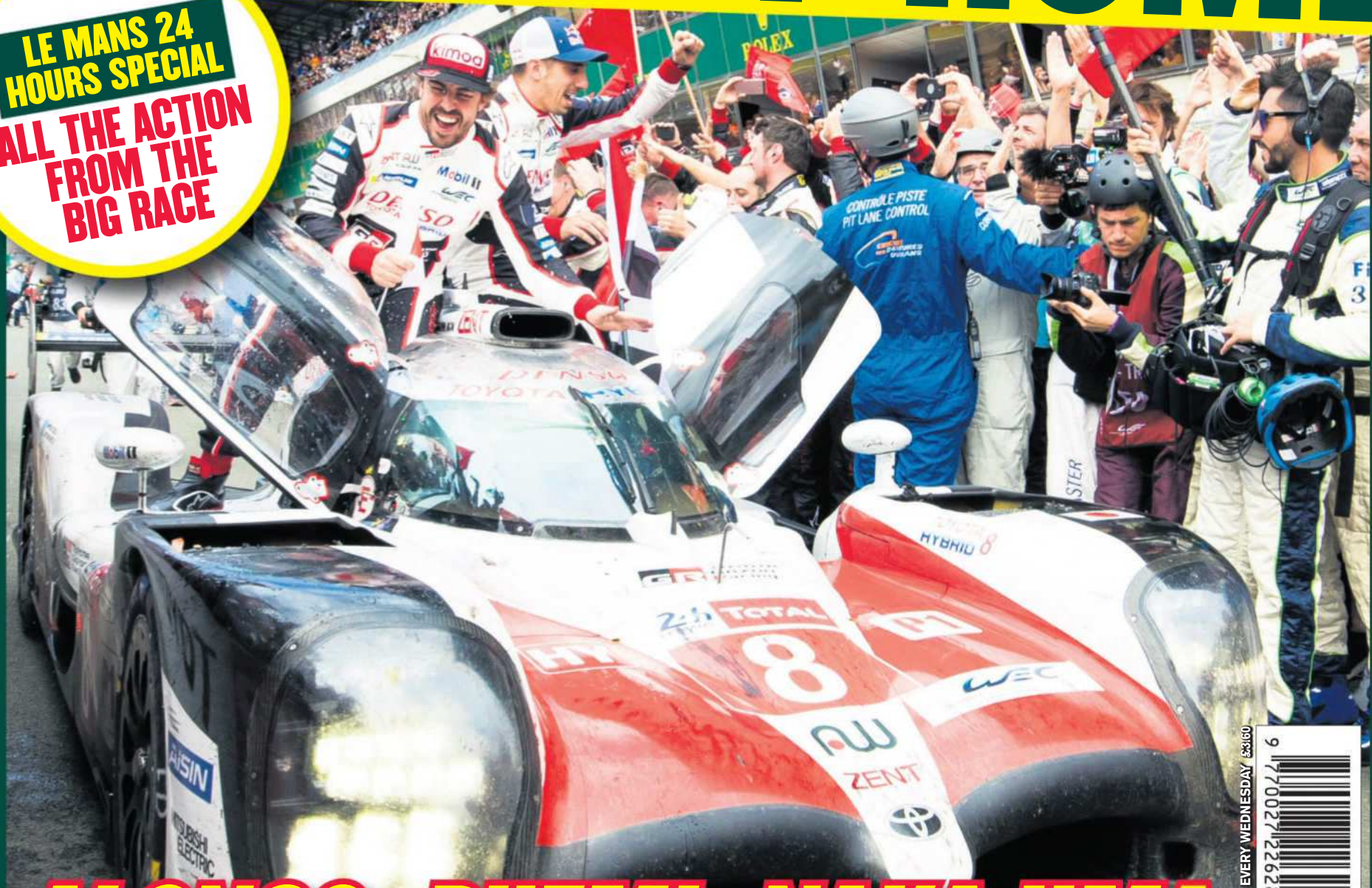


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IN THIS ISSUE



The new shape of Le Mans revealed

P10

ROCKINGHAM LOSES BTCC DATE

P12



OSTBERG LANDS CITROEN SEAT



P16

KELLY SECURES DONEGAL TREBLE

P20



WHEN POND BEAT THE BELGIANS



P23

Le Mans 24 Hours report
SUBSCRIBE TO MOTORSPORT NEWS
Le Mans 24 Hours results
Donegal Rally report
Retro: Pond's Ypres Triumph
Rally reports
Racing reports
Historic race and rally news
Sporting Scene

4 Letters/Comment/What's On
8 Classifieds
9 Wanted: Hand luggage guidelines – do whacking-great trophies count as carry-on? Apply: F Alonso.
20
23
24
24
28
29



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

Spaniard ticks another box with debut



The Toyota crew celebrates from the top step of the podium after battling throughout the race

ALONSO'S

By Robert Ladbrook

Fernando Alonso believes he's taken another step towards becoming "a complete driver" after chalking up the second part of world motorsport's triple crown by helping Toyota to its maiden Le Mans victory.

On his first appearance at the endurance classic, two-time Formula 1 world champion Alonso lifted the laurels at La Sarthe alongside his team-mates in the number eight Toyota TS050 HYBRID LMP1, Sebastien Buemi and Kazuki Nakajima.

The result marked Toyota's first victory at Le Mans, despite the marque having run 47 cars in the race prior to last weekend. It also made Toyota the second Japanese brand to win at Le Mans – following Mazda's victory with the 787B in 1991. Nakajima also became the first Japanese driver to win in a car from his home country.

For Alonso, the win adds the

second leg of the triple crown to his trophy cabinet. Having grown disgruntled at life in modern F1, Alonso has increasingly looked to build a legacy for himself by chasing Graham Hill's achievement of winning the Monaco Grand Prix, Le Mans 24 Hours and the Indianapolis 500.

Alonso won at Monaco twice – in 2006 and 2007 – and has now added the *Le Trophée des 24 heures du Mans* to his collection, leaving him just short of a Brickyard win.

"The triple crown is an attractive target because it is so difficult to achieve," said Alonso. "These are the three biggest races in the world of motorsport, and it is challenging because all three require different style and driving technique."

"If you challenge yourself and try to be the best in all areas, you have to be a complete driver. I don't want to be just a good driver... I want to be a complete driver and hopefully the best driver in the world."

Victory arrives

While much of the spotlight at Le Mans centred on Alonso and his performance, the Spaniard – who turns 37 next month – lived up to his hype by putting in a critical triple-stint during the night, which proved pivotal.

Alonso made up over 90 seconds to the sister Toyota in the hands of Jose Maria Lopez after the #8 Toyota lost time with a one-minute stop-go penalty for speeding in a slow zone.

Alonso's drive brought his car back into contention, allowing Nakajima to grab the lead in the next stint.

Toyota's vice president of motorsport, Rob Leupen, labelled the performance of his Le Mans rookie as "exceptional".

"Without all six [drivers] this would not have been possible, but considering the fact that he's a rookie, Fernando was exceptional, especially at night," said Leupen.

"That's what makes this sport so beautiful, that you've got someone who's joining the team with a huge amount of talent who's capable of things like that and integrates into the team. That's what you dream of."

Alonso said he particularly enjoyed the night-time element of the race, but conceded he found the closing stages stressful. He knows about failure, having been



Alonso won Monaco in 2007

HEADLINE NEWS

Photos: LAT

Le Mans victory



Toyota dominated with a 1-2 at the finish

Nakajima took the Le Mans flag

MISSION TO BECOME "COMPLETE"

in the battle for glory at the Indy 500 on his debut last year before his Honda engine failed.

"IndyCar is definitely one of the legs of the triple crown, and I attempted that last year with that intention," he said. "We were leading that race, close to winning, but we missed the opportunity. Here we were leading the race and I was worried I would miss the opportunity again, but here we achieved it."

"This has been amazing. We know how important and iconic Le Mans is in the world of motorsport and as a team we achieved an amazing result. Every moment was a reminder of how tough and long this race is, and anything can happen so we tried to execute our race and stay calm. Happily everything worked well."

"The race was hard with the two cars within one minute after 23 hours, so it was tough competition, but very sporting. We wanted a 1-2, and we achieved it so I'm very happy."

Nakajima took the flag, having also been at the wheel when his car ground to a halt on the final lap two years ago, denying Toyota a certain win.

"Finally! That's the word really," he said. "We had a bad experience before, so our mentality was focused until the chequered flag, and we somehow managed it. It

was really a great effort from the team. Seb did an amazing job, and Fernando in the night was really amazing. I'm so happy to have driven this car with the two of them."

Buemi added: "There was a lot of emotion when we crossed the line. The minutes felt like hours – it was so long! You keep remembering that anything can happen, and until you cross the line you don't believe it."

Future in doubt

Many sources have speculated whether Alonso's success so far in chasing victories in other racing disciplines will spell the end for his Formula 1 career after this season.

The Spaniard's current deal with McLaren expires at the end of this year and, with the Woking team not enjoying the sort of upswing in form it expected after ditching Honda power for Renault engines, Alonso may well walk.

McLaren is known to be investigating a full-time entry into IndyCar for next year, which would facilitate Alonso's attack on the Indy 500 and IndyCar title. Alonso also has an agreement to complete as many FIA World Endurance Championship rounds as possible during the series' superseason, which stretches until next year's Le Mans.

Alonso, Buemi and Nakajima currently have a commanding points lead, having also won the opening six-hour event at Spa.

Alonso said he had made no firm decision on his F1 future, but stressed his frustration with the current era of the sport being a championship for manufacturers instead of drivers.

"The last championship car I had was in 2007, all the rest were quite far off the performance at the top," said Alonso. "The biggest thing for me is where F1 goes. It's a constructors' championship, it's not a drivers' world championship. If you're in the best team you're first or second, if you're in the third team you're fifth or sixth, that's it. It's about how important driver input becomes in the future."

Nine-time Le Mans winner Tom Kristensen said he foresaw a full-time switch for Alonso.

Kristensen said: "Alonso has come and conquered Le Mans and not put one foot wrong through the race. I think he sees the chance to become World Endurance champion, which means he will drive at Le Mans next year – and I think he will do that."

"I would not predict that he stops in F1, he'll definitely be back at the Indy 500. Maybe he'll even do a full [IndyCar] season."

Button: Lots to learn in future

Jenson Button suffered a contrasting Le Mans debut to that of his former grand prix team-mate, but insisted the experience had still been worthwhile.

Button shared an SMP Racing BR Engineering BR1 LMP1 with Vitaly Petrov and Mikhail Aleshin. However, the car lost 45 laps early in the race with a sensor failure, eventually returning to the track and Button doing a triple-stint at night. The car then failed to finish when the engine failed during Button's final stint.

"I think there's a lot to be learnt from this race for everyone," said Button, the 2009 Formula 1 world champion.

"The whole team did a fantastic job to come here and do as well as they did. I think we could have taken the fight to the Rebellions in terms of pace, and strategy, and for our first experience here at Le Mans I don't think



Button's race came to an end with engine failure

that's too bad at all. We just have to learn from our mistakes, that's all."

Button added that he enjoyed his first night stints, despite admitting to feeling sick before his second run. "It's about trying to adapt yourself and your body isn't used to getting up in the middle of the night and going out in the car, I felt pretty sick the first time but better the second time," he added. "My first stint was just under four hours, which

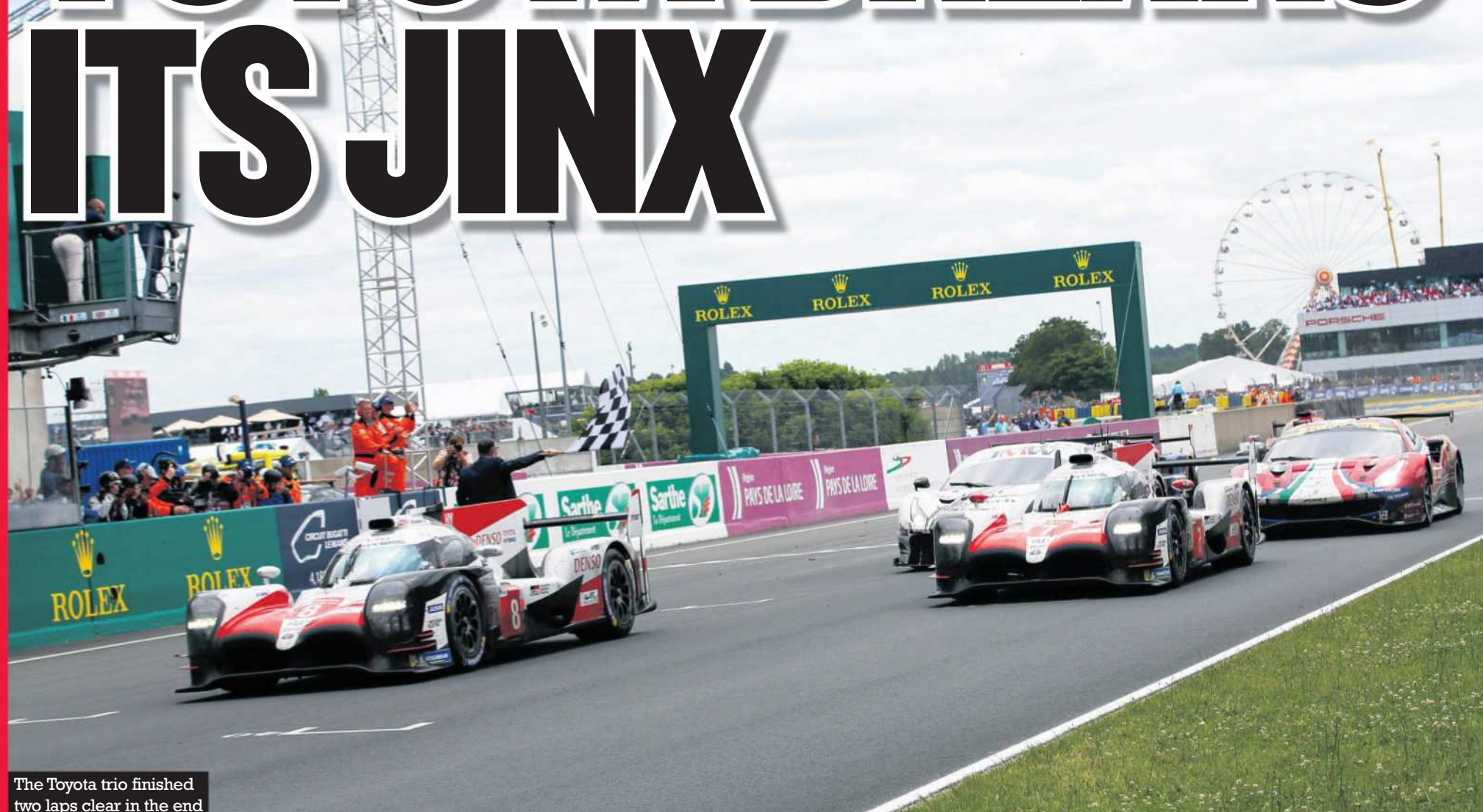
was mind blowing. Like being in the middle of a motorway. It's definitely more challenging in the dark. The chicanes are fine as you have big brake markers, but other places, like the Porsche Curves, are a real shock to the system because it's already a fast sequence of corners, but at night... it's like you're doing 500kph [311mph]! Trying to get the turn-in is tricky and there's a lot of blue flags. It's just getting used to the lights."

REPORT: LE MANS 24 HOURS

Photos: LAT

Buemi, Alonso and Nakajima land the Japanese firm's dream result. By Jack Cozens

TOYOTA BREAKS ITS JINX



The Toyota trio finished two laps clear in the end

It had to happen this time, didn't it? Toyota's wretched luck in the Le Mans 24 Hours had scarred the Japanese manufacturer so many times previously, yet not even the most pessimistic of parties could have denied the firm's cars were overwhelming favourite to win this year's edition.

And yet until 1500hrs and 52 seconds on Sunday, after both Toyota TS050 HYBRIDS had survived 24 hours of racing, there was a huge sense of relief. Now, nothing was about to go wrong.

Sure, manufacturer rivals Audi and Porsche had gone, replaced by perfectly respectable but beatable privateers, but so cruel has Toyota's fortune been in recent years that although favourite status could not be

dismissed, thoughts that impending doom was waiting around the corner were perfectly rational.

Another concern pre-race was just what effect the involvement of McLaren Formula 1 driver Fernando Alonso – signed up for the World Endurance Championship superseason – would have on headlines should he be part of the winning crew.

Although Alonso was part of the line-up aboard the #8 car that ultimately went on to win the race – and played a key role in Toyota's first Le Mans 24 Hours success at the umpteenth time of asking with impressive stints in the car – the trouble-free runs the two cars were able to string together across the majority of the race mean it has more chance of being remembered as the '24 Hours of Toyota' than for Alonso's exploits.

Any hopes that the eight privateer non-hybrid entries in the increased 10-car LMP1 field might challenge the two Toyotas slowly diminished as the week went on, with the fastest privateer in qualifying – the #1 Rebellion-Gibson R-13 – two seconds slower than the #7 car that started from second and 4.072s away from Kazuki Nakajima's 3m15.377s pole time. Those hopes, any reliability issues for the manufacturer cars aside, were then killed off completely in

the opening minutes of the race.

Mike Conway had a good immediate run up the hill at the start of the race in the #7 Toyota but backed out of challenging polesitter Sebastien Buemi for the lead to run second, while a handful of cars got together at the Dunlop chicane on lap one. Behind the leading pair, Andre Lotterer had started the #1 Rebellion-Gibson from third – fastest of the privateers – but suffered an early setback as a result of his front bodywork not being attached properly, with his nose detaching itself under braking and spinning the #10 DragonSpeed BR1.

That incident took eyes away from the lead battle, where Conway was able to grab the lead unnoticed before he was repassed on the Mulsanne by Buemi on lap five. Instability in the gaps between the two cars was typical of the race's cagey opening stages, in which the blobs of the metallic blue SMP BR1 and red and black Rebellion in the background quickly sunk into the Mulsanne haze as the Toyotas streaked off.

While the first six hours of the race were even, with the #8 car marginally ahead, it was the #7 that started to take control as the night set in, and the car got its biggest break between the ninth and 10th hours. Having moved into the lead, Conway ended hour seven with an

advantage of more than a minute, with Toyota attributing the #7's gain to time lost by Buemi in a slow zone. Things then got worse for the #8, which was handed a 60-second stop-go penalty for speeding in a slow zone. With a minute down the drain, plus the 35 seconds or so extra travelling down the pitlane, the #8 suddenly faced a deficit of more than two minutes.

Buemi admitted he was scared that might be irreparable damage to the crew's hopes. "At some point I got a penalty because I was too quick under the full-course yellow and at that point, I thought it was going to be difficult," he said.

Unable to take much more than a second out of the sister car during each stint, Buemi's concerns were justified. But the cause was not lost.

As the first tired faces became prominent, the tide at the front of the field again turned when Buemi stepped from the car to make way for the wide-eyed Alonso, who was about to justify why so much of the build-up to this year's 24 Hours was focused on him. Starting midway through the 11th hour and running until after 0400hrs, Alonso – who had led the race early on – completed a quadruple stint that brought him within half-a-minute (yes, 30s, from more than two minutes) of the leader once more thanks to some

efforts that were up to five seconds faster than Jose Maria Lopez in the #7 car, before he handed over to Nakajima. Not that Alonso was ready to get out of the car at that point.

"Tell me if you want another stint, eh?" said Alonso over his team radio. "I've got into the rhythm of the night..."

Toyota brought him in anyway, having given the double Formula 1 world champion ample time to prove himself. It wasn't a race-winning stint, but it did set up Nakajima perfectly to hunt down and regain the lead before two-thirds distance.

"I gave the car to Fernando two minutes and 15 seconds behind [the number] seven, and when I woke up, we were something like 40 seconds behind," added Buemi, discussing Alonso's spell in the car at night, "So he did of course an amazing job."

Alonso later played down his stint, suggesting he got "lucky" in traffic, but there was undoubtedly more to it.

"I found a good rhythm with the traffic and I got lucky on a couple of laps – always overtaking cars in the best place possible – last sector, and things like that," said the Spaniard. "Sometimes when you are lucky, the next couple of laps you are even more lucky."

It was a stint Toyota team director Rob Leupen would later single out as



One Ginetta made it to the finish



Big celebrations on the podium after a trouble-free run in the French endurance classic



Rebellion was best of the rest in third



Lotterer was caught up in a first-lap accident

“exceptional” – when asked generically about the performance of all six drivers during the race.

The conditions in the night seemed to suit the #8 better, too, with Alonso suggesting the temperatures allowed him to get the “maximum” from his TS050 HYBRID for the first time.

“It was a good stint, cool conditions seem to suit a little bit more my style and I [can] take the maximum from the car,” he said. “With Seb and Kazuki, we tried to stay calm and to be in the race until the last couple of hours because at some point we were behind, sometimes we were in front but we tried to be there until the end.”

Buemi also felt the car improved as the race went on: “Throughout the race, the balance is changing a lot. I think at the end we had a bit of a better balance towards the middle of the race and end of the race and we maybe struggled a bit more at the start.”

The race wasn’t completely done and dusted, with the #7 hovering around 40s behind the leader in the middle of Sunday morning, but hopes of a close finish were dealt a major blow in the 19th hour. Buemi – whose final run in the car was at the same time as his stunning stint in 2016 that had effectively won Toyota the race, only for the #5 car to lose power –

utilised a safety car period to hand the car over to Alonso to head out for his final run. Although that allowed the #7 back ahead for one final time, it meant Conway was off-sequence and he headed to the pits to make way for Lopez as soon as the race resumed.

Lopez attempted to match Alonso over the following stints but gradually fell away into a lonely second, half a lap back, and the #7 car’s fate was finally sealed later when Kamui Kobayashi was at the wheel, with the Japanese driver missing his planned stop for fuel in the penultimate hour before cruising back around the majority of the lap to the pits, which put the car a lap down.

To add insult to injury, Kobayashi then had to serve two separate 10-second stop-go penalties for two infringements resulting from that error – one for exceeding the fuel allowance and another for completing too many laps in one stint.

Back in the car for the final stint, Nakajima was afforded a clear run to the finish. There was to be no heartache like in 2016 – when he was at the wheel of the car with three minutes to go before its loss of power – as Toyota finally broke its curse to win the race for the first time.

For Toyota, Buemi and Nakajima, it was the success they had been

craving for years – the manufacturer having returned to Le Mans in 2012 – while victory at the first attempt was also significant for Alonso, who now only has the Indianapolis 500 to conquer to complete motorsport’s unofficial triple crown of successes at Indy, Le Mans and the Monaco Grand Prix.

“It’s an amazing feeling,” said Alonso. “Right now I’m maybe still in a little bit [of] shock because we were so focused on the race and so stressed at the end watching the television. I’m not used to watching my car racing, I’m normally in it.”

“It was quite a tense 24 hours, with two cars within one minute [for] more or less the whole race. Right now I’m just trying to enjoy every single second of this moment and tomorrow will be time to realise.”

All three drivers of the #7 crew conceded the winning car had the edge on them, particularly in the night – with Kobayashi suggesting the car’s showing was “not strong enough”.

“We tried to race and maybe one point we [had a] chance but in the night, as soon as it started [being] different conditions I think they were always stronger,” said Kobayashi, who ended the race two laps down.

Continued on page six



A missed fuel stop blunted the charge of the number seven Toyota

REPORT: LE MANS 24 HOURS



Button's car was plagued by problems early on

Continued from page five

"We started to look really weak. We tried to be more secure in the driving style, to manage the car – one car showed the performance, one car was more safe."

The pace advantage of the Toyotas, coupled with neither TS050 HYBRID running into reliability issues, meant the leading privateer car – the #3 Rebellion R-13 – finished the race 12 laps down on the leader. Its final two drivers, Mathias Beche and Gustavo Menezes, had been drawn into a battle with the sister #1 car, which was playing catch up after its first-lap nose issue forced it into an early stop, in the final hours of the race. It briefly lost the position it had held for the best part of 11 hours, but did eventually

complete the podium when Neel Jani lost time on track having to close the door of the #1 after it had flown open.

Menezes, Beche and Thomas Laurent eventually beat the sister car line-up of Lotterer, Jani and Bruno Senna by a lap, with the two cars the only privateers to take the chequered flag without any major issues. That might reflect badly on the remaining privateers, but the #17 SMP Racing BR1 car made its presence known while it was in the race, with Le Mans veteran Stephane Sarrazin helping the car to secure an early third place after rebuffing Laurent through the opening stints.

The #17 was still in third when Matevos Isaakyan took to the wheel, but after an impressive start to his

stint the young Russian undid his and his team-mates' hard work when he lost the car exiting the second part of the Porsche Curves left-hander, skating across the gravel before hitting the barrier on the outside of the corner. Isaakyan made matters worse for himself by trying – and failing – to get the car going three times, with two of those attempts requiring slow zones to be put in place.

Despite getting one car to the finish, the event was a tricky one for the Manor Ginetta squad that had missed the opening round of the WEC superseason at Spa. The cars were slowest of the LMP1 runners in qualifying, having experienced a software configuration issue and

being hampered by running in higher-downforce spec which cost both cars time on the straights. Despite the #6 car running as high as sixth early on in the race it could not keep its pace up, and both cars spent plenty of hours in the pits. The #5 entry did complete the race, but was 105 laps down on the race winner and last of 43 classified finishers.

Jenson Button's Le Mans 24 Hours debut was also a tough one to stomach, the 2009 F1 world champion's #11 SMP car spending two hours in the pits early on with a sensor failure. Button set competitive lap times when he was on track, and was due to complete the final stint before the car's engine gave up on the approach to Indianapolis in the final hour.

"Everyone did a fantastic job," said Button. "It was a shame we had the issues that cost us so much time, and then it's a hard fight from there because you've got another 21 hours of pushing, knowing you won't achieve anything apart from finish. Vitaly [Petrov], Mikhail [Aleshin] and myself did a good job of pushing the car hard but not too hard, [but] we had the failure in the end with the engine, which is a shame."

The 2018 Le Mans 24 Hours might not go down as one of the classics, then, but that will matter not to Toyota. Its scrupulous efforts and perseverance in the face of previous pain was finally rewarded with the one success it has craved for so long.



Matevos Isaakyan was a star performer early on, but blotted his copybook by crashing the SMP Racing BR1



The Toyota team finally experienced the highs of a Le Mans victory

PERFECT OUTING FOR G-DRIVE RACING COMBO

In the week that Russia battered Saudi Arabia 5-0 in the opening game of the World Cup, perhaps it was apt that one of the host nation's most prolific racing drivers, Roman Rusinov, should knock the LMP2 field for six at Le Mans.

It's very rare that the fastest car is also the one that has absolutely no issues over the 24 hours, but that's precisely what happened as the #26 G-Drive Racing ORECA Rusinov shared with Jean-Eric Vergne and Andrea Pizzitola romped to victory by two clear laps.

Its race was even more dominant than the #8 Toyota in LMP1; after Vergne took the lead following the first round of pitstops on lap 10, the #26 crew was never headed until the very end of the race, setting the pace for a total of 360 laps over the 24 hours.

"We had no problems at all, we even decided to change the brake at the end

for security," said Pizzitola. "I was actually surprised, I was waiting for this thing that is always happening at Le Mans, a failure on the car, a spin, or gravel. That was just perfect, I don't know what to say..."

After Ligier's challenge collapsed along with the clutch in the #23 Panis-Barthez Competition car featuring Will Stevens shortly after 1000hrs, the #36 Signatech-Alpine of Nicolas Lapierre, Andre Negrao and Pierre Thiriet came through to second, two laps adrift, with the #39 Graff-SO24 Racing ORECA completing the podium after Tristan Gommendy rallied a late charge from Loic Duval's #28 TDS Racing ORECA.

Ligier had two cars in the top four with five hours to go, but things started to go wrong when United Autosports' Paul di Resta – fighting

back from a seven-minute penalty to reattach the FIA-mandated GPS tracker in the second hour – crashed heavily at the Porsche Curves.

After Stevens lost an hour in the pits – eventually finishing 11th – Ligier hopes lay with the second United Autosports car featuring Juan Pablo Montoya, who had lost time skating into the tyres at Indianapolis in hour six. Their pursuit ended when Hugo de Sadeleer got a puncture in the penultimate hour, demoting them to fifth. The Jota Sport team that finished 1-2 last year had a tough race. A faulty water pipe on its #37 ORECA – entered under the Jackie Chan DC Racing banner – stymied its progress on lap two before two punctures for the sister #38 car and multiple other issues limited them to sixth and eighth at the flag.

James Newbold

LMP2



Jean-Eric Vergne, Andrea Pizzitola and Roman Rusinov took the glory

LMGTE PRO



Retro-liveried Porsche 911 RSR of Kevin Estre, Michael Christensen and Laurens Vanthoor won

Porsche dominates as class warfare fails to spark into life in Pro fight

Porsche easily won a GTE Pro race that failed to live it up to its billing, with its pair of retro-themed, Manthey-run 911 RSRs claiming a straightforward 1-2 finish.

Not only were the Porsches fast and reliable (at least on the WEC side of the four-car garage), the leading 'Pink Pig'-themed #92 entry driven by Kevin Estre, Michael Christensen and Laurens Vanthoor lucked into a huge lead after electing to go off-strategy in the first stint by pitting a lap sooner than it could have done.

When the safety car was deployed just afterwards, the two cars that had been battling for the lead – the #91 Rothmans-coloured Porsche and the best of the Fords, the #68 car – got held up at the end of the pitlane, forced to wait for the next safety car train. And that was pretty much

it as far as the win was concerned.

By the eight-hour mark, the #92 crew – who managed their fortuitously gained advantage to perfection – enjoyed a lead of more than two minutes and was never troubled over the remaining distance, coming home a lap to the good.

The battle for second between the #91 Porsche and the #68 Ford heated up in the morning hours as Sebastien Bourdais hit out at Frederic Makowiecki for what he felt was unacceptable driving during a thrilling scrap in the 21st hour.

But their battle was not to last as Makowiecki got away after the next round of stops, helping to secure second for himself, Gianmaria Bruni and Richard Lietz by a margin of 20s ahead of the Ford shared by Bourdais, Dirk Muller and Joey Hand.

Ford's leading WEC-entered

car, the #67 of Harry Tincknell, Andy Priaulx and Tony Kanaan, finished a further minute behind in fourth but dropped to 12th with a post-race penalty for Kanaan failing to complete his six-hour minimum drive time.

Corvette's #63 car had a solid run to fourth, while Ferrari's top finisher was the third-string #52 car in fifth. BMW could take comfort in seeing its two brand-new M8 GTEs mixing it with the Porsches in the evening hours, but suspension issues, a broken radiator for the #82 and a shunt for Alexander Sims in the #81 car ruined any hopes of a podium.

Aston had a dreadful race with its new Vantage GTEs, which were lacking top speed. They qualified last and second-last, with a trouble-free run for the lead #95 car giving it a distant eighth place, five laps down.

Jamie Klein

Teenager leads Am crew to the top

LMGTE AM

Porsche was able to make it a double GTE victory thanks to a dominant display by the #77 Dempsey-Proton machine driven by Julien Andlauer, Christian Ried and Matt Campbell, who never looked back after grabbing the lead in the third hour.

The sheer speed of 18-year-old Le Mans rookie Andlauer and Porsche 'young professional' Campbell allowed the #77 trio to build up a considerable lead into the night, while the super-experienced Ried never put a foot wrong in his stints.

Ried took the car to the chequered flag having had an advantage of more than three minutes cut down to 1m39s in the closing stages by a charging Giancarlo Fisichella in the second-placed #54 Spirit of Race Ferrari.

"We were able to get the lead around 1730hrs [on Saturday evening] and hold it all the way through to the end of the race," said Campbell post-race. "Absolutely crazy to hold a lead like that all race, to hold on to it is something I'll never forget."

Fisichella and team-mates Thomas Flohr and Francesco Castellacci were able to take advantage of drama for another Ferrari, the #85 Keating/Risicar, to ultimately come out on top in the fight for second in class.

Jeroen Bleekemolen described his

third-place finish as "bitter" after Ben Keating got stuck in the gravel at Mulsanne in the latter stages, costing the pair, plus young gun Luca Stolz, the chance to take the fight to the winning Dempsey-Proton Porsche.

"It would have been close between us and the winning Porsche," lamented Bleekemolen. "With a bit of luck we could have fought for the win."

Another Ferrari that had been in contention for a spot on the podium was the #84 JMW Motorsport squad, which ultimately had to settle for fifth after Jeff Segal got the car beached in the gravel in the morning hours.

That misfortune allowed the third-string Proton Competition car, crewed by American trio Pat Long, Tim Pappas and Spencer Pumpelly, through to grab fourth.

Two of the fancied class runners failed to finish. The #88 Dempsey-Proton Porsche, which had qualified on pole in Matteo Cairoli's hands, was on course for at least a podium when the Italian hit the tyre barriers at the Ford chicane, while Paul Dalla Lana crashed the #98 Aston Martin at the Porsche Curves in the seventh hour to compound an already wretched weekend for the British marque.

Jamie Klein



Julien Andlauer was the star performer in Dempsey-Proton car

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LE MANS RESULTS

Photos: LAT

RESULTS

86th Le Mans 24 Hours, June 16/17 2018

Laps: 388 Winner's distance: 3285.120 Weather: Warm and dry

POS	NO	DRIVERS	TEAM	CLASS	TIME/LAPS/RETIREMENT
1	8	Sebastien Buemi (CH) Kazuki Nakajima (J) Fernando Alonso (E)	Toyota Gazoo Racing / Toyota TS050 HYBRID	LMP1	24h00m52.247s
2	7	Mike Conway (GB) Kamui Kobayashi (J) Jose Maria Lopez (RA)	Toyota Gazoo Racing / Toyota TS050 HYBRID	LMP1	-2 laps
3	3	Thomas Laurent (F) Mathias Beche (CH) Gustavo Menezes (USA)	Rebellion Racing / Rebellion-Gibson R-13	LMP1	-12 laps
4	1	Andre Lotterer (D) Neel Jani (CH) Bruno Senna (BR)	Rebellion Racing / Rebellion-Gibson R-13	LMP1	-13 laps
5	26	Jean-Eric Vergne (F) Roman Rusinov (RUS) Andrea Pizzitola (F)	G-Drive Racing / ORECA-Gibson 07	LMP2	-19 laps
6	36	Nicolas Lapierre (F) Andre Negrao (BR) Pierre Thiriet (F)	Signatech Alpine Matmut / Alpine-Gibson A470	LMP2	-21 laps
7	39	Tristan Gommendy (F) Vincent Capillaire (F) Jonathan Hirschi (CH)	Graff-SO24 / ORECA-Gibson 07	LMP2	-22 laps
8	28	Loic Duval (F) Francois Perrodo (F) Matthieu Vaxiviere (F)	TDS Racing / ORECA-Gibson 07	LMP2	-23 laps
9	32	Hugo de Sadeleer (CH) Will Owen (USA) Juan Pablo Montoya (CO)	United Autosports / Ligier-Gibson JSP217	LMP2	-23 laps
10	37	Jazeman Jaafar (MAL) Nabil Jeffri (MAL) Weiron Tan (MAL)	Jackie Chan DC Racing / ORECA-Gibson 07	LMP2	-27 laps
11	31	Nathanael Berthon (F) Roberto Gonzalez (MEX) Pastor Maldonado (YV)	DragonSpeed / ORECA-Gibson 07	LMP2	-28 laps
12	38	Ho-Pin Tung (PRC) Stephane Richelmi (MC) Gabriel Aubry (F)	Jackie Chan DC Racing / ORECA-Gibson 07	LMP2	-32 laps
13	29	Giedo van der Garde (NL) Frits van Eerd (NL) Jan Lammers (NL)	Racing Team Nederland / Dallara-Gibson P217	LMP2	-32 laps
14	33	Nick Bouille (USA) David Cheng (USA) Pierre Nicolet (F)	Jackie Chan DC Racing / Ligier-Gibson JSP217	LMP2	-33 laps
15	23	Will Stevens (GB) Timothe Buret (F) Julien Canal (F)	Panis Barthez Competition / Ligier-Gibson JSP217	LMP2	-36 laps
16	35	Victor Shaytar (RUS) Harrison Newey (GB) Norman Nato (F)	SMP Racing / Dallara-Gibson P217	LMP2	-43 laps
17	92	Kevin Estre (F) Michael Christensen (DK) Laurens Vanthoor (B)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-44 laps
18	91	Gianmaria Bruni (I) Richard Lietz (A) Frederic Makowiecki (F)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-45 laps
19	68	Dirk Muller (D) Joey Hand (USA) Sebastien Bourdais (F)	Ford Chip Ganassi Team USA / Ford GT	GTE Pro	-45 laps
20	63	Antonio Garcia (E) Jan Magnussen (DK) Mike Rockenfeller (D)	Corvette Racing - GM / Chevrolet Corvette C7.R	GTE Pro	-46 laps
21	47	Giorgio Sernagiotto (I) Roberto Lacorte (I) Felipe Nasr (BR)	Cetilar Villorba Corse / Dallara-Gibson P217	LMP2	-46 laps
22	52	Toni Vilander (FIN) Antonio Giovinazzi (I) Pipo Derani (BR)	AF Corse / Ferrari 488 GTE 'evo'	GTE Pro	-47 laps
23	66	Stefan Mucke (D) Olivier Pla (F) Billy Johnson (USA)	Ford Chip Ganassi Team UK / Ford GT	GTE Pro	-48 laps
24	51	James Calado (GB) Alessandro Pier Guidi (I) Daniel Serra (BR)	AF Corse / Ferrari 488 GTE 'evo'	GTE Pro	-49 laps
25	95	Nicki Thiim (DK) Marco Sorensen (DK) Darren Turner (GB)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Pro	-49 laps
26	71	Sam Bird (GB) Davide Rigon (I) Miguel Molina (E)	AF Corse / Ferrari 488 GTE 'evo'	GTE Pro	-50 laps
27	77	Matt Campbell (AUS) Christian Ried (D) Julien Andlauer (F)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	-53 laps
28	54	Giancarlo Fisichella (I) Thomas Flohr (CH) Francesco Castellacci (I)	Spirit of Race / Ferrari 488 GTE	GTE Am	-53 laps
29	93	Patrick Pilet (F) Nick Tandy (GB) Earl Bamber (NZ)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-54 laps
30	85	Jeroen Bleekemolen (NL) Ben Keating (USA) Luca Stolz (D)	Keating Motorsports / Ferrari 488 GTE	GTE Am	-54 laps
31	99	Patrick Long (USA) Tim Pappas (USA) Spencer Pumpelly (USA)	Proton Competition / Porsche 911 RSR	GTE Am	-54 laps
32	84	Jeff Segal (USA) Liam Griffin (GB) Cooper MacNeil (USA)	JMW Motorsport / Ferrari 488 GTE	GTE Am	-56 laps
33	80	Christina Nielsen (DK) Fabio Babini (I) Erik Maris (F)	Ebimotors / Porsche 911 RSR	GTE Am	-56 laps
34	50	Romano Ricci (F) Erwin Creed (F) Thomas Dagoneau (F)	Larbre Competition / Ligier-Gibson JSP217	LMP2	-56 laps
35	81	Martin Tomczyk (D) Nicky Catsburg (NL) Philipp Eng (A)	BMW Team MTEK / BMW M8 GTE	GTE Pro	-56 laps
36	56	Egidio Peretti (N) Jorg Bergmeister (D) Patrick Lindsey (USA)	Team Project 1 / Porsche 911 RSR	GTE Am	-56 laps
37	61	Matt Griffin (IRL) Mok Weng Sun (MAL) Keita Sawa (J)	Clearwater Racing / Ferrari 488 GTE	GTE Am	-56 laps
38	67	Andy Priaulx (GB) Harry Tincknell (GB) Tony Kanaan (BR)	Ford Chip Ganassi Team UK / Ford GT	GTE Pro	-56 laps
39	97	Jonny Adam (GB) Alex Lynn (GB) Maxime Martin (B)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Pro	-61 laps
40	70	Olivier Beretta (MC) Motoaki Ishikawa (J) Eddie Cheever (I)	MR Racing / Ferrari 488 GTE	GTE Am	-64 laps
41	69	Ryan Briscoe (AUS) Richard Westbrook (GB) Scott Dixon (NZ)	Ford Chip Ganassi Team USA / Ford GT	GTE Pro	-79 laps
42	86	Ben Barker (GB) Mike Wainwright (GB) Alex Davison (AUS)	Gulf Racing / Porsche 911 RSR	GTE Am	-105 laps
43	5	Mike Simpson (GB) Charlie Robertson (GB) Leo Roussel (F)	CEFC TRSM Racing / Ginetta-Mecachrome G60-LT-P1	LMP1	-105 laps
NC	44	Tracy Krohn (USA) Andrea Bertolini (I) Nic Jonsson (S)	Eurasia Motorsport / Ligier-Gibson JSP217	LMP2	334 laps
R	11	Vitaly Petrov (RUS) Mikhail Aleshin (RUS) Jensen Button (GB)	SMP Racing / BRE-AER BR1	LMP1	315 laps/engine
R	48	Paul-Loup Chatin (F) Paul Lafargue (F) Memo Rojas (MEX)	Iddec Sport Racing / ORECA-Gibson 07	LMP2	312 laps/gearbox casing
R	90	Euan Hankey (GB) Salih Yolcu (TR) Charlie Eastwood (GB)	TF Sport / Aston Martin Vantage GTE	GTE Am	304 laps/driveshaft
R	22	Filipe Albuquerque (P) Phil Hanson (GB) Paul di Resta (GB)	United Autosports / Ligier-Gibson JSP217	LMP2	288 laps/accident
R	64	Oliver Gavin (GB) Tommy Milner (USA) Marcel Fassler (CH)	Corvette Racing - GM / Chevrolet Corvette C7.R	GTE Pro	259 laps/engine
R	10	Ben Hanley (GB) Henrik Hedman (S) Renger van der Zande (NL)	DragonSpeed / BRE-Gibson BR1	LMP1	244 laps/accident damage
R	25	Mark Patterson (USA) Ate Dirk De Jong (NL) Tacksung Kim (ROK)	Algarve Pro Racing / Ligier-Gibson JSP217	LMP2	237 laps/gearbox
R	88	Matteo Cairoli (I) Khaled Al Qubaisi (UAE) Giorgio Roda (I)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	225 laps/accident
R	82	Augusto Farfus (BR) Antonio Felix da Costa (P) Alexander Sims (GB)	BMW Team MTEK / BMW M8 GTE	GTE Pro	223 laps/accident damage
R	40	Jose Gutierrez (MEX) James Allen (AUS) Enzo Guibbert (F)	G-Drive Racing / ORECA-Gibson 07	LMP2	197 laps/accident
R	34	Ricky Taylor (USA) Come Ledogar (F) David Heinemeier Hansson (DK)	Jackie Chan DC Racing / Ligier-Gibson JSP217	LMP2	195 laps/engine
R	6	Alex Brundle (GB) Oliver Rowland (GB) Oliver Turvey (GB)	CEFC TRSM Racing / Ginetta-Mecachrome G60-LT-P1	LMP1	137 laps/electrical
R	17	Stephane Sarrazin (F) Egor Orudzhev (RUS) Matevos Isaakyan (RUS)	SMP Racing / BRE-AER BR1	LMP1	123 laps/accident
R	94	Romain Dumas (F) Timo Bernhard (D) Sven Muller (D)	Porsche GT Team / Porsche 911 RSR	GTE Pro	92 laps/suspension
R	98	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Am	92 laps/accident
R	4	Tom Dillmann (F) Oliver Webb (GB) Dominik Kraihamer (A)	ByKOLLES Racing Team / ENSO CLM-Nissan P1/01	LMP1	65 laps/accident

Winner's average speed 136.797mph. Fastest lap Buemi 3m17.658s (154.208mph). LMP2 Berthon 3m27.200s (147.106mph). GTE Pro Magnussen 3m49.448s (132.842mph). GTE Am Barker 3m52.600s (131.042mph).

IN BRIEF

Laurent's record
Frenchman Thomas Laurent holds a 100 per cent podium record at Le Mans, having taken two outright podium finishes in his two starts in the race. Having finished second overall in a Jackie Chan DC Racing LMP2 car last year on his debut, Laurent took third overall, and the unofficial non-hybrid win, in his Rebellion Racing R-13 this year, sharing with Mathias Beche and Gustavo Menezes.

Ginetta's woe

The Manor-Ginetta outfit experienced a tough first weekend in the LMP1 ranks. The faster #6 car was 8.3s off the Toyotas in qualifying, while both cars raced in high-downforce trim, which affected straightline speed performance. The #5 car did make the finish, but Oliver Rowland stopped the #6 at Tertre Rouge in the 10th hour and the car did not return.

Lammers back

Some 30 years after his 1988 victory with Jaguar, Jan Lammers made his 24th and final Le Mans appearance. Lammers ran as high as sixth in LMP2 early on before exhaust issues delayed the Racing Team Netherlands Dallara. "It hasn't really quite sunk in yet, but I just enjoyed the driving," said the 62-year-old. "It was really an enormous privilege to be able to do this at my age."

Jota's disaster

Jota's 2017 Le Mans was a fairytale, with the Jackie Chan DC Racing cars securing an LMP2 1-2 and finishing on the outright podium, but 2018 was a nightmare. A disconnected water pipe slowed the #37 and the sister #38 had two punctures, including a major blowout for Gabriel Aubry on the Mulsanne. Both cars made it into the top 10, but finished several laps down.

Penalty points

Two of Ford's GT Pro entries got post-race penalties for drivers failing to complete their minimum six-hour driving time. Tony Kanaan's #67 car was dropped from fourth in class to 12th after being docked 11 laps. Scott Dixon's #69 car was also docked two laps, but stays 14th as it was in the pits for the final two hours with electrical trouble.

Tough for Aston

Aston Martin's new Vantage struggled in the GTE Pro class. Both cars were five seconds off the pace in qualifying and, although a BoP change meant the car was 10kg lighter and received a power boost for the race, the leading #95 car finished five laps down on the winning Porsche. The #97 car was delayed by damper woe.

Gunn wins, but then doesn't, at Le Mans

Ross Gunn gave Aston Martin's 2019 Vantage GT3 challenger a perfect start with an on-the-road 'victory' in the Aston Martin Le Mans Festival that acted as a warm-up to the Le Mans 24 Hours. Gunn, driving the unrestricted and yet-to-be homologated car, was forced to start at the rear of the field having failed to qualify after he burned out the clutch in the throngs of traffic on the way to the circuit.

That meant the polesitting Vulcan hypercar starred in the hands of Peter Dumbreck and then *Top Gear* host Chris Harris before Gunn's early progress - making up over

30 places in the opening laps - reeled the Vulcan back in and Gunn moved ahead after four laps, before going on to take the on-track win.

But Gunn was not classified because it was considered a "demonstration run" to attract potential customers - meaning that Dumbreck and Harris inherited the 'real' victory.

The new GT4-spec Vantage also made its public debut at Le Mans on display in the AMR Festival paddock.

The Festival also featured the likes of Aston CEO Andy Palmer, British cycling legend Sir Chris Hoy and his team-mate, Formula 1 commentator

SUPPORTS



Ross Gunn was the on-the-road winner of the Festival

and Le Mans winner Martin Brundle.

The two Road to Le Mans races failed to provide the intrigue of the Aston Festival but did feature a star-turn from Duncan Tappy. An attrition-filled second race meant that John Falb's solid stint kept him in the leading pack and when Sean Rayhall took over the United Autosports Ligier, he

quickly cleared the leading #30 CD Sport Norma M30 after its engine problems.

Like Falb, Tappy's team-mate Michael Benham had endured a clean run when it mattered, with Tappy jumping aboard in the second half of the race.

Rayhall's advantage was reeled in quickly over the final laps before Tappy grabbed the lead on the Mulsanne for victory after

WINNERS

AMR Festival Race:
Peter Dumbreck/Chris Harris
(Aston Martin Vulcan)

Road to Le Mans:
Race 1: Mikkel Jensen/Kay van Berlo
(Ligier JSP3 Nissan)
Race 2: Duncan Tappy/Michael Benham
(Norma M30)

a late slipstream move.

Other victims of the attrition-filled finale included dominant race one winner Mikkel Jensen, who shared the Eurointernational Ligier with Kay van Berlo.

Kessel Racing Ferrari's Sergio Pianezzola and Giacomo Piccini were on for a GT3 double before it was eliminated in a crash during the finale.

RACING NEWS

Photos: LAT

LE MANS LAYS OUT FUTURE

Hypercars to form the basis of the top division from 2020



New aero testing rules could help to bring WEC budgets down



Toyota concept could compete



Aston Martin's Valkyrie hypercar model

By Robert Ladbrook

The top class of Le Mans and the World Endurance Championship will evolve into a hypercar category from 2020 after the FIA and ACO unveiled the plans for the next cycle of top-level sportscar racing.

The current generation of Le Mans Prototype will be replaced after 2019, with the focus switching more towards "hypercars, supercars, luxury GTs or concept cars". All entries into the new category, which has yet to be officially named, will run hybrid powertrains with a single front-axle KERS system. Engine selection will be free and cars should generate close to 1000bhp, with lap times of 3m20s for Le Mans targeted.

The push has been made to help attract manufacturers back to both the WEC and Le Mans, after Toyota was the sole factory entry into LMP1 at last week's race.

A host of manufacturers were involved in the consultation for the new rules – including Toyota, McLaren, Aston Martin, Ferrari and Ford – and the American IMSA organisers were also involved.

WEC head Gerard Neveu said: "The 2020-24 regulations are, for competitors, both technically interesting and sustainable, with controlled budgets being a key factor."

"We are confident that we will welcome an increased number of world-class manufacturers and international teams to the WEC and that all elements are in place for

them to be able to compete at the highest level, with the pinnacle, of course, being the Le Mans 24 Hours."

The new rules aim to trim current LMP1 budgets by around 75 per cent, with cars eschewing costly aerodynamic development in favour of more brand-recognisable bodies. The focus of aerodynamics will be underneath the car, meaning the FIA can set a benchmark limit of downforce through its own windtunnel testing, which manufacturers may not then exceed.

Vincent Beaumesnil from the Automobile Club de l'Ouest, said: "The idea is that if you define the values then there is no reason to spend money on windtunnel development because you get no reward."

"This will be a new process in

which we will measure the cars in the windtunnel and make full bodyscans of them. This way we can make sure the cars can go up to the point we lay down, and not over it."

"The key point is that the manufacturers will have the ability to determine the shape of their cars because it will not be dictated by the need to create downforce."

Toyota's technical director Pascal Vasselon said: "The target is to set the aero efficiency at an achievable level, not at a level that requires 30 people over three years – it should be achievable by a team with a few good CFD engineers."

The new-generation hybrid power systems designed by manufacturers must also be made available to privateers, with a common ECU fitted.



Mercedes-AMG Project One has F1 engine



McLaren was at Le Mans in 1995

McLaren eyes a return to La Sarthe as new regulations play to the firm's GT car strengths

McLaren is set to make a firm decision later this year over its potential factory return to the Le Mans 24 Hours under the new regulations for 2020.

The Woking firm has long been linked with a return to La Sarthe, and the FIA/ACO's new hypercar-style regulations play to the strengths of the brand, which is enjoying significant growth in both

its road and GT car division.

Company head Zak Brown was at Le Mans last week with his United Autosports team, and said the new ideas were appealing. McLaren was also one of the brands involved in the discussions to formulate the new rules (see above).

"I think the rules are good, they still need to be ratified, so they're not yet 'official, official'

and there's a lot of details to come. But I would say the next step is for us to say 'right, these are the rules, now what more definitions do we need?'

"When we evaluate other racing, we can't compromise our Formula 1 team. It has to be commercially viable. We have to think we can win and be good for our brand. If we can tick all of those boxes, then it's something

we're going to give real consideration to.

"If we're going to be ready for 2020, we'll need to make a decision by the end of the year."

Brown added that strict budget control had to be a key part of the new rules, with the FIA/ACO keen to trim 75 per cent of current LMP1 spending.

"We're presuming the budget will be about £25 million, so

we're not saying we'd walk if it was £26m," added Brown.

"But you can't let £25m suddenly become £30m and £35m and the next thing you know in three years it's £50m. That would be unacceptable."

McLaren won the 1995 Le Mans with its F1 GTR model, but hasn't competed as a works' team since a regulation change for 1998 ruled the cars out.

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Photos: LAT

BROWN: NORRIS IS NOT FOR LOAN DEAL



Brown wants to keep hold of Norris

McLaren has confirmed that it has so far rejected three approaches from rival Formula 1 teams for rising British star Lando Norris.

Just before the Canadian Grand Prix it emerged that Toro Rosso and its parent Red Bull had made a formal offer to sign current FIA Formula 2 Championship leader Norris, intending to promote him directly into its grand prix line-up to replace the struggling Brendon Hartley.

McLaren turned the approach down as

it would have required Norris to sever all ties with the Woking team. During Le Mans last week, McLaren head Zak Brown reiterated he had no intention of losing hold of the 2016 McLaren Autosport BRDC Award winner.

"We've been approached by more than one team," Brown said. "We've had three approaches, of varying degrees. Some included this year, but we want him to focus on F2, and keep him at McLaren."

"If we felt it was good for his career, and good for McLaren, then we'd consider it on a case-by-case basis. But all of the approaches meant he would have gone away, and we're not interested in that conversation, that's non-negotiable. We're not going to train him up for someone else, but I don't think anyone else has any interest in training him up for us."

Brown conceded that McLaren not having any designated junior team

made managing the young drivers difficult. Stoffel Vandoorne had to race in Japanese Super Formula for a year before an F1 berth became available when Jenson Button stepped down.

"We don't have any sister teams," added Brown. "It's not ideal. It shows that the FIA needs to look into how much influence teams have over other teams, because what they're starting to do is close down opportunities for people that are independent."

QUICK LAPS THE FASTEST NEWS ROUND-UP

Scott McLaughlin gave his Australian Supercar title hopes a significant boost with a win and a second place in Darwin last weekend. A solid defensive effort was key to McLaughlin's race one win, the DJR Team Penske driver pitting early in a successful undercut bid before withstanding pressure from cars on fresher rubber. David Reynolds got his season back on track with a dominant victory in race two... **Leading IndyCar drivers**

believe that the series must be careful in how it opens the 2018 car up to development, fearing a cost rise that would "kill" smaller teams. The series is evaluating opening development 'boxes' to the 2018 universal aerokit, which has pushed the series closer to a spec racing category. Currently, development is largely restricted to the shock absorbers and dampers...

The new Tatuus Formula 3 car could form the basis of championships run in Germany and Italy under the FIA's new Regional F3 concept. The Tatuus T-318 will make its race debut in the new Asian F3 Championship next month. The company is talking to series organisers in Europe, where the Tatuus Formula 4 car already forms the basis of championships in Germany, Italy, Spain and the Northern European Zone...

The prospect of current Formula 3 European Championship cars racing on in 2019 has taken a step closer after a meeting was held between teams and DTM promoter, the ITR. A decision could be made as early as next month. The FIA's new single-make International F3 will replace the GP3 Series on the Formula 1 package in 2019, but there have been calls for the current-generation F3 cars to

still be raced... Nico Prost will leave the Renault e.dams Formula E squad at the end of the 2017/18 season. The Frenchman has raced for the team, which will swap Renault's involvement for its alliance partner Nissan ahead of FE's fifth season, since the first start of the electric championship. His father – four-time Formula 1 world champion Alain Prost – was a co-owner of the team before he sold back his stake earlier this year...

Di Resta apologises after costly Le Mans shunt

Paul di Resta was fortunate to escape a hefty crash during his Le Mans 24 Hours debut, and has apologised to the United Autosports team after accepting blame for it.

The Scotsman was pushing for a podium spot in the number 22 Ligier JS P217 when he lost control through the Porsche Curves in the 20th hour of the race, hitting an unprotected concrete wall.

Di Resta was taken to the circuit's medical centre and then to hospital for precautionary checks, but returned to the track before the end of the race.

The accident marked the end of the event for the car he shared with Filipe Albuquerque and Phil Hanson, which had already recovered from an unscheduled stop early in the race for a missing GPS sensor.

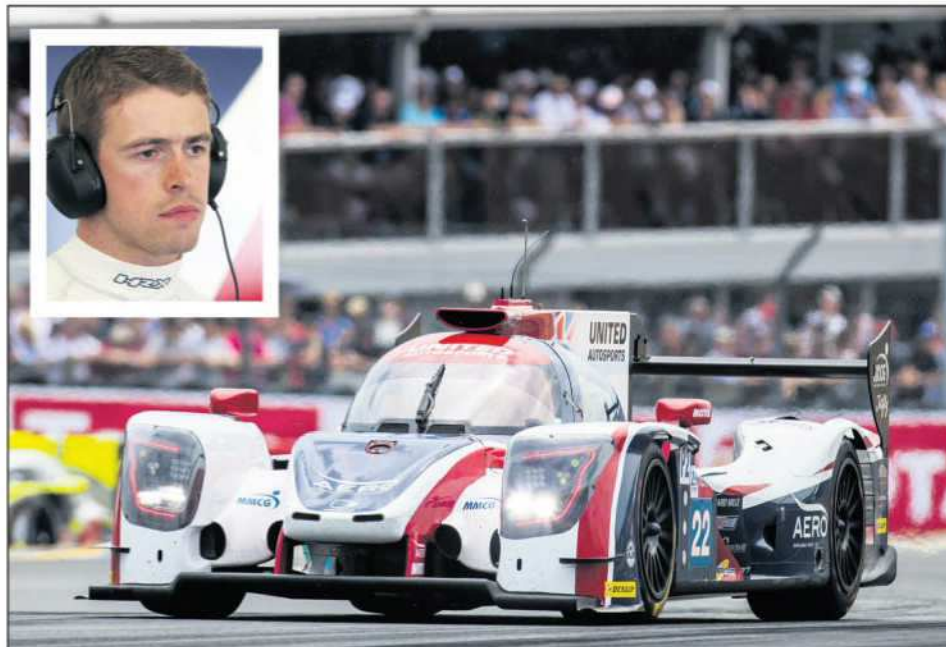
"Massive apologies to the team, who busted their asses and balls all night to try and make up what we

had, the [sensor] issue in the first hour," said di Resta. "We were on the edge all the way, but I've got to apologise for making a costly error that's ended our chances."

"It looked like we could have been on the podium, but you can always say what could have been. We had decent pace when we had been pushing, we had to be aggressive. For someone like me it's going to take a few days to get over, because it hurts when you let people down."

Di Resta admitted to having trouble with generating tyre temperature: "I was struggling a bit, because as soon as I left the pits the safety car came out, and I just never really got [the tyres] up to temperature."

"I'm not going to put it down to excuses, because I've had more than enough experience under circumstances like that. It's just a law of averages: sometimes you blow it, and I blew it today."



Scotsman di Resta (inset) was taken for medical checks after hitting a concrete wall

Montoya blames himself for accident

Juan Pablo Montoya has admitted that he simply "ran out of talent" when he crashed on his Le Mans debut last weekend.

The two-time Indianapolis 500 winner and seven-time Formula 1 race winner went off at Indianapolis corner, nosing his United Autosports-run Ligier into the barrier.

Montoya had to wait for the marshals to extract his car from the gravel trap before being able to return to the pits.

"I made a mistake and I ran wide at Indianapolis, just understeered off," he said. "It was really close, and just got on the brakes and locked them up and ran out of talent."

Montoya and team-mates Hugo de Sadeleer and William Owen went on to finish fifth in the LMP2 category.



Bourdais was battling hard

Bourdais anger at rival Makowiecki's actions

Ford GT racer Sebastien Bourdais hit out at Le Mans rival Frederic Makowiecki after the pair's tussle on track last weekend, branding the Porsche driver's antics "unacceptable".

Bourdais and Makowiecki were locked in a tight fight over second in the GTE Pro division for much of Sunday morning, with things coming to a head when Makowiecki appeared to move across on Bourdais along the Mulsanne while defending his position, pushing the Ford onto the dirt.

When asked by Eurosport if he thought the move was fair, Bourdais raged: "If that's fair then there aren't going to be very many cars that are going to finish this race. So no, for me, it's completely unacceptable. Where do they want to draw the line, when a car ends up in the trees?"

Bourdais also hit out at the Balance of Performance settings, which he felt favoured Porsche.

"There's a few things I find unacceptable: first of all the BoP, which is clearly messed up, and second is these kind of manoeuvres are allowed and race control does nothing," he said. "I hope Fred is not very proud of himself as it was very poor driving from a professional."

Porsche's head of motorsport Frank-Steffen Walliser countered: "The race director made a decision and we accept it. The cars did not really touch. We have two very professional drivers who did something great for the spectators, and that's why we are here and racing."

RACING NEWS

Photos: Jakob Ebrey

ROCKINGHAM DROPPED FROM BTCC CALENDAR

Circuit uncertainty means Thruxton appears twice on 2019 schedule



Rockingham has been on BTCC calendar since 2007

CALENDAR

2019 BTCC season

DATE	TRACK
April 6/7	Brands Hatch Indy
April 27/28	Donington Park National
May 18/19	Thruxton
June 15/16	Croft
June 29/30	Oulton Park Island
Aug 3/4	Snetterton 300
Aug 17/18	Thruxton
Sept 14/15	Knockhill
Sept 28/29	Silverstone National
Oct 12/13	Brands Hatch Grand Prix

By Matt James

Rockingham will be missing from next year's British Touring Car Championship schedule as series bosses could not get assurances over the circuit's future.

The Northamptonshire venue is thought to be up for sale, and so the BTCC will not visit the circuit for the first time since 2006. Instead, the series will go to Thruxton twice. Series director Alan Gow said

Thruxton's extra event was an experiment for 2019 but that other current circuits could get additional rounds beyond that.

"We will double up at Thruxton and see how that goes – although that 'spare' date that we now have isn't set in stone," he explained.

"We will try Thruxton, but equally we could double up at other venues in years to come. We have had two rounds at places like Oulton Park before, and that has worked well."

The 2019 BTCC will kick off at Brands Hatch on the Indy layout at the start of April then go to Donington Park, Thruxton, Croft and Oulton Park before the traditional five-week mid-season break.

Snetterton starts the second part of the competition on August 3/4.

The championship run-in will take place across Thruxton, Knockhill, Silverstone and conclude on Brands Hatch's Grand Prix layout on October 12/13.



Thruxton to feature twice in 2019

Clio Cup team boss calls for a return to Knockhill after Thruxton tyre troubles

The Renault UK Clio Cup should return to Knockhill as a result of the calendar changes, according to a top team boss.

WDE Motorsport boss Wayne Eason reckons the series should only visit Thruxton once in light of recent tyre troubles at the circuit. Races had to be reduced significantly in length amid concerns over tyre safety for the Clio Cup round at the circuit last month.

"We met all the guys from Michelin

at Oulton Park and they assured us we won't have this problem again [at Thruxton]," said Eason, who was very critical of the issues suffered in May. "Michelin have been proactive in talking to us as teams about the situation and they're working on the tyres.

"My gut instinct from a championship point of view is we only do nine of the 10 rounds anyway so we've got the opportunity to not go to one of the Thruxtons and go back to

Knockhill. It would be great to go back to Knockhill and it's great we've been given so much notice to work out what we can do."

Knockhill last appeared on the Clio Cup calendar in 2015 with Snetterton skipped that season.

British Formula 4 has already revealed that it will make two visits to Thruxton and will continue following the BTCC calendar with three races at each of the 10 meetings.



Clios visited Scotland in 2015

Sowery to make Pro Mazda debut this weekend after signing one-race deal

Former British F3 frontrunner Toby Sowery will make his Pro Mazda debut at Road America this weekend, having signed a one-race deal with the BN Racing squad.

Sowery has been racing in International GT Open in a Lamborghini with Giuseppe Cipriani this year, and has completed six races in Italian Formula 4. He's no stranger to the Road to Indy ladder after racing in USF2000, one rung below Pro Mazda,

last year at Barber Motorsports Park.

"Returning to competition in North America is something that I have been working towards for quite some time," said Sowery. "I can't thank Bryn and BN Racing enough for the opportunity and look to make them proud at Road America."

BN Racing team manager Bryn Nuttall added: "I am really excited to have Toby join our programme. "He is a talented driver and an

obvious threat for race wins and podium results in which ever series he enters. I think with two test days this week, he will be right on pace to challenge at the front of the field in our next event."

Nuttall was speaking before the test at Road America last weekend, where Sowery managed to go 10th quickest.

Sowery will join fellow Brit Harrison Scott on the grid, who is fourth in the championship with RP Motorsport.



Sowery has raced Lambos recently

IN BRIEF

Miles award

The 750 Motor Club plans to continue awarding the John Miles Young Driver accolade following the former Lotus Formula 1 racer's death earlier this year. Miles' family, together with the club, have asked that memorial donations go to help support the award. The award's winner in 2017 was MX-5 Cup racer Ali Bray.

Anniversary AGM

The 500 Owners Association is planning the return of some familiar faces past and present for its November AGM to mark the club's 50th anniversary. It was formed in the 1960s when Formula Junior was formed that "put the cars out of favour", but left plenty of the old motorbike-engined F3 cars in existence with nowhere to race.

Roe's win

James Roe Jr has been selected as the Irish Young Racing Driver of the Month for April. The 19-year-old took two top six finishes on his maiden weekend in the American F2000 series during the month and has since gone on to claim his first win. He has also made two appearances in the USF2000 series that is part of the Mazda Road to Indy ladder.

BMW charity

Production BMW drivers taking part in the Brands Hatch Deutsche Fest raced to help raise public awareness of the Walking with Giants Foundation, a charity which supports the families of those affected by life-limiting and very rare genetic conditions, collectively known as Microcephalic Primordial Dwarfism. David Brise, nephew of the late Formula 1 driver Tony Brise and chief instructor at Goodwood, represented Walking with Giants in the unique racing E30 cabriolet guest car prepared by Graves Motorsport and took a best result of 13th.

College's car

A group of engineering students are helping to run a car in the Historic Sports Car Club's 70s Road Sports Championship this year. The students, from the Huntingdon campus of Cambridge Regional College, are assisting in running a Lotus Europa in the series for Howard Payne – who is third in the class C standings.

MGCC supporting London to Sydney celebration

The MGB register of the MG Car Club is one of a number of clubs helping to support a special event to commemorate the 50th anniversary of the London to Sydney Marathon.

A collection of Marathon and World Cup cars are set to be gathered at the British Motor Museum at Gaydon on July 29 to mark the occasion.

A number of cars that competed in that 10,000-mile event will take part in a parade, along with other cars from the period.

BRDC president Paddy Hopkirk helped to launch the celebrations at the MG Live meeting at Silverstone earlier this month.



Hopkirk promoted event at MG Live



Davison and Swaffer were in trouble

Production BMW exclusion after paddock altercation

Production BMW frontrunner William Davison has suffered a blow to his championship challenge after he was disqualified from the Brands Hatch race meeting, after one of his party was involved in a paddock altercation.

Davison and former champion Matt Swaffer, who was making a one-off appearance, collided with each other when battling for the lead at Clearways on the last lap in race one.

Swaffer took the win but was later disqualified for "driving in a manner incompatible with general safety".

But upon returning to the pits he claimed a member of Davison's party had behaved in an abusive manner towards him after the race.

Davison would go on to win the second race of the weekend, before later being disqualified from the entire meeting.

John Willcocks, championship co-ordinator, said: "The abuse complaint was investigated by the clerk and stewards, with the use of on-board cameras carried by every car, which confirmed one of Davