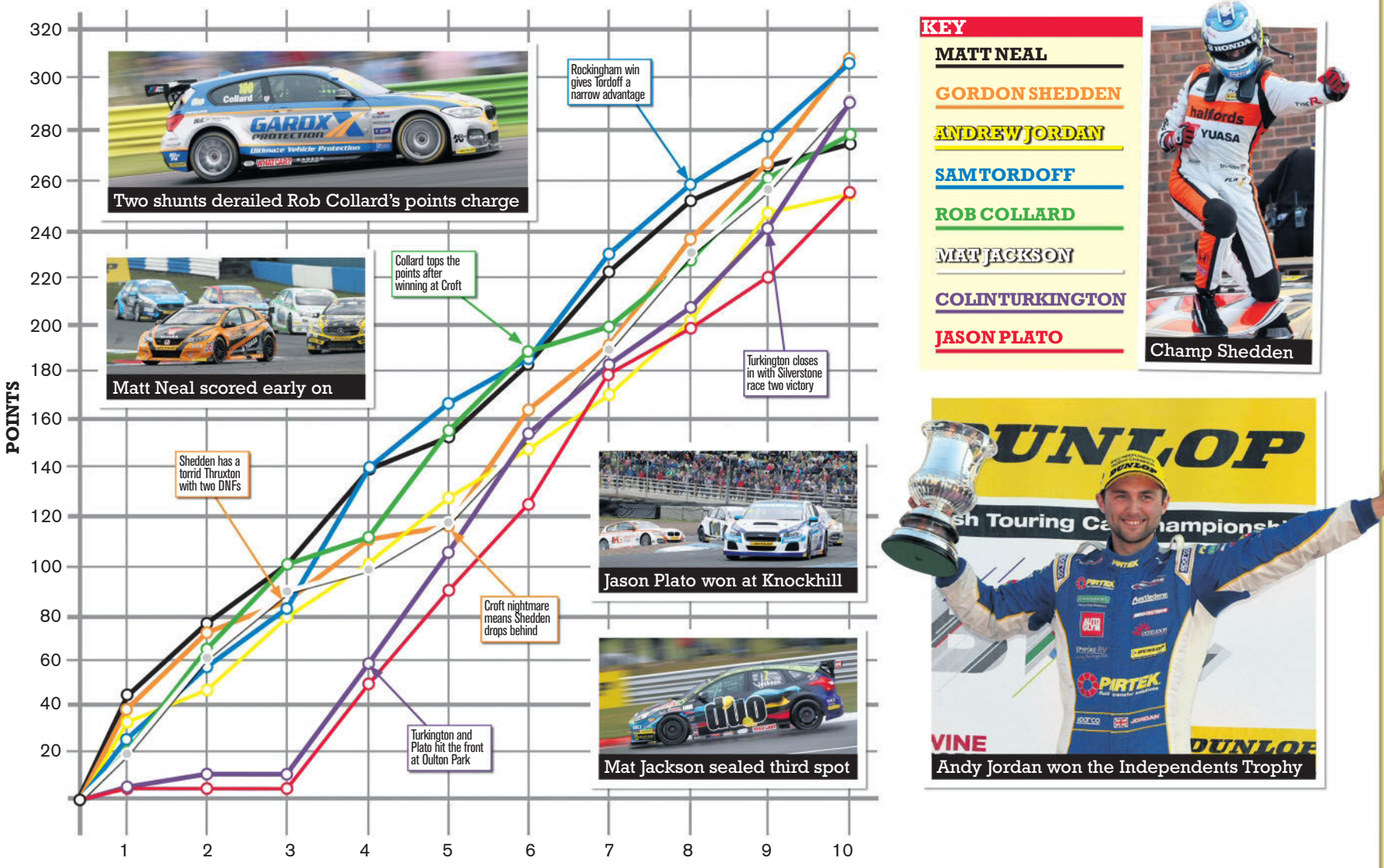


Smith really looked like he was enjoying life with the brand new Team BKR, using the car that was driven in 2015 by Colin Turkington. It used the older GPRM parts and struggled as newer cars hit their stride, but still won at Rockingham. It was a huge achievement for BKR and for Smith himself.

IN ASSOCIATION WITH alcosense PERSONAL BREATHALYSERS

Photos: Jakob Ebrey

HOW THE BTCC WAS WON



Champ Shedden

Andy Jordan won the Independents Trophy


Adam Morgan was a two-time winner in the Ciceley Racing Mercedes-Benz


Aron Smith was the 12th different winner of the 2016 British touring car season

THE RUNNERS WHO KEPT THE LEADERS HONEST

Adam Morgan finished in ninth place in the standings and was the first double winner of the campaign when he backed up his triumph at the opening meeting at Brands Hatch with another success at Thruxton.

His real low point came at the same time as Shedden's, when he was twice forced to retire the Ciceley Racing Mercedes-Benz with suspension damage at Croft. He'd struggled at Oulton Park too, where the rear-wheel-drive cars come to the fore.

Engineering changes behind the scenes at Ciceley worked very well, and Morgan was driving as well as at any time in his tin-top career.

His Laser Tools Racing-backed team-mate **Aiden Moffat** continued his upward career trajectory. He started on the front row at Thruxton but was soon in the wars as the cars concertinaed up into the complex. He would have to wait until the very end of the season for his next shot at a top result, which came in the final meeting of the season at Brands, where he landed a career-best second place to sign off the year with 14th in the points.

There was very little to separate Triple Eight Racing MG6 partners **Josh Cook** and **Ashley Sutton** in terms of pace in the cars which were a mixture of the new RML parts and the older GPRM kit. The 2015 Renault UK Clio Cup champion Sutton was a race winner in his maiden season and lifted the Jack Sears Trophy for top rookie. Sutton took to the BTCC with ease, and there is a future champion here. Cook was unlucky not to win but in every other aspect, he was a match for Sutton and finished one position ahead of his partner with 12th in the standings.

Just in front of that was **Jack Goff**, who was one of the disappointments of the year in the WSR BMW 125i M Sport. The switch to rear-wheel-drive was always going to be a big ask, but despite some early promise with a podium at Brands, he seemed to struggle to get on top of the car. He was resoundingly beaten by both of his team-mates.

The opening win of the year went to **Tom Ingram**, who controlled the pace beautifully in the Speedworks Toyota to fend off champion Gordon Shedden in the Honda. He struggled to string together a meeting with three strong results after getting caught up in some unnecessary incidents. He had ironed those out by the mid-point and went on to take a second victory at Silverstone, but only after both MGs ahead of him had been penalised for a rear wing issue. He was 10th in the points.

The 12th different race winner of 2016 was **Aron Smith** in the Team BKR VW CC. He was using the chassis raced by Colin Turkington in 2015, but the outfit only got the green light to join the competition just a couple of weeks before the official media day. Frantic work by the squad got the cars, which were still fitted with GPRM parts, to the grid and Smith used it well. The team made a strong impact too.



One in five drink drive prosecutions happen the morning after[A], many unaware they still have alcohol left in their system from the night before. AlcoSense quickly and accurately tells you your blood alcohol level, so you don't become one of them.

The Telegraph

"a fresh level of accuracy in consumer breath testing"[B]

Single Use Breathalysers
From £2.99



lite
£39.99



WHAT CAR? ALCOSENSE LITE BEST BREATHALYSER UNDER £40

ELITE
£59.99



WHAT CAR? ALCOSENSE ELITE BEST BREATHALYSER UNDER £100

excel
£99.99



NEW

pro
£149.99



reddot award 2016 winner

Available at Halfords & Selected Boots

halfords Boots

alcosense® PERSONAL BREATHALYSERS

Order securely at **alcosense.co.uk** or call **0800 195 0088**

A: Source: DfT Road Accident Data 2015, B: Review of the AlcoSense Pro, 24/12/15. Intellectual Property: www.alcosense.co.uk/ip. © AlcoSense Laboratories, part of Now Group UK Ltd, Unit 3 MEC, Cordwallis Street, Maidenhead SL6 7BE

BTCC SUPPORTS REVIEW

There were some enthralling title battles on the TOCA package this year. By Stephen Lickorish

THE SUPPORTING ACTS

RENAULT UK CLIO CUP



AWE won

Whorton-Eales was often leading the pack

Last year was an incredible season for the Renault UK Clio Cup. It had a thrilling title battle between three evenly matched drivers, with Ash Sutton eventually sealing the crown in a tense finale, so 2016 had a lot to live up to. And it certainly delivered.

Right from the moment Ant Whorton-Eales was stripped of two poles for the Brands Hatch opener it was clear the frenetic action would continue this year. That the Jamsport driver fought through from the back of the grid to impressive eighth and sixth places showed how determined he was to make up for the disappointment of 2015, when he missed out on the title having led the standings for much of the year.

He was to be one of the title protagonists again with returning 2014 champion Mike Bushell the other key player.

Both had strengths in different areas. Team Pyro racer Bushell was the king of qualifying as he claimed an incredible 12 poles out of 18. Whorton-Eales' advantage was in the races as he was capable of making some blistering getaways – the way he surged from 10th to second on the first lap at a very wet Rockingham was incredible – and also his superior racecraft.

He pulled off some brilliant passes, with his double overtake on team-mate Luke Kidsley and Bushell into Riches at Snetterton a highlight.

The pair were almost inseparable in the points heading into the Brands Hatch finale. But that was when the racing became even more unpredictable. First, Bushell spun off while weaving too enthusiastically behind the safety car in race one.

Three-time champion Paul Rivett then proved to play a significant role in the title battle in the finale as he lunged down the inside of Whorton-Eales at Graham Hill Bend. AWE just about controlled the slide but returned to the track in the path of the innocent Bushell, which speared the Pyro driver off into the barriers. His title hopes were as battered as his Clio machine.

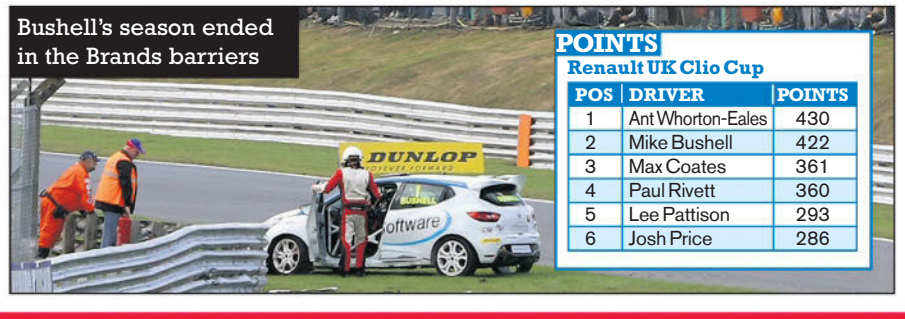
"I couldn't believe I tagged Mike – I was gutted to see his race end like that," says Whorton-Eales, whose final winning margin was eight points. "I wanted to battle him on track hard and fair."

Bushell was left thinking of what could have been. "I'm ruing a couple of mistakes that cost me those eight points, but I have to give credit to Ant for his prowess at the starts," Bushell says. "To be on pole by a second at Thruxton – I don't know how I did that. So they [the 12 poles] are feathers in the cap.

"The only thing I'm gutted about is I've never had a win taken away from me before."

Bushell only took three wins all year, compared to Whorton-Eales' nine, but was twice stripped of victory post-race. The first was for a track limits penalty in race two at Thruxton, while an overly-robust move on his title rival in the Silverstone opener led to another post-race penalty. Had he kept those wins, he would've been champion.

For a season with so many incidents it was perhaps unsurprising that the very final act would be so dramatic, as a roll for Kidsley brought the season to a close.



Bushell's season ended in the Brands barriers

POINTS
Renault UK Clio Cup

POS	DRIVER	POINTS
1	Ant Whorton-Eales	430
2	Mike Bushell	422
3	Max Coates	361
4	Paul Rivett	360
5	Lee Pattison	293
6	Josh Price	286

BRITISH F4



Fewtrell

Fewtrell's consistency netted him the F4 title

British F4 was another series where the title battle went down to the final race. Unlike 2015 when Lando Norris had already sealed the crown in the penultimate contest, this was a nail-biting affair with six drivers heading into the Brands Hatch weekend still with a shot of the title.

It had certainly been a topsy-turvy season. To begin with, Carlin's Romanian driver Petru Florescu was the man to beat. Then came a moment of madness at Knockhill. He collided with team-mate Devlin DeFrancesco in race two before brawling with the Canadian, earning him an exclusion from the weekend and effectively ending his title hopes.

Another Carlin driver then came on strong with Max Fewtrell assuming the points lead thanks to an incredibly consistent season. But the vastly more experienced Sennan Fielding stole the advantage heading into Brands after a strong Silverstone weekend.

That set up an intriguing finale, but Fewtrell held the upper hand thanks to his better qualifying performance. He started the last race from pole, while Fielding was down in sixth. The JHR racer set about climbing up the order, pulling brilliant moves to rise to third. But then he got stuck behind rookie Ayrton Simmons while Fewtrell took an impressive win up front, sealing the title by just seven points.

While Fewtrell scored comfortably more podiums than any other driver, that Brands victory was only his third of the year. But while his rivals all enjoyed varying fortunes throughout the season it was his consistent performances – save for a collision with fellow Carlin racer James Pull at Thruxton that rolled him onto the barriers – that netted him the title.

As for Fielding, he was devastated to miss out in that final race. "I gave it my all but I was just really gutted for my team and family," he says. "It was heart breaking. I've just got to take the positives – we did well to compete against Carlin and there were times that the car was the quickest on the grid.

"I think people recognised the job we did with the car we had and it's taught me how to develop the car, which is important to become a professional racing driver."

Besides Fielding and the Carlin quartet, there were a host of other drivers to take victories in what was a very competitive season. Double R's Zane Goddard had a brilliant second half of the year with four wins, while Fortec's Alex Quinn and Jamie Caroline and Arden's Luis Leeds and Rafa Martins were all victorious too. JHR's Billy Monger should also have joined the winners' circle but was cruelly denied a maiden victory in the final race at Rockingham when oil pressure troubles dropped him to third.

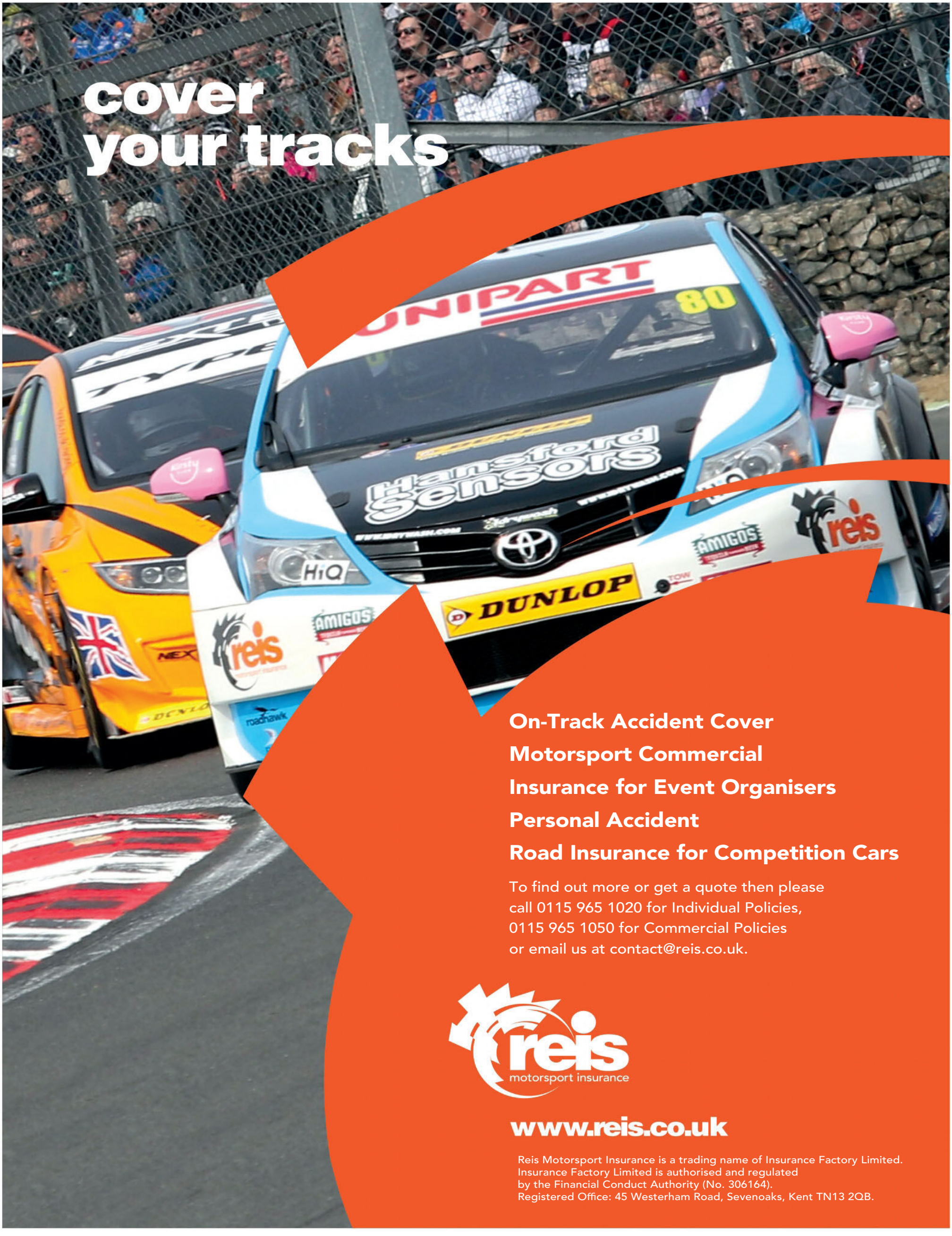
That was just one of a number of moments that will linger in the memory from an exciting second year of the FIA F4-spec formula.



Double Snetterton win aided Fielding's title bid

POINTS
British F4

POS	DRIVER	POINTS
1	Max Fewtrell	358
2	Sennan Fielding	351
3	Luis Leeds	300
4	James Pull	291
5	Devlin DeFrancesco	265
6	Petru Florescu	260



On-Track Accident Cover

Motorsport Commercial

Insurance for Event Organisers

Personal Accident

Road Insurance for Competition Cars

To find out more or get a quote then please call 0115 965 1020 for Individual Policies, 0115 965 1050 for Commercial Policies or email us at contact@reis.co.uk.

reis
motorsport insurance

www.reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.
Insurance Factory Limited is authorised and regulated
by the Financial Conduct Authority (No. 306164).
Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

BTCC SUPPORTS REVIEW

Photos: Jakob Ebrey

PORSCHE CARRERA CUP


Cammish was unstoppable again

Cammish

For a brief moment it looked like we had a real title battle on our hands. Dominant reigning champion Dan Cammish was under pressure. Heading into the long mid-season break, Cammish's advantage over Dino Zamparelli at the top of the standings was just three points.

Then Cammish went and won seven of the next eight races to claim a comfortable second Carrera Cup GB crown.

"At halfway we were happy, it was looking rosy and we were comfortable," says Zamparelli. "Croft was a good turning point. The first three rounds we didn't nail it for pole position but we put in some solid performances and had more fastest laps than Dan. Then everything came together in those two races [at Croft] with two poles, two wins and two fastest laps."

While Zamparelli demonstrated his full potential in North Yorkshire, Cammish's 22-race podium streak ended as it was a tough weekend for the Redline driver.

His difficult Croft meeting began with an off in Friday practice that put him sixth and meant he was released from the pitlane for qualifying further down the order than usual. He then had a suspected gearbox issue, which meant his early flying lap – when traffic got in the way – left him sixth on the grid, before ending up seventh in the opening race.

"It shows how small things have an impact," Cammish says. "It woke me up a bit and I went on from there and went to a different level and dominated all the way to Brands."

He then took comfortable double wins at Snetterton, Knockhill and Silverstone, securing the title a meeting early.

"At the start of the year people said 'you wouldn't be able to do it again' but if anything we had an even better year," says Cammish. "To win 12 races out of 16 is quite an achievement."

As Cammish really hit his stride, Zamparelli had a nightmare sequence of results. The GT Marques racer failed to take another win and only took one more second place as he ended up a distant runner-up in the points – 56 adrift of runaway champion Cammish.

"From Croft onwards we couldn't find the form again," admits Zamparelli. "It was a case of I was flat out and couldn't get any time out of the car and was defending all the time in the races. I feel like we had an issue with the car but we couldn't find it. The rear was unstable and with all the weight at the rear of the Porsche it should've been the most stable. I did what I could with what I had.

"I had a really good fight with Dan at the halfway point and we put him under a bit of pressure. We were robbed of a really good battle – myself, him [Dan], everyone was robbed of a close battle and that's what was more frustrating really."

Zamparelli's poor end to the season meant his second place was under threat from star rookie Charlie Eastwood. The Porsche scholar improved throughout the year, claiming his maiden win in the Brands finale, and ended up just nine points behind Zamparelli.


Croft was turning point for Zamparelli

POINTS
Porsche Carrera Cup GB

POS	DRIVER	POINTS
1	Dan Cammish	313
2	Dino Zamparelli	257
3	Charlie Eastwood	246
4	Tom Oliphant	199
5	Stephen Jelley	180
6	Tom Sharp	174

GINETTA GT4 SUPERCUP


Wrigley

Wrigley had a super run until final Knockhill race

You would think that anyone who has a 93-point lead heading into the final three weekends of the season is a pretty sure bet to win the title. But the 2016 Ginetta GT4 Supercup campaign showed how quickly fortunes can change as in the end Tom Wrigley triumphed by a mere three points.

The Rob Boston Racing driver was dominant in the first half of the season. He took a hat-trick of victories at Donington Park and also nearly completed a quartet at Knockhill until a collision with Carl Boardley and Callum Pointon ended his run of finishing every race on the podium. That kickstarted a dismal spell for the 24-year-old.

"Rockingham started off well as I qualified on pole by half a second and it went down hill from there," Wrigley explains. "I had an electrical problem in the first race and race two was going well until I made a slight error of judgement [when he collided with title rival Will Burns at Chapman Curve] – I can laugh about it now!

"After that, the pressure mounted up a little bit and I wasn't performing as well as I could. I ended up getting in lots of different scuffles and it messed with me a bit mentally."

In the space of one weekend Burns cut Wrigley's advantage from 93 points to 19 and set up a thrilling final six races. More errors from Wrigley followed as he was penalised for another incident with Boardley and Pointon at Silverstone and then he had a dismal qualifying at Brands Hatch.

This helped set up an incredible finale where he just scraped home. But it all came down to a bold move on Jack Mitchell that netted him third and the title. With Burns finishing second, the title would've been his had Wrigley not pulled off the risky pass.

"It [the overtake] felt a lot less bold in the car," admits Wrigley. "I really enjoyed the last race – the cards were on the table. There was no way I was letting it go – for me being so dominant not to win the championship would've been crazy."

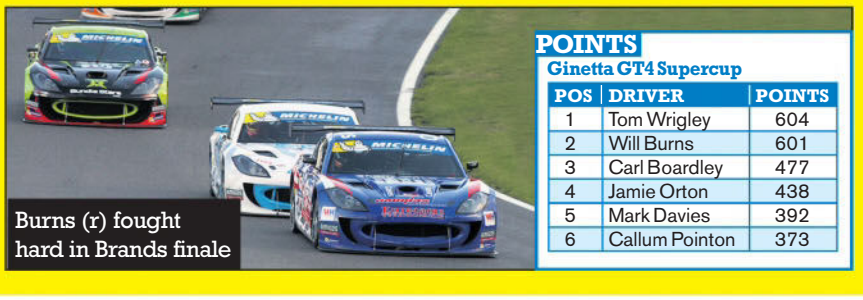
As for Douglas driver Burns, he approached the final rounds with no pressure and so nearly came away with the crown himself.

"I had completely written off the championship by Knockhill," he recalls. "For the last round I had no pressure and gave 110 per cent. I did about everything I could do – it was out of my hands really.

"In hindsight you think you should've taken a few more risks earlier in the year but I was only trying to finish every race as consistency is so important."

That consistency nearly brought rewards as he finished every race and was just twice outside of the top five, but in the end it wasn't quite enough.

Third-placed Jamie Orton would also have been a title contender after Wrigley's slump but for missing the four Knockhill races when his wife was expecting their first child.


Burns (r) fought hard in Brands finale

POINTS
Ginetta GT4 Supercup

POS	DRIVER	POINTS
1	Tom Wrigley	604
2	Will Burns	601
3	Carl Boardley	477
4	Jamie Orton	438
5	Mark Davies	392
6	Callum Pointon	373

GINETTA JUNIOR

Consistency is very difficult to achieve in a category as unpredictable as Ginetta Junior. The races are often dramatic and it's very easy for the top drivers to get caught up in scrapes. But one racer managed to avoid this and consistently deliver strong results.

It's therefore no surprise that Will Tregurtha ended the year as champion. The 16-year-old HHC Motorsport driver demonstrated remarkable consistency this season. Only once did he finish outside of the top six and those metronomic performances ensured he sealed the crown early at Silverstone, meaning he could sit out the Brands Hatch finale.

Tregurtha (*right*) is quick to point out how key his consistency was. "The one time something did go wrong I still finished inside the top 10 [after contact at the first corner in race one at Croft]," he says. "It was being able to do fast laps everywhere and be as consistent as possible.

"At the start of the year it was very hard because everyone was still very close and trying to find their feet. Once I got going properly, for example at Oulton Park, that was when we started to pull ahead. Once that started happening I didn't have to push as hard and take as many risks and that made it a little bit easier."

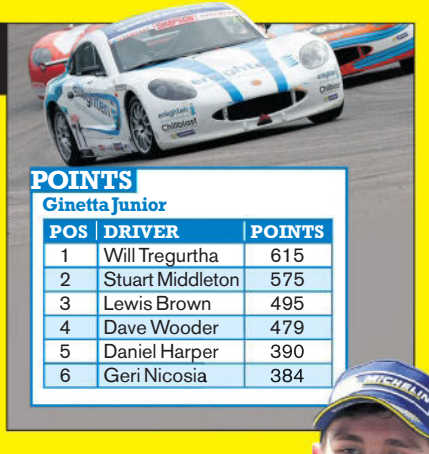
After that double win at Oulton ended a six-race barren spell, Tregurtha picked up further victories at Croft, Knockhill and Rockingham to then seal the title in Northamptonshire.

"It means everything to me because I worked really hard to get that and it took a lot of effort and commitment," he says.

A lack of consistency proved key for Tregurtha's closest rival Stuart Middleton. The Douglas Motorsport driver actually took more wins – seven to Tregurtha's six – but a difficult second half of the season left him on the back foot, despite topping the standings mid-year.

He endured brake troubles at Snetterton, was penalised for a jumped start at Knockhill, had a scruffy Rockingham weekend and then had more caliper issues at Silverstone. These problems dropped him out of title contention but he at least ended his year on a high with a win in the penultimate race at Brands after dramatically passing Lewis Brown exiting the final corner.

Brown and Dave Wooder ended up third and fourth in the points but also lacked consistency, while a number of rookies put in strong performances, with Daniel Harper, Harry King and Sebastian Priaulx all taking wins. ■


Tregurtha (below) had the consistency

POINTS
Ginetta Junior

POS	DRIVER	POINTS
1	Will Tregurtha	615
2	Stuart Middleton	575
3	Lewis Brown	495
4	Dave Wooder	479
5	Daniel Harper	390
6	Geri Nicosia	384



Advertising enquiries: 0208 267 5865

WALTER HAYES TROPHY

Irishman makes history by adding Walter Hayes glory to his 2016 collection. By Rob Ladbrook

MURRAY DOES THE TREBLE



Murray's winning run continued



Murray toured clear of Team USA's Askew for win

WALTER HAYES TROPHY

There were more than a few furrowed brows when Niall Murray crossed the line in his heat, losing by just 0.093s to Wayne Boyd.

That in itself wasn't unusual – Boyd is a regular winner at the Walter Hayes Trophy and not an easy driver to beat. But what was unsettling for some was that Murray fell less than a nose short while running with half a gearbox.

If he could do that with disconnected gear linkage, what could he do with a fully functioning Van Diemen?

The answer was simple – Murray dominated this year's Walter Hayes Trophy. This season has been nothing short of sensational for the Irishman, who has become the first driver ever to win the holy trinity of Formula Ford events, triumphing at the Martin Donnelly Trophy, Festival a few weeks ago, and now the Walter Hayes.

Like him or loathe him, Murray drove exceptionally in the tricky wet finale, leading every lap from pole to take the glory by the second-largest margin ever seen at the Walter Hayes – falling one tenth short of Scott Malvern's crushing 2013 victory.

The win in the difficult conditions was a vindication for Murray, who has been the centre of much speculation over the legality of his engine, which has been stripped and inspected multiple times this year and deemed clean at every instance.

"I'm actually glad the final was wet," said Murray. "We've had a lot of crap thrown at us this year with people saying my engine was bent and it was all the car. Well, in that race I could have had a one-litre engine and it would have made no difference, the conditions meant it didn't come down to power, as there was so little grip.

"It's good to win in a race like that. It proves that it was me that won it, not my car."

After his heat difficulty, Sunday was more like a serene cruise for Murray, who was never really troubled on his way to a semi-final win and then the big one later that afternoon.

The only man who looked capable of challenging Murray, Boyd, had his own issues, and they ultimately conspired to strip us of the tight battle that was bubbling under.

The first semi final gave us a glimpse of what could have been. Boyd started that race on pole, with Murray back in fourth. But, by the time the pack ran into Brooklands, Murray was ahead.

"He's got a monster engine in that car, I just can't live with him on the straights," said Boyd after Murray used the tow to slip past. "I'm having to take a different approach."

Boyd was running in the new John Loebell-built Medina chassis, which was fresh out of the box for the Walter Hayes. The car was fitted with the same Neil Bold engine that ran Graham Carroll to victory in the event last year, so it had its own proven powerplant. But what did differ was the set-ups each driver was using.

"We've tried a lot of radical things to try and find traction with the rear over the course of this year – some have worked, and some haven't – but now we've probably got the most stable rear of any car here," said Murray.

His point was proven by his clear traction advantage exiting both Becketts and Woodcote, where he could pull lengths on Boyd. But, with the tight tail, there had to be some sacrifices with the front end. Murray took noticeably wider lines through corners to maximise his drive out of them, whereas Boyd could enter the turns faster with the more pointy Medina.

"I was way faster into the corners, and he was often more sideways," said Boyd, who wouldn't let Murray escape in that semi. He chased hard, and benefited when Murray's chosen lines picked up oil from expired runners. But even then Boyd couldn't get past. Things were made even tougher when Boyd was demoted by one row for the final for a track limits penalty, meaning he could only start as high as row three and would be dependant on somebody else taking the fight to poleman Murray.

Step forward Team USA man Oliver Askew. Mightily impressive at Brands Hatch before a puncture ruined his Festival party, Askew took a hard-fought win in his semi final to secure the front row alongside Murray.

That race was a great four-way fight between Askew, Luke Williams, Michael Moyers and three-time WHT winner Joey Foster, with all four trading the lead.

Askew had to pick his moment, and it came on the last lap when he slipped around the outside of fighting leaders Moyers and Foster on the entry to the complex to snatch the win.

Askew felt confident he could tackle Murray, and then the rain arrived. Askew had never raced in the wet. Ever.

Murray didn't get a great start on the soaking track, but his traction was still enough to hand him a one-second lead by the end of the first lap, as Askew fought to stay with him on a track he had to relearn as he went.

"I had no idea where the grip was, so I was guessing every corner where to brake and how hard to get on the throttle," said Askew. "It was a real learning curve."

Askew chased as best he could, but ceded time to Murray in the early laps that he wouldn't get back. When he skated off at Brooklands after out-braking himself, it was game over.

"This year has been a dream," said Murray, whose performance made the finale a pretty sedate affair in the end. "I can't thank the team enough for what we've achieved together."

Askew was a delighted second, ahead of the fight of the race for third. Boyd made up ground to run fifth behind Stuart Gough, who had struggled in his semi with a cracked wishbone mount that led to rear instability. As good as he is in mixed conditions, Boyd had never driven the new Medina in the wet. "I was struggling to see and didn't really know the limits of the car, so I was driving to where I could see to be safe instead of where the grip actually was," said Boyd, who endured a spin at Brooklands that dropped him out of contention.

Moyers' challenge ended when he skated into the gravel at Luffield and damaged his clutch, and Williams did the same but beached himself. Foster struggled for grip in the wet, suggesting incorrect tyre pressures led to his issues and a spin at Becketts.

Last year's victor Carroll was also struggling, complaining of a lack of straight-line speed from his Firman. He wound up just 17th.

The final podium spot came down to a fight between Rob Hall, Josh Fisher and the charging Kyle Kirkwood. After a titanic fight to even make the final, Kirkwood drove superbly to climb from 23rd to enter the fray. He snuck ahead of Hall through Luffield on the penultimate lap to run in what would have been a sensational podium place, but Fisher had the final say, snatching the last step with a late-braking move into Brooklands on the final tour.


USA's Oliver Askew fought hard for his semi final win against Joey Foster



Bas Leinders (32) failed to make the final after this clash with Matt Cowley

'Fisher denied Kirkwood third on the last lap'

Drama in the wet final, below



Photos: Jakob Ebrey, Steve Jones

HEATS

How the stars of the final made it, and which frontrunners hit trouble

Saturday's heats produced some cracking competition, and also a fair dose of controversy when two pre-event tips both effectively lost their shot at glory in the very first outing.

Ben Norton qualified on pole for **Heat One**, but was eliminated when Team USA man Kyle Kirkwood tipped him into a spin as he attacked for the lead headed towards Brooklands (*see below*).

With the leaders out of the way, Jordan Dempsey headed the fight with Luke Cooper for second. Cooper spun on oil when attacking for the lead at Brooklands late on, handing second to Matt Hamilton with Robert Barrable third.

Rob Hall took advantage of trouble for **Heat Two** rival Stuart Gough to win. Gough took pole but was then pinged back to second for a track limits infringement. Hall spun his wheels at the start, allowing Gough back ahead, but he couldn't pull away. "I was struggling to get the front-end to bite for some reason, and didn't have the grip," said Gough, who fell behind Hall on lap four. Oil dropped at Brooklands limited passing chances and almost caught Gough out. He held the slide to chase Hall to the flag as Felix Fisher bagged third.

Festival winner Niall Murray probably should have won **Heat Three** after forging a one-second gap on the first lap, but gear selection problems hindered him. "The gear linkage broke and I had no third gear and couldn't find second for most of the race," said Murray, who was jumped by Wayne Boyd for the lead. Murray held on and regrouped to chase Boyd to the flag after holding off pressure from Josh Fisher in third.

Heat Four will go down as one of the races of the season, as Joey Foster came out on top of a frantic six-car lead battle. Foster took pole ahead of Michael Moyers, but nobody could break the tow. Soon a train consisting of Foster, Moyers, Josh Smith, Chase Owen, Luke Williams and Abdul Ahmed formed, with the lead being traded almost every lap into Brooklands. Five of the six drivers took a turn in front before Foster made the decisive dive down the inside of Owen a lap from home.

"It was just amazing as nobody could get any space and nobody really wanted to be in the lead before the last lap as the tow is so strong around here," said Foster. "My car is mega this year. It's finally something I can fight with."

Williams grabbed second ahead of Moyers, Smith, Ahmed and Owen.

Ed Moore snatched a late win in a superb **Heat Five**, after taking advantage of the fight ahead of him. Team Canada man Parker Thompson and Richard Tarling traded the lead initially, before Neville Smyth and Moore closed in. Moore pounced when Thompson and Tarling ran wide at Copse when fighting two laps from home. Thompson held on for second ahead of Smyth and Tarling.

While one Team USA driver struggled, the second shone as Oliver Askew took a crushing win in **Heat Six**. It was the only race of the day to feature a red flag stoppage when James Raven and Stephen Daly had a scary incident after hitting oil at Becketts, with Daly's car vaulting over the front of Raven's.

When racing resumed Askew bolted clear of defending WHT champion Graham Carroll and Chris Middlehurst. The pair gave chase, but ended up tripping over each other through Brooklands as a clash of wheels sent both spinning. Carroll recovered to hold second, albeit eight seconds adrift of Askew, with Bas Leinders inheriting third. Middlehurst was eighth.



Boyd beat Murray in heats, the one time Murray was headed



Luke Cooper spins leaving Dempsey clear for his heat win



Scott Andrews (left) had a torrid weekend

Norton and Andrews headline the bad luck club at this year's Walter Hayes

"I wasn't really expecting the contact, and it was bloody scary when it came!" said Ben Norton of his Heat One clash with Team USA's Kyle Kirkwood. The American had spun him out of the lead as the pair headed toward Brooklands, sending Norton's Spectrum sliding back across the track. Miraculously, everyone missed him.

The WHT hasn't been a happy hunting ground for Norton recently, and this incident followed his elimination in last year's Semi Final after a similar clash with a Team USA car.

"I was slipstreaming Ben and then he moved left and closed the door, so I tried to move right but caught him," said Kirkwood, who finished the race 16th with Norton's exhaust silencer wedged underneath his front-left suspension.

They were joined in Sunday morning's **Progression** race by a host of other top names that had all fallen foul of lady luck. After two clashes at the Festival, Stephen Daly hit oil into Becketts in Heat Six and ended up vaulting over the nose of James Raven's car.

Joining them at the back was works Spectrum driver Scott Andrews, who suffered a dismal weekend that started with a gearbox failure in his heat, and Scotsman Jamie Thorburn, whose engine exploded in his.

Kirkwood made a flying start from ninth to lead by the end of the first lap, as Norton jumped from 18th to second. Kirkwood pulled clear as Andrews and Norton fought. Andrews drew ahead, but Norton pounced when he was delayed by traffic in the last corner. Daly took fourth ahead of Raven and Thorburn.

That put the six survivors onto the back of the 36-car **Last Chance Race**, with the top 18 heading to the semis.

This time Andrews made the best start, to run 17th early on before working his way through to the lead with a fine move around the outside of Bob Higgins at Luffield. Daly followed him up the order to snatch second ahead of Kirkwood and Norton. Raven and Thorburn also qualified for the semis in seventh and eighth.

Sadly things turned sour for both Norton and Andrews shortly after. Andrews failed to make the final after being spun out of his semi, and then retired with damage in the Consolation race (*see below*). Norton did make the final, but opted to withdraw fearing damage in the difficult conditions.

Allcomers races bring variety, while Capezzone and Tofts star in extra outings

The allcomers' support races for the Walter Hayes Trophy proved a throwback to classic machinery. A wide variety of cars competed in four races, ranging from pre 1970s classics to modern hot hatchbacks.

The most exciting battle came at the start of the weekend, with George Daws in his Merlyn battling Chas Mallard's Chevrolet Camaro for race victory in the **Pre-'70 Closed Wheel** race. Mallard's attempt to hold off Daws for the win proved to be in vain as he suffered an engine failure on the last lap entering Brooklands.

Andrew Schryver dominated the **Post-'69 Closed Wheel** race, bringing his Chevron home 55.078s ahead of Mark Wright's Ford Sierra. Wright recovered after a bad start, having slipped to sixth.

In the **Open Wheel** race, polesitter Cian Carey recovered after an early spin to finish second. That handed Jamie Brashaw the victory in his March 74A.

The Radical PR6 of Jon-Paul Ivey dominated the **Allcomers** race. In the only car in his class, Ivey lapped the field in a race he described as "boring".

Thomas Capezzone dominated the wet FF1600 **Consolation Race** for non-historic cars. Jack Wolfenden took second after Matt Cowley slithered off on the last lap. The race spelled the end of a miserable weekend for Scott Andrews, who retired with radiator damage after a clash.

Neil Tofts won the **Historic Consolation** after a fight with Nigel Thompson. Thompson lost ground, and his nosecone, in an attack at Copse, but Tofts survived to win.

Jordan Harvey

RESULTS

Walter Hayes Trophy, Heat One (8 laps) 1 Jordan Dempsey (Van Diemen LA10); 2 Matt Hamilton (Van Diemen RF00) +3.654s; 3 Robert Barrable (Van Diemen RF02); 4 Andy Charsley (Ray GR15); 5 Patrick Pasma (Mygale SJ08); 6 Luke Cooper (Swift SC16). Fastest lap Cooper 1m03.191s (93.37mph). Pole Ben Norton (Spectrum 10B). Starters 18.

Heat Two (8 laps) 1 Robert Hall (Ray GR16); 2 Stuart Gough (Spectrum 011C) +0.121s; 3 Felix Fisher (Van Diemen VD02); 4 Sebastian Melrose (Ray GR14); 5 Joe Porter (Van Diemen RF92); 6 Chris Acton (Ray GR08). FL Gough 1m02.785s (93.98mph). P Hall. S 17.

Heat Three (8 laps) 1 Wayne Boyd (Medina JL16K); 2 Niall Murray (Van Diemen RF99) +0.093s; 3 Josh Fisher (Van Diemen RF99); 4 David McArthur (Van Diemen LA10); 5 Geoff Richardson (Van Diemen RF03); 6 Jack Wolfenden (Van Diemen RF01). FL Murray 1m02.299s (94.71mph). P Murray. S 16.

Heat Four (8 laps) 1 Joey Foster (Ray GR08); 2 Luke Williams (Firman RF1600) +0.249s; 3 Michael Moyers (Spectrum 011C); 4 Josh Smith (Van Diemen JL013K); 5 Abdul Ahmed (Ray GRK09); 6 Chase Owen (Ray GR14/15). FL Ahmed 1m02.804s (93.95mph). P Foster. S 19.

Heat Five (8 laps) 1 Ed Moore (Van Diemen JL013K); 2 Parker Thompson (Ray GR08) +0.484s; 3 Neville Smyth (Ray GR12); 4 Richard Tarling (Van Diemen JL16); 5 Matthew Cowley (Van Diemen JL013); 6 Thomas Capezzone (Swift SC16). FL Scott Andrews (Spectrum 011C) 1m02.817s (93.93mph). P Thompson. S 17.

Heat Six (8 laps) 1 Oliver Askew (Ray GR15); 2 Graham Carroll +8.188s; 3 Bas Leinders (Ray GR15); 4 Ryan Campbell (Reynard 89FF); 5 Alex Ames (Ray GR11); 6 Rory Smith (Van Diemen JL15K). FL Askew 1m02.841s (93.89mph). P Askew. S 17.

Progression (10 laps) 1 Kyle Kirkwood (Ray GR08); 2 Norton +5.034s; 3 Andrews; 4 Stephen Daly (Ray GR11); 5 James Raven (Ray GR12); 6 Jamie Thorburn (Ray GR15). CW Jaap Blijleven (Reynard 88FF). FL Andrews 1m02.809s (93.94mph). P Ian McCulla (Reynard 83FF). S 23.

Last Chance (10 laps) 1 Andrews; 2 Daly +0.060s; 3 Kirkwood; 4 Norton; 5 Adam Higgins (Van Diemen JL12); 6 Bob Higgins (Van Diemen RF90). CW Wayne Poole (Van Diemen RF89). FL Kirkwood 1m02.286 (94.73mph). P Daniel O'Beirne (Swift SC95). S 36.

Semi final 1 (12 laps) 1 Murray; 2 Boyd +0.199s; 3 Gough; 4 Hall; 5 Dempsey; 6 Hamilton. CW Tofts. FL Murray 1m02.527s (94.37mph). P Boyd. S 36.

Semi final 2 (12 laps) 1 Askew; 2 Moyers +0.097s; 3 Foster; 4 Thompson; 5 Williams; 6 Tarling. CW T McArthur. FL Thompson 1m02.694s (94.11mph). P Askew. S 36.

Grand Final (15 laps) 1 Murray; 2 Askew +8.543s; 3 J Fisher; 4 Kirkwood; 5 Hall; 6 Chris Middlehurst (Van Diemen LA10); 7 Boyd; 8 Raven; 9 S Gough; 10 Foster. CW T McArthur. FL P Thompson 1m12.307s (81.60mph). P Murray. S 36.

Non-historic consolation (12 laps) 1 Capezzone; 2 Wolfenden +4.405s; 3 Ames; 4 Nigel Dolan (Van Diemen JL012K); 5 Cowley; 6 Acton. FL Ian Gough 1m14.254s (79.46mph). P Capezzone. S 30.

Historic consolation (12 laps) 1 Tofts; 2 Nigel Thompson (Van Diemen RF88) +9.561s; 3 Andrew Blair (Reynard 84FF); 4 Brown; 5 Poole; 6 Blijleven. FL N Thompson 1m16.746s (76.88mph). P Tofts. S 35.

HSCC Closed Wheel Allcomers Pre '70 (20 laps) 1 George Daws (Merlin Mk6A); 2 Tom Smith (Marcos 1800GT) +25.770s; 3 Alan Bull (Jaguar E-type); 4 Mike Gardiner (Ford Falcon); 5 John Muirhead (Lotus Super 7); 6 Mark Jordan (Ginetta G4). CW Smith; Gardiner; Steve Smith (MG A). FL Chas Mallard (Chevrolet Camaro) 1m05.999s (89.40mph). P Daws. S 24.

HSCC Closed Wheel Allcomers Post '69 (20 laps) 1 Andrew Schryver (Chevron B26); 2 Mark Wright (Ford Sierra RS500) +55.078s; 3 Myles Castaldini (Davrian Mk8); 4 Roger Waite (Royale S2000M); 5 John Truslove (Chevrolet Camaro); 6 Tony Bianchi (Chevron B52). CW Wright; Castaldini; Waite; Darren Rayfield (Lancia Monte Carlo). FL Schryver 1m00.263s (94.91mph). P Schryver. S 16.

Allcomers Open Wheel (20 laps) 1 Jamie Brashaw (March 73A); 2 Cian Carey (Dallara F311) +1.010s; 3 Neil Glover (Chevron B37); 4 Chris Hodgen (Dallara F304); 5 Neil Hunt (Tatuus MSV F4-016); 6 Chris Davison (Dallara F301). CW Carey; Andrew Smith (March 78B); Will Tregurtha (Reynard SF79). FL Carey 54.216s (108.83mph). P Carey. S 15.

Allcomers Closed Wheel (20 laps) 1 Jon-Paul Ivey (Radical PR6); 2 Richard Fearns (Radical SR8) +1m07.436s; 3 Oliver Bryant (Lola T70 Spyder); 4 Tim Gray (BMW E46 M3); 5 Stephen Bracegirdle (Nemesis RME 98); 6 Tony Jones (Toyota MR2). CW Fearns; Gray; Bracegirdle; Philip Hart (Mallock Mk16); Alex Osborne (Austin Mini). FL Fearns 58.980s (100.07mph). P Ivey. S 28.

Advertising enquiries: 0208 267 5865

SPORTING SCENE

Kew and his father sign up for Best in Britain

National Hot Rod racer Jason Kew will be joined on the grid by his father Chris at the Best in Britain meeting at Wimbledon on November 20.

It will mark a return to competitive action for Kew Sr, who was a leading Hot Rod racer 15 years ago and won the Best in Britain at Wimbledon in 2001. His son Jason won the event in 2015.

This year's will be the last Best in Britain crown disputed at the south west London venue as it is facing redevelopment early next season.

Chris, who has not raced a National Hot Rod for 14 years but has undertaken some testing, explained: "This is just a one-off for some fun and it is a nice way to mark the last Best in Britain meeting at the track. It is a track that has been kind to myself and to Jason, so it will be quite special to be out there together."

The non-points scoring National Hot Rod showdown will feature in the second meeting of the two-part Best in Britain meeting on November 20. The event starts at 1730hrs and will be supported by Classic Hot Rods and Historic Stock Cars.



Kew Jr will be joined by his father

Photos: Colin Casserley, Hal Ridge, Trevor Coulson

ELECTRIC RALLYCROSS CAR STUNS ON DEBUT



Stohl set the third fastest lap time

By Hal Ridge

The world's first electric rallycross car made its competition debut at a national event in Austria last weekend.

Former World Rally Championship driver Manfred Stohl set the third fastest lap time against World Rally Car and Rallycross Supercar rivals.

The annual Race of Austrian Champions event was held at former FIA European Rallycross Championship venue Greinbach, where a range of cars competed in rally and rallycross categories.

Created by Austrian research and development firm STARD, the 544bhp four-wheel-drive machine is based on an adapted Super 2000 Peugeot 207 chassis.

Stohl and the car overcame wet conditions and early tyre troubles to prove its potential against the more conventionally powered machinery, including Max Pucher's FIA World Rallycross Championship-specification Ford Fiesta Supercar.

Stohl said: "After a great test session at Greinbach on Thursday, we were a bit too optimistic with the tyre choice.

"It was particularly tough with a brand new car in such difficult conditions but, on the other hand, we collected a lot of important new data and experience for the development of the car. We're very happy with the day. We have seen that our torque distribution on the front axle needs some more optimisation for such tricky conditions in order to avoid too much understeer."

STARD's project ran for the first time following a spate of announcements from manufacturers, including Audi and Volkswagen, about their potential involvement in the electrification of rallycross in the future. VW is said to be particularly keen on rallycross following its WRC withdrawal.

"For quite some time we have been working on a dedicated rallycross variant of this car with over 1000bhp and four motors [one per wheel]," said STARD chief executive officer Michael Sakowicz. "We are evaluating various processing possibilities and are in discussions with some potential partners for the future already."

BTRDA CLUBMANS RALLYCROSS

WARD TAKES THE CROWN IN STYLE

Croft

By Tim Whittington

Organiser: Darlington and District Motor Club
When: November 6 **Starters:** 85



Ward (right) won Production

On the kind of day that marks out Croft marshals as being the hardiest in the land, Irishman John Ward retained the BTRDA Clubmans Rallycross Championship.

Ward qualified his Peugeot 106 on pole for the **Production A** final ahead of title rival James Orton and local hotshoe Martin Peters. When Orton and Peters clashed in turn two of the opening lap, Ward was able to slip away at the front, immediately gaining an advantage over the rest of the field and then driving away to take a clear win. Orton worked his way back up the field in a race where several drivers had excursions and eventually placed fifth, but lost the overall title to Ward by 2.5 points.

Graham Rumsey took second place in the final, six seconds behind Ward but with a gap between himself and Peters with Richard Todd fourth, Colin Ramsay sixth and B final winner Fred Ling seventh.

Autocross driver Alex Fawcett topped the **SuperModified** qualifying order twice to take pole for the A final ahead of Phil Chicken – who non-started after driveline problems – and Tony Lynch.

Michael Boak non-finished Q1 in his Citroen C2 but was fastest in his second race and made it to the A final in fourth place, ahead of Todd Crooks. The final was run in drier conditions than the earlier races, enough to turn the advantage back to the rallycross cars. Lynch led with Marc Jones zipping up from sixth on the grid to run second in his Toyota MR2. Boak was third from B final winner Kieran Curran's Vauxhall Corsa, Fawcett and Crooks. Curran survived a tankslapper at the end of lap one, but lost a position to Crooks while sorting himself out. Boak zeroed in on Lynch through the second lap and put a pass on the British champion at the start of the third. From there, Boak drew out a 10s lead to take the win from Lynch with Crooks third from Curran and Fawcett.

Through qualifying David Bell played second fiddle to *Motorsport News's* rallycross correspondent Hal Ridge among the BMW Minis that ran within the SuperModified field. However, Bell got the class win after Ridge stopped with technical problems early in the final.

Local drivers topped the podium in **Juniors**, where Tom Constantine beat Morgan Wroot and the SEAT Arosa of Jaidon Bennett .

In **Clubman Supercar**, 'Mad' Mark Watson brought his Citroen Xsara home ahead of James Lyon.

Another of the autocross gang who had a great day out, Lyon set FTD in Q3 with his Nissan Sunny GTi-R and kept Watson honest in the final.

Gary Simpson took the **Historic** win over Lance Foster and Ryan Stutchbury, the top three comfortably clear of the rest of the field while Leonardo Lyon was just over 16s ahead in the **Autocross** final.

Results

SuperModified (5 laps) 1 Michael Boak (Citroen C2) 4m54.045s; 2 Tony Lynch (Ford Ka) +10.417s; 3 Todd Crooks (BMW Mini); 4 Kieran Curran (Vauxhall Corsa); 5 Alex Fawcett (Vauxhall Tigra); 6 David Bell (BMW Mini); 7 Marc Jones (Toyota MR2); 8 Thijs Heezen (Volvo C30).
Production (5 laps) 1 John Ward (Peugeot 106 GTi) 5m12.417s; 2 Graham Rumsey (Citroen Saxo VTS) +5.759s; 3 Martin Peters (Citroen Saxo VTS); 4 Richard Todd (Peugeot 106 GTi); 5 James Orton (Peugeot 106 GTi); 6 Colin Ramsay (Peugeot 205 GTi).
Clubmans Supercar/Production 4x4 (5 laps) 1 'Mad' Mark Watson (Citroen Xsara) 4m48.049s; 2 James Lyon (Datsun Sunny) +2.558s; 3 Simon Horton (Subaru Impreza); 4 Gary Pusey (Subaru Impreza); 5 Liam Manning (Subaru Impreza); 6 Paul Davis (Subaru Impreza).
Junior (5 laps) 1 Tom Constantine (Suzuki Swift) 5m25.150s; 2 Morgan Wroot (Suzuki Swift) +2.475s; 3 Jaidon Bennett (SEAT Arosa Sport); 4 Laura Boak (Citroen C2); no other starters.
Autocross (5 laps) 1 Leonardo Lyon (Vauxhall Corsa) 5m03.441s; 2 David Thornton (Vauxhall Corsa) +16.275s; 3 Mark Pearson (Ford Fiesta); 4 Daniel Eltis (Vauxhall Corsa); 5 Brian Stranger-Leat (Peugeot 106 XSi); 6 Steven Bell (Peugeot 205 GTi).
Historic (5 laps) 1 Gary Simpson (BMW E30) 5m05.441s; 2 Lance Foster (Mini) +2.198; 3 Ryan Stutchbury (Peugeot 205 GTi); 4 Darren Grimston (Vauxhall Nova); 5 Nigel Murray (Vauxhall Nova); 6 Shaun Buckley (Ford Escort Mk2).



Having taken over the role of promoter at Skegness Stadium, Rob Speak brought down the curtain on his stellar racing career at Coventry on Saturday – possibly. Although entered for Birmingham's Gala Night this weekend, Speak told his fans he was bowing out after two BriSCA F1 World titles and eight BriSCA F2 World crowns to add to numerous track and championship titles. Speak also had a spell in ASCAR at Rockingham but it was in F2 that he made his name with over 1000 race wins.

BriSCA F1

Fairhurst sparkles as Speak signs off career

BriSCA F1: Coventry

By Colin Casserley

Organiser: Coventry Motor Club **When:** November 5 **Starters:** 68



Fairhurst took victory on shale

Lee Fairhurst finished off the 2016 BriSCA F1 shale season how he finished off 2015 by winning the meeting final at Coventry's season finale. It was Fairhurst's first final win of the season, and his first since one year ago.

Russell Copper grabbed the early lead but on a restart following a yellow-flag period he was punted into the wall. That allowed Chris Bonner through to lead the race. However, the new front man tangled with another car and flipped his machine down the front straight.

This put Fairhurst in the lead and, on the ensuing restart, he began to pull away from the pack.

As the race entered the closing stages, Paul Harrison began to close in on the leader but, despite a last-bend lunge, he was unable to get close enough to dislodge Fairhurst from the top spot.

"I have to thank my team for this win," said Fairhurst. "We have been making changes on the car all evening. It was good in the consolation which I won and, after a few more minor adjustments, it was even better in the final.

"I could see Harrison closing in on me, I just said to myself to keep steady and don't try and overdrive it, and it was just enough to give me the win. It's always good to win at Coventry, just a shame it took so long to win one this year."

"If the race was just one lap longer I would have had it," said Harrison. "My car was really good when the track dried out. It just took me a little too long to get through the traffic, but that's racing."

Rob Speak claimed a third place finish in the final.

Result

1 Lee Fairhurst; 2 Paul Harrison; 3 Rob Speak; 4 Dan Johnson; 5 Danny Wainman; 6 Paul Hines; 7 Mark Woodhull; 8 Nigel Green; 9 Karl Hawkins; 10 Mal Brown.

SPORTING SCENE

Photos: mkpics.net

NATIONAL HOT RODS: WORLD SERIES

BOLD McDONALD BEATS THE CHAOS FOR HEDNESFORD VICTORY DOUBLE

Hednesford
By Graham Brown

Organiser: Spedeworth **When:** November 6
Starters: 31

Fresh from his success in the Scottish series final at Lochgelly on Saturday night, Rob McDonald repeated the exercise further south on Sunday evening at Hednesford Hills.

McDonald picked up a heat win before overcoming tough opposition in a final littered with crashes and caution periods.

The damp, cold and slippery track necessitated wets for all runners in heat one. Alistair Lowe headed them away chased by Danny Hunn, Dick Hillard and Paul Frost, until they were all brought up short by a yellow flag. It was thrown because Terry Hunn and Chris Haird were up against the wall.

At the restart, Lowe lost the lead to Danny Hunn but the man to watch was McDonald. The Scot was almost driving in dirt track style as he carved through the placemen. He appeared in second just beyond half distance and swept to the front around Hunn's outside for a classic victory.

Ivan Grayson set the early pace in heat two with Lowe chasing initially until he lost out to the fast-moving Lee Pepper, who appeared to have all the grip the rest didn't.

Pepper took Lowe at the East Bend and Grayson with a carbon copy move at the other end of the track. From that point on, Pepper just got further up the road, eventually running out winner by half a lap.

The battle for the places was quite another matter though, with Grayson fighting off a massive challenge in the dying laps. Dick Hillard just made it past in a blanket finish, which also involved visiting World Final winner Adam Maxwell and Gavin Murray.

Grayson was again the fast starter in the third encounter, but Andy Lee was right with him and very soon, so was Shane Bland. And it was Bland who was charging here, having missed his first race with fuel pump problem.

Passes of Lee and Grayson into the East Bend on successive laps carried him to the front, after which he simply pulled further clear with every tour.

McDonald always looked a good bet for the final honours after he gained a second row start for the main event, but it wasn't going to be easy.

Heat two victor Pepper was off the outside front row and went straight into the lead, McDonald settling onto his tail where he applied plenty of pressure without being able to find an opening. He was finally saved from having to make the pass when three cars got together at the West Bend, the leader unfortunately managing to clip one of them on his way past.

With the yellows out and Pepper eliminated with broken steering, McDonald was left to defend his lead against Jason Kew and Murray.

But before they could do any serious racing, they had to endure a further three caution periods in the space of the next five laps, an almost farcical sequence of crashes undoubtedly brought on by each stoppage taking their tyres ever nearer the almost freezing track temperature.

With the race finally underway a little more permanently, McDonald settled into a lead he looked unlikely to lose.

The places were far from settled, with Kew, Murray and Bland trading positions until Kew smacked the wall, bringing on the fifth caution.

After that McDonald, Bland and Murray put over half a lap on the rest, where Bradley Dynes was busy defending fourth against allcomers. His success in this endeavour eventually enabled him to claim third too, when Bland picked up a penalty for contact earlier in the race.



Scotsman McDonald took a heat and final win at a very cold Hednesford

Results
Heat one: 1 Rob McDonald (Vauxhall Tigra); 2 Danny Hunn (Mazda RX-8); 3 Bradley Dynes (Ginetta G40R); 4 Colin Smith (Vauxhall Tigra); 5 Lee Pepper (Peugeot 206cc); 6 Dick Hillard (Vauxhall Tigra); 7 Gavin Murray (Vauxhall Tigra); 8 Layton Milsom (Vauxhall Tigra). **Heat two:** 1 Pepper; 2 Hillard; 3 Ivan Grayson (Vauxhall Tigra); 4 Murray; 5 Billy Wood (Vauxhall Tigra); 6 Adam Maxwell (Vauxhall Tigra); 7 Kym Weaver (Vauxhall Tigra); 8 McDonald. **Heat three:** 1 Shane Bland (Vauxhall Tigra); 2 Grayson; 3 Steve Dudman (Vauxhall Tigra); 4 Jason Kew (Vauxhall Tigra); 5 Terry Hunn (Mazda RX-8); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Aaron Dew (Vauxhall Tigra); 8 David York (Vauxhall Tigra). **Final :** 1 McDonald; 2 Murray; 3 Dynes; 4 Bland; 5 Wood; 6 Waller-Barrett; 7 Chris Haird (Vauxhall Tigra); 8 Stuart McLaird (Vauxhall Tigra); 9 Smith; 10 Hillard. **Standings (after 7/14 rounds):** 1 Haird 270; 2 Wood 228; 3 Smith 215; 4 Hillard and Weaver 212; 6 Dynes 210.

SUBSCRIBE TO MOTORSPORT NEWS
BUY 6 ISSUES FOR £6
SUBSCRIBE NOW FOR GREAT SAVINGS AND FREE DELIVERY!



SUBSCRIBE ONLINE AT
www.themagazineshop.com/msn/mn1116mp
OR CALL 0344 848 8834
And quote MN1116MP for print access

PLUS SAVE UP TO 51% ON THE COVER PRICE

Terms and conditions: This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251 457. Please allow 35 days for delivery of your first issue. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available on request. Trial offers are limited to 2 trials per title within a 12 month period and we reserve the right to refuse any orders over this limit. Price is £6 for 6 issues, then continuous Direct Debit payments of £29.99 every 13 issues. Savings are based on the standard UK cover price of £3.50. Offer ends 2nd December 2016.

HAVE YOUR SAY

MN does not always agree with opinions expressed in letters

WE NEED YOU! GET INVOLVED WITH MN

WRITE TO US
Motorsport News
Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP

EMAIL
mn.letters@haymarket.com

TWITTER
Rally updates: @MNRally
Racing updates: @MNewsRacing

FACEBOOK
Search for 'Motorsport News'

DIGITAL ISSUE
See motorsport-news.co.uk

MN SAYS...

Bad news for young aces

VW's exit from WRC could spell trouble for rising stars



There are three pretty big names walking around the World Rally Championship service park unemployed at the moment, and all three of them are going to be highly desired.

Multiple champion Sebastien Ogier is clearly the biggest draw of all,and, with VW's reversal out of the sport, any other team principal worth the name would be straight on the phone to him. There might be less clamour to contact Jari-Matti Latvala and Andreas Mikkelsen, but they are both proven round winners.

There is plenty of speculation about the likely destinations of all three men, which we have investigated in *Motorsport News* this week but there is a damaging spin-off. There aren't that many factory drives in the WRC and now there are three less.

If all three of the former Polo R WRC pilots land gainful employment, they will be taking up seats that might well have previously gone to the next generation of star drivers. The chances of making it to the top of the WRC have got a great deal slimmer for the modern generation.

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

MN.LETTERS@HAYMARKET.COM

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Chris Collier captured this dramatic shot from the Autumn Trophy meeting at Snetterton



Graham Lomax's Wales Rally GB shot



BRDC F3 cars in the fog, taken by Sam Nudd



Paul O'Neill and *MN*'s Jack Benyon (28). Photo by James Lomax



Opel Manta, snapped by Greg Tomkins



Stephen Croucher snapped Jimmy McRae



Drifting at Knockhill, by Alex Ireland

LETTERS



Motorsport News, Nov 2

VW dismay

Once again it seems the selfish actions of a few engineers have caused a scandal of unprecedented proportions in the motoring world. VW is out of rallying.

Remarkably for us rally fans, the reactions to those actions have filtered upstream to an area of engineering where that level of cheating would have been obvious to their technical counterparts within minutes, not years.

VW Motorsport have created a forceful, winning, friendly PR dream that we have all berated or basked in for the last four years.

Let's hope the guys and girls who engineered this masterpiece of, dare I say it, world domination, are given their chance to actually use all those talents to change the motoring world for the better.

Or at least be offered a chance to use the fruits of their labour under another piece of badge engineering/platform sharing for WRC 2017.

Allan Harryman
Via email

Some more competition?

First thoughts have to be with the hard working team members who may be displaced by this announcement.

Second, we should thank VW for raising the bar on performance and promotion.

Thirdly, and following further driver manoeuvres, does this give us the prospect of a more highly contested championship in 2017?

Glyn Thomas
Rally Collection UK Ltd

Trouble ahead for Meeke?

It was quite a shock that VW decided to quit the World Rally Championship, and it seems that the shock was shared by the drivers too.

The big question is: what now for Sebastien Ogier?

I can't really see him going anywhere other than Citroen, which would surely bend over backwards to accommodate him.

Where does that leave our boys, though? Kris Meeke could have his position as team leader undermined and Craig Breen has a contract without a specified number of WRC rounds on it.

So, Ogier could land at Citroen and put a lot of noses out of joint, especially for us Brits who want something to smile about.

So near, and yet we could be still so far away from our next World Rally champion.

Robert Dew
Via email

Blame it on Americans

After the massive fines the Americans dished out to British Petroleum after the Deepwater Horizon disaster, they then went for Deutsche Bank for a mortgage infringement, then VW with multi-billion pound fines for the diesel test fiasco causing WRC programme to be cancelled.

They all require punishment but not to the extent of bringing the companies to its knees.

Sebastien Ogier to M-Sport? That would be a result.

By the way, I have just competed in Wales GB for fourth time and I had great experience.

Chris Wigmore
Via email

Lewis escapes

There seems to be a huge amount of partisan fuss about the fact that Lewis Hamilton was not penalised for his first corner faux pas when Max Verstappen was clobbered later on.

I have some sympathy with that view, however… giving Hamilton a five-second penalty would not have changed the result, and a place swap with Nico Rosberg at the time wouldn't have worked as he went off too!

On a slightly different note, I'm a little tired of listening to Eddie Jordan (for whom I have huge respect) going on about Hamilton having taken his eye off the ball following the summer break.

If Lewis's engine hadn't blown up he'd still be leading the title fight. Fact.

Steve Cobbold
Via email

GET MN ON THE GO WWW.MOTORSPORT-NEWS.CO.UK/DIGITAL-EDITION

TV GUIDE



Catch up with Mowlem's movements

The latest instalment in sportscar stalwart Johnny Mowlem's long-standing **Racing Travels** documentary series, which includes his final Petit Le Mans outing, is available today if you've got a lunchtime viewing window available (Wednesday, 0930-1000, 1330-1400hrs Sky Sports 3).

Highlights are also available this week from the penultimate round of the **World Rallycross Championship** at Estering in Germany. Two-time DTM champion Mattias Ekstrom headed to the Saxony venue knowing he had a chance to wrap up the title with a round to spare (Thursday, 1515-1615hrs, Eurosport 1).

If you missed live coverage of last weekend's two **Australian Supercars** races at Pukekohe, full replays of both rounds are available back-to-back (Thursday, 1730-1930hrs, BT Sport 2). Sticking with the Antipodean theme there's also a look back at the best of the action from last year's Rally Australia in **WRC Retro 2015** in anticipation of the final round of the 2016 season later this month (Monday, 1240-1340hrs, Motors TV).

Finally, if Saturday's ePrix in Marrakech isn't enough to satisfy your Formula E fix, there's a chance to catch the latest episode of its **Street Racers** magazine show (Monday, 1430-1500hrs, BT Sport 2).

LIVE TV

Formula E: Marrakech
- **Race:** Saturday 1530-1730hrs, Channel 5

NASCAR Sprint Cup: Phoenix
- **Race:** Sunday 1900hrs, Premier Sports



FE heads to Morocco

LIVE F1 TV



Interlagos hosts penultimate round of 2016 season

Brazilian Grand Prix Sky Sports F1 HD Coverage
- **Drivers' press conference:** Thursday, 1300-1330hrs
- **FP1:** Friday, 1145-1350hrs
- **FP2:** Friday, 1545-1800hrs
- **Team principals' press conference:** 1800-1830hrs
- **The F1 show live:** Friday, 1830-1900hrs
- **FP3:** Saturday, 1245-1415hrs
- **Qualifying:** Saturday, 1500-1745hrs
- **Race:** Sunday, 1530-1830hrs
- **Highlights:** Sunday, 2100-2200hrs

Brazilian Grand Prix Channel 4 HD highlights
- **Qualifying:** Saturday, 2000-2130hrs
- **Race:** Sunday, 2200-0005hrs

LISTINGS

RACING
FRIDAY-SUNDAY
Anglesey, N Wales
Race of Remembrance Starts Friday, qualifying from 0900hrs Saturday, racing from 1600hrs Sunday, racing from 0900hrs **Admission** Adult tba, child free **Web** angleseycircuit.com **Contact** 01407 811400

SATURDAY / SUNDAY
Brands Hatch, Kent
MSVR meeting: FF1600, Britcar, Ginetta Junior, Trackday Trophy, Allcomers, Lotus Sprint **Starts** Saturday, racing from 1100hrs (qualifying from 0900hrs) Sunday, racing from 1210hrs (qualifying from 1000hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLYING
FRIDAY/SATURDAY
Isle of Man
Pokerstars Rally **Starts** 1900hrs **Admission** free **Web** manxautosport.org

SATURDAY
Forest of Dean, Gloucestershire
Wyedean Stages **Starts** 1001hrs **Admission** free **Web** wyedeanstages.co.uk

SPORTING SCENE
SATURDAY
Birmingham Wheels Park, West Midlands
BriSCA F1 Gala night **Starts** 1500hrs **Admission** adults £20, seniors £18, children (5-14) £8 **Web** spedeworth.co.uk

Details correct at time of press



Britcar field will head into the night at Brands Hatch

NEXT WEEK

OUT WEDNESDAY NOVEMBER 16

CAN LEWIS KEEP THE PRESSURE ON?



FULL REPORT FROM THE BRAZILIAN GRAND PRIX



HOW ELFYN BECAME THE RULER OF BRITAIN

A LOOK BACK AT THE REBORN BRITISH RALLY CHAMPIONSHIP

UPHILL IN A CLASSIC

WHY THERE'S BEEN A BOOM IN HISTORIC TRIALS



PLUS: ALL THE USUAL NEWS, VIEWS AND OPINIONS

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Autosport Network UK Limited,
Bridge House, 69 London Road,
Twickenham, Middlesex, TW1 3SP, UK

EDITORIAL
Tel: +44 (0) 20 8267 5385
Like us on Facebook: search 'Motorsport News'
Twitter rally updates: @MNRally
Twitter racing updates: @MNewsRacing

Editor Matt James
matt.james@haymarket.com
Deputy Editor Robert Ladbrook
robert.ladbrook@haymarket.com
Group National Editor Jack Benyon
jack.benyon@haymarket.com
Junior Journalist Stephen Lickorish
stephen.lickorish@haymarket.com
Junior Journalist Jack Cozens
jack.cozens@haymarket.com
Group Rallying Editor David Evans
david.evans@haymarket.com
Art Editor Mike Stokoe
mike.stokoe@haymarket.com
Office Manager Joanne Grove
joanne.grove@haymarket.com

CONTRIBUTING EDITORS
Historics editor Paul Lawrence
Grand Prix columnist Anthony Rowlinson
Origination/Repro Dave Sternberg

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

SUBSCRIPTIONS/BACK ISSUES
Motorsport News, FREEPOST RTUC-XCCH-THJS, 3 Queensbridge, Northampton NN4 7BF
UK 0344 848 8834
Overseas +44 (0)1604 251 457
Email help@motorsportnews.themagazineshop.com

ADVERTISING
Tel: +44 (0) 20 8267 5865 (Display) or +44 (0) 20 8267 5271 (Classified)
Advertising deadline Monday 12 noon
Sale Director Matthew Witham
Sales Manager James Robinson
Display Sales Executive Jonathan King
Classified Sales Ben Kavanagh

PRODUCTION
Production Katrina Renwick

PUBLISHING
Group Publishing Manager Sunita Davies
Subscriptions Direct Marketing Executive Maria Fernandez

MANAGEMENT
Managing Director Tim Bulley
Publishing Director Stuart Williams
Editorial Director Anthony Rowlinson

© 2016 Autosport Network UK Limited

Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of Motorsport News are accurate, the publishers and printers cannot accept liability for omissions and errors.

Advertisements are accepted for publication in Motorsport News only upon Autosport Network UK Ltd's Standard Terms of Acceptance of Advertising, copies of which are available from the Motorsport News advertising sales department.

Registered as a Newspaper with Consignia

Printed by Sheffield Web

Distributed by Frontline Ltd, Midgate House, Midgate, Peterborough, Cambridgeshire PE1 1TN, UK

Published every Wednesday by Autosport Network UK Ltd. Bridge House, 69 London Road, Twickenham TW1 3SP

Autosport Network UK Limited is a division of Motorsport Network LLC

motorsport NETWORK

Book your advert before 12pm Monday and see it in print first thing Wednesday

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 020 8267 5271 Fax: 020 8267 5312 email: mnads@haymarket.com

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 0208 267 5271 or email mnads@haymarket.com**
Deadline: Mondays at 12noon (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Haymarket Magazines Ltd

Address for advertising

Motorsport News Advertising
Bridge House
69 London Road
Twickenham
TW1 3SP

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertisers name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and **refunds** not guaranteed. Terms of acceptance of advertising are available on request.

SPARES AND ACCESSORIES

PERSPEX WINDOWS
Perspex or unbreakable polycarbonate. Tinted or clear. Slider units, mud flaps (5 cols), roof vents, full thermo-forming service now available.
>>>>> WORLDWIDE EXPORT <<<<<
AIREDALE RACE COMPONENTS
20 Layton Park Close, Rawdon, Leeds. LS19 6PJ
Tel: 0113 250 9852

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

AMS
MITSUBISHI
Grp N, R4,
B13 / Open Class


RALLI ART
Tel 01524 761398
Large amount of parts held in stock ready for immediate despatch View our online catalogue at

waynesis@aol.com
www.arnsidemotorsport.co.uk

FOR ALL YOUR
AVON TYRES
MOTORPORT & RACING TYRES
Including ACB 10 FORMULA FORD
Phone: 0121 331 1122
Email: sales@bmtr.co.uk
BMTR.CO.UK

QED
Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

DID YOU KNOW?
75% of our readers have been reading for longer than 5 years. Advertising in Motorsport News helps you put your advert in front of a loyal audience who trust the title.

www.TSALTAMOTORSPORT.co.uk


We have Grp4 Escorts for tarmac and forest use.
Customer cars built to order and maintained
Season packages available
Award winning cars
→ RALLY CAR HIRE AND PREPARATION
T: 01970 630730 E: enquiries@tsaltamotorsport.co.uk NIGHT EVENTS AND STAGES

Dominate the competition


Hawk and Carbotech motorsport compounds
Carbotech
HAWK PERFORMANCE BRAKES by Wellman
Cambridge Motorsport Parts
www.cambridgemotorsport.com
sales@cambridgemotorsport.com
(0)1462 684300

Hockly Motorsport Ltd
A one stop shop for your rally needs
Paint & rust removal services in our bead blasting chamber
Milling & turning in our machine room
Roll cage manufacture & shell preparations
General servicing & maintenance workshop with four wheel alignment
Mail order parts from our extensive range of motorsport components
Contact us today
Telephone 01686 628594 Email sales@hh-ms.com
Visit www.hh-ms.com


WILLIAM MEDCALF | VINTAGE BENTLEY
Experienced race mechanics required for Vintage restoration and endurance rally preparation, ideally with experience of historic racing and rallying.
Email CV to
admin@vintagebentley.com

SPARES AND ACCESSORIES

Tel: 01327 858 006

HELIX CLUTCHES

www.performanceclutch.co.uk



SPORTING KITS (inc. COVER, PLATE & BEARING)

MODEL	Cover Assy	Organic Plate	Cerametallic Plate
ALFA ALL MODELS	CALL FOR DETAILS		
AUDI ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		
BMW M3 E30	£191.63	£149.97	£182.57
BMW M3 E36 3.0 LTR	£193.80	£179.25	£175.25
BMW M3 E36 3.2 LTR	£193.80	£179.25	£211.76
BMW MINI COOPER S 1.6 R53	KIT INCL	FLYWHEEL	FROM 634.72
BMW MINI COOPER S 1.6 R56	KIT INCL	FLYWHEEL	FROM 735.23
CATERHAM K SERIES	£149.52	£66.87	£153.96
CITROEN SAXO 1.6V VTS	£176.43	£121.35	£153.88
ESCORT RS 2000 MK 1,2	£183.02	£89.87	£169.25
ESCORT 1.6 MK 3,4,5	£204.01	£89.87	£169.25
ESCORT 1.6 TURBO 84-86	£152.38	£102.17	£146.58
ESCORT 1.6 TURBO 86-90	£204.62	£102.17	£146.58
ESCORT 1.8 XR3I ZETEC 130BHP	£204.36	£144.88	£200.35
FERRARI 355 CHALLENGE	£724.41	£261.87	
FIAT COUPE 2.0 16V TURBO	£481.96	£162.85	£213.47
FIESTA ST150	£204.01	£99.06	£169.25
PUMA 1.7 LTR 16V	£198.08	£89.87	£169.25
HONDA ACCORD TYPE R	£234.75	£150.00	£177.96
HONDA CIVIC B16A	£214.10	£89.87	£169.25
HONDA INTEGRA TYPE R	£214.10	£89.87	£169.25
HONDA K20A	£233.15	£89.87	£169.25
LANCIA INTEGRALE 8V	£220.67	£149.97	£182.57
LANCIA INTEGRALE 16V	£481.96	£162.85	£182.57
LOTUS ELISE 1.8	£165.08	£89.87	£169.25
MGF 1.8	£165.08	£89.87	£169.25
NISSAN SUNNY GTIR TURBO	£274.36	£133.01	£195.82
NISSAN SKYLINE GTS,GTR R32	£405.75	£173.49	£224.37
NISSAN SKYLINE GTR R33	£463.71	£184.16	£248.23
NISSAN SKYLINE GTR R34	£405.75	£184.16	£248.23
PEUGEOT 106 GTI 16V	£198.04	£121.35	£153.88
PEUGEOT 205 GTI 1.6,1.9	£201.59	£121.35	£153.88
PEUGEOT 206 2.0 LTR GTI	£227.61	£149.97	£195.36
PEUGEOT 306 2.0 LTR S16, GTI6	£328.38	£89.87	£179.38
PORSCHE 911 2.4,2.7,3.0,3.2	£373.67	£190.40	£194.42
RENAULT 1.4 GT TURBO	£198.04	£121.36	£153.88
RENAULT CLIO 1.8,2.0 16 V	£198.04	£121.35	£153.88
RENAULT CLIO 172/182	£206.73	£89.87	£169.25
ROVER V8	£188.13	£120.21	£195.83
ROVER 220 2.0 LTR TURBO	£227.23	£149.97	£182.57
SEAT ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		
TOYOTA COROLLA GTI AE92 87-89	£173.90	£121.35	£153.88
TOYOTA COROLLA GTI AE92 89-91	£184.80	£89.87	£169.25
TOYOTA GT4 TURBO 88-96	£264.03	£151.39	£203.06
TOYOTA SUPRA 3.0 LTR	£414.10	£184.17	£211.63
VAUXHALL CORSA/NOVA 1.3,1.4 8V	£171.75	£91.48	£162.37
VAUXHALL CORSA/NOVA 1.4,1.6 16V	£201.39	£121.35	£153.88
VAUXHALL ASTRA 1.8,2.0 8V	£191.71	£89.87	£169.25
VAUXHALL ASTRA 1.8,2.0 16V 82-92	£188.84	£149.97	£182.57
VAUXHALL ASTRA 2.0 16V 92-98	£202.45	£149.97	£182.57
VAUXHALL 2.0 CALIBRA TURBO 92-96	£202.45	£149.97	£195.36
VW POLO G40,1.4,16V	£195.94	£121.35	£153.88
VW GOLF GTI 8V	£200.93	£175.92	£188.33
VW GOLF GTI 16 V	£200.93	£175.92	£188.33
VW 1.9 2.0 TDI ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		

MODEL	Organic Plate	Cerametallic Plate
BMW MINI COOPER	£302.92	
BMW MINI COOPER S	£309.97	£361.54
ESCORT RS2000 MK 1 (PINTO)	£276.29	£351.34
ESCORT MK 3 RS1600 TURBO 85-2/86	£266.70	£375.45
ESCORT MK 3,4 RS1600 TURBO 3/86-7A	£266.70	£375.45
ESCORT MK5 16V ZETEC (105 BHP)	£358.93	£438.72
ESCORT MK5 16V ZETEC (130 BHP)	£358.93	£438.72
FOCUS ST/RS 2.5	KIT INCL FLYWHEEL FROM £829.16	
ESCORT COSWORTH	£334.62	£426.94
SIERRA COSWORTH 2WD	£329.89	£422.22
SIERRA RS COSWORTH 4x4	£334.62	£426.94
HONDA CIVIC B16A	£300.72	£397.46
HONDA INTEGRA TYPE R K20A	£356.37	£431.41
LOTUS ELISE 1.8	£239.14	
MGF 1.8,1.8	£239.14	£327.34
MITSUBISHI EVO 4,5,6	£449.66	£528.94
MITSUBISHI EVO 7,8,9	£460.20	£527.90
MITSUBISHI 215mm TWIN PLATE	£1,218.40	£1,423.06
NISSAN SUNNY GTIR TURBO	£427.27	£482.58
NISSAN SUNNY GTI 2.0 16V	£259.09	
NISSAN SKYLINE GTR R32 90-94	£491.36	£538.19
NISSAN SKYLINE GTR R33 94-99	£671.80	£773.65
NISSAN 200SX 2.0 TURBO 94-	£401.08	£460.48
PEUGEOT 205 1.6,1.9 84-89	£320.69	
PEUGEOT 205 1.6,1.9 89-94	£331.26	
RENAULT R5 1.4 GT TURBO	£298.25	£349.48
ROVER V8/TRIUMPH TR8	£278.80	
SUBARU IMPREZA TURBO 230MM 93-	£405.55	£494.52
SUBARU IMPREZA TURBO WRX STI 02-	£511.90	£601.85
SUBARU TWIN 215mm PLATE	£1,247.62	£1,423.06
CELICA GT4 TURBO	£432.74	£486.48
ALTEZZA RS200,LEXUS IS200	£378.96	£409.76
COROLLA 1.6 GTI (AE92,AE101)	£280.94	£390.87
AUDI, VW, SEAT, SKODA	TWIN MASS REPLACEMENT KIT INCL FLYWHEEL £850.75	

CARRIAGE £12.50
NEW! AUDI TTRS 215mm TWIN PLATE KIT INCLUDES FLYWHEEL FROM £1336.26
Please add VAT @ 20% to all prices

MasterCard Carriage £12.50 VISA

www.mardigras.co.uk
Mardi Gras Motorsport
Unit 45, Silverstone Circuit, Towcester, NN12 8GZ



CompBrake-Motorsport
THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

[3MM OR 5MM!]



WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]



£299.99
PROJECT
CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]



£449.99
PROJECT
CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER +FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]



£199.99
PROJECT
CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]



£159.99
PROJECT
CMB-FT010
CUSTOM
1 X FAR SIDE FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]



£119.99
PROJECT
CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]



£199.99
PROJECT
CMB-FT017
CUSTOM 1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]



£599.99
PROJECT
CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]



£209.99
PROJECT
CMB-FT018-TW
CUSTOM
2 X FILLER NECKS + STRAPS [FOAM FILLED]

Quote SP329 when you call: 01744 895 888 www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: **sales@compbrake.com** Technical: **technical@compbrake.com**

SERVICES



Hoosier

TYRES DESIGNED FOR CHAMPIONS

UK AND EUROPEAN DISTRIBUTOR AND TYRE SUPPLIER FOR

FORMULA STUDENT • NATIONAL HOT RODS
2 LITRE HOT RODS • SUPERSTOX • DRAG RACING
CIRCUIT • HILLCLIMB • FORMULA VEE • MASCAR

www.hoosiertyre.co.uk ■ 01293 863579
info@hoosiertyre.co.uk

Turn your garage into a showroom



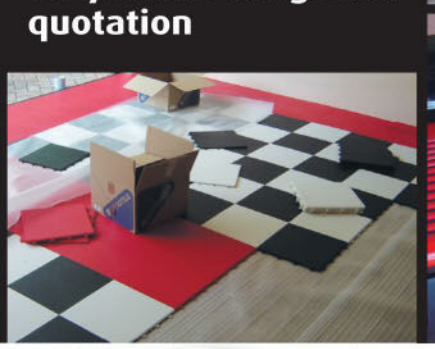
Robust interlocking floor tiles

No messy adhesives

Installation service available

Call 01676 523386 for your no obligation quotation









CHOICE OF 11 ATTRACTIVE COLOURS

DYNOTILE

Typical 20ft x 17ft garage supplied and installed with skirting for less than £1500.00.
Installation service not available in all areas of the UK - contact Dynotile for details.

WWW.DYNOTILE.CO.UK

MARKETPLACE

CARBON8 Coupe Cup

BARC



Looking To Race in 2016...

...3 Ways To Play

www.coupecup.com

1 Build your own race car using the series control parts and be on track for around £2500.

2 Buy a turn key, good to go, new build race car bespoke to you from £4295.
Full support, transport and storage available too!

3 Arrive & Drive race hire with us for a single event or a whole season. Tailored packages available.

Where Racing Is Serious Fun...!

EXIT 13

01908 415979 07714 291417

www.exit13.biz sales@exit13.biz

THINK AUTOMOTIVE

t: 0208 568 1172 e: info@thinkauto.com

World's leading
Oil Cooler specialist

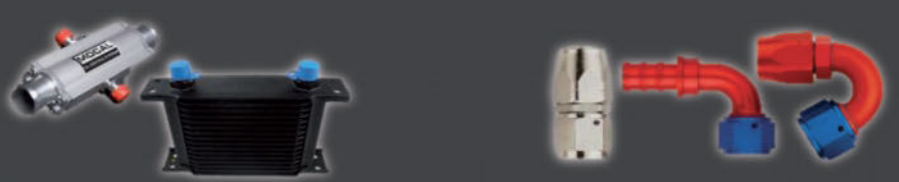
Experts in all automotive plumbing

Huge range of hose & fittings

The major supplier of filler caps



Oil Pumps - Water Pumps - Filler Caps



Heat Exchangers - Hose & Fittings

And many other automotive plumbing components

www.glencoeltd.co.uk

Facet - For the professionals

Made in the USA

Facet UK

BUY GENUINE PRODUCT
Quality ~ Reliablity



from £28.48

POSI - FLOW PUMPS ONLY

Part No.	Pump No.	Price
60104	60104	£29.02
60106	60106	£28.48
60107	60107	£31.46

CLAM PACKS

Clam Shell Kit	Price
FEP04SV	£33.40
FEP06SV	£32.14

Clam includes: Pump, fuel unions



CUBE PUMP RANGE

Part No.	Pump No.	Price
SS500	40104	£34.81
SS501	40105	£33.15
SS502	40106	£33.68
SS503	40107	£38.05



from £33.15

from £66.53

CYLINDRICAL PUMPS

Part No.	Pump No.	Description	Price
STS504	476087	Silver top	£64.98
STC505	476530	Competition silver	£67.85
RTW506	480532	Red top	£71.30
BTP001	480534	Blue top	£79.50



from £44.95

CUBE PUMP KITS

Pump Kit No.	Pump No.	Price
40105 - K	40105	£44.95
40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter union & rubber mounting kit

CYLINDRICAL PUMP KITS

Pump Kit No.	Description	Price
476087 - K	Silver top	£79.00
480530 - K	Competition silver	£81.20
480532 - K	Red top	£85.00
480534 - K	Blue top	£94.70

Kits include: Pump, fuel unions, rubber mounting kit & spare fuel filter element



from £79.00

PRICES EXCLUDE VAT @ 20%

FSE GLENCOE

Tel: +44 (0)1784 493 555

Fax: +44 (0)1784 493 222

Email: sales@glencoeltd.co.uk

TRAILERS & TRANSPORTERS



PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

DID YOU KNOW?

75% of our readers have been reading for longer than 5 years. Advertising in Motorsport News helps you put your advert in front of a loyal audience who trust the title.

Over 100 new and used trailers in stock

FIELDFARE TRAILER CENTRE



Sold to Competitors by Competitors !

Fieldfare Trailer Centre, Salisbury.

With over 15 years of experience in dealing with trailers, we know a thing or two about them.

Our expert and professional advice will help you find the right trailer for your requirements.

People come from all over the country to see our extensive range for a number of different uses.

* Sales * Trailer Hire * Servicing
* Repairs * Parts

Selection of used Brian James Trailers for sale

A-Max, 5.0m x 1.96m, 2.6t GVW, £1800 + vat
A-Max, 4.3m x 1.96m, 2.6t GVW, £1850 + vat
A-Max, 4.3m x 1.96m, 2.6t GVW, £2000 + vat
TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat
Covered A-Max, 4.24m x 1.94m x 1.52m high, 2.0t GVW, £3,495 no vat.



BRIAN JAMES TRAILERS

Tel: 01980 611853 info@fieldfaretrailers.co.uk www.fieldfaretrailers.co.uk

The Trailer Warehouse, Ford Farm, Old Malthouse Lane, Ford, Salisbury, Wiltshire, SP4 6DR.

BRIAN JAMES TRAILERS

Connected to you

www.brianjames.co.uk

Black-and-White

The benefit of a protective transport is always valued when moving precious vehicles. Its now over 20 years since Brian James Trailers were the first to design a stylish, light and durable enclosed trailer using a GRP body construction, the original Race Shuttle.

The Race Transporter range is the third generation in the lineage and for the double decade landmark in MY2017 trailers we have introduced a host of new features, including a professional vehicle restraint system as well as fresh external styling.

Choosing a Brian James Trailer as your enclosed transport solution has always guaranteed black-and-white certainty.

Race Transporters are now available in Black or White.

Range starts from £ 6,750 + vat

BJT also offers a wide range of open trailers.
For more information on our trailer range or to find your nearest dealer visit:

www.brianjames.co.uk/dealer

RACE TRANSPORTER 6



T +44 **(0)1327 308 833**

For more information and details on the Brian James Trailers range, please contact our head office.

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

DEVELOPED BY PROFESSIONALS, FOR PROFESSIONALS



DEALERS WANTED

All Woodford Trailers have full European Type Approval

We have been designing and building our extensive range of high-quality, adaptable vehicle trailers from our Northamptonshire home for over 20 years, selling at highly competitive prices to suit a wide range of requirements. Please get in touch with us to discuss your needs.

Tel: 01327 263384 ● Mob: 07434 940 693
● E-mail: sales@woodfordtrailers.com
● Web: www.woodfordtrailers.com

WEB DIRECTORY

ELECTRONICS

PHOENIX AUTOBULBS
Authorised stockists for:
OSRAM PHILIPS RING
and many more...
01527 908676 | www.phoenixautobulbs.co.uk

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

RACE WEAR



ENGINES

Jondel RACE ENGINES
01933 411 993
jondelrace@aol.com

RACE AND RALLY PARTS

Hydraulics in Northants
LMA®
-3 Brakes to 3" Commercial
LMA Hydraulics
T:- 01933 778319
E:- Rupert@LMAautoparts.com

RACING WEAR

140,000 PRODUCTS ONLINE... MORE TO COME! THE BEST BRANDS WITH RAPID DELIVERY!
demon tweeks
MOTORSPORT
www.demon-tweeks.co.uk

ENGINES

D.T.W. ENGINES LTD.
BDG RACE & RALLY SPECIALISTS
FOR OVER 40 YEARS
TOYOTA, VAUXHALL, MISTUBISHI, SUBARU AND ALL FORD
ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.
CYLINDER HEAD MODIFICATIONS,
PRECISION SURFACE GRINDING.
WWW.DTWENGINES.COM | TEL. +44 (0)1279-422128

RACE AND RALLY PARTS

Part BOX
www.part-box.co.uk
Your Performance & Tuning Parts Specialists
RAYS HKS DEATSCH WERKS ARP
- Part-box.co.uk
- @PartBoxOnline
Scan Here
Top Quality Brands
Over 100,000 Products Listed
Complete Vehicle Search
International Shipping!
Over 25+ Years Of Experience!
Telephone: 0121 557 2707 | E-Mail: sales@part-box.co.uk
Unit 1, Cleton Business Park, Cleton Street, Tipton, West Midlands, DY4 7TR, UK

RACING WEAR

Teamwear Specialists - LOGOMEUP
- Embroidery
- Print
- Quick Turnaround
- Min Order Only 4
- No Logo Set Up Fees
www.logomeup.co.uk - 01158 712973

ENGINES

JAPANESE PERFORMANCE SPECIALIST
GroupB Motorsport are the ROTARY ENGINE SPECIALISTS
We have engines available for Track day cars, Saloon racing and our NEW! GPB Spec for historic rallying Talk to us about your requirements and we will put together the best package with engines producing 250bhp up to 550bhp
GroupB Motorsport
For more infomation email: sales@groupbmotorsport.com
call Mark on: 01244 822 327 or visit: groupbmotorsport.com

RACE AND RALLY PARTS

SBD Motorsport
Specialists in the design & manufacture of management systems, engine kits & components for use in all types of motorsport worldwide.
W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

TRAILER & TRANSPORTERS

BRIAN JAMES TRAILERS
Connected to you
www.brianjames.co.uk

ENGINES

Northampton Motorsport
e-mail
northamptonmotorsport@btconnect.com
or visit
northamptonmotorsport.com
- Performance Tuning Specialists
- 2WD Superflow Rolling Road, 1200 bhp and 220 mph capacity
- Life Racing and Omex Engine Management
- Weber, Dell'Orto and SU Carburettor Agents

Plus much more, Contact us on
01604 766624

RACE AND RALLY PARTS

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

TRAILER & TRANSPORTERS

Committed to Quality
www.iwt.co.uk
Ifor Williams Trailers
BRITAIN'S LEADING TRAILER MANUFACTURER

GEARBOXES

Avanti Motorsport Transmissions
84 West End Street, Somerset, BA16 0LP
+44 (01458) 446517
avantimotors@btconnect.com
- Rally and Race Gearboxes
- 6 Speed Sequential Gearboxes
- 5 & 6 speed Gearkits
- Limited Slip Differentials etc.

RACE AND RALLY PARTS

exe-tc competition SUSPENSION
World Championship winning suspension - designed and built in UK
Including: Porsche GT3 996 / 997 - Classic Porsche 911
Ford Escort MkII
Mitsubishi EVO - Subaru - Mini - Skoda - Toyota
WRC, S2000, R4, GRPN and Open specification
All suspension supplied with technical set-up
Web: exe-tc.co.uk Email: julie.delamare@exe-tc.co.uk
Tel: +44(0)1392 444490 join us on Facebook and Twitter

TRAILER & TRANSPORTERS

Image®
call: +44 (0) 121 522 2442
visit: imagewheels.co.uk
Manufacturers of bespoke split rim alloy wheels. Every set made to order!
ROAD // RACE // KIT-CARS // BIKES & TRIKES // DRAGSTERS // ETC ...
Wheel fitments for virtually and vehicle from 10" to 22" diameter from 3" to 18" wide. Prototype work for O.E. manufacturers, drawing to finshed product, design facility, comprehensive parts department.
ISO 9001:2000 Accredited Company Certificate No. GB00196

GEARBOXES

eLITE racing TRANSMISSIONS
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

RACE AND RALLY PARTS

THINK AUTOMOTIVE
Oil cooling & plumbing specialists
call: 0208 568 1172 visit: www.thinkauto.com

WHEELS & TYRES

COMPOMOTIVE
MOTORSPORT WHEELS
Winning all over the world since 1973...
Heat treated alloy wheels now back in production.
Including CXR, ML and MO
WWW.COMPOMOTIVE.COM
Tel. 00 44 1952 850618 sales@comp.co.uk

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Jonathan King
Classified Team Leader
T: +44 (0) 208 267 5992
E: jonathan.king@haymarket.com

Ben Kavanagh
Classified Advertising
T: +44 (0) 208 267 5389
E: benjamin.kavanagh@haymarket.com

Katrina Renwick
Production Controller
T: +44 (0) 208 267 5823
E: Katrina.renwick@haymarket.com



We have been designing, building and racing cars for nearly six decades.
From first race to international endurance, we will take you where you want to go.

WE ARE GINETTA

Join us at **ginetta.com**
#weareginetta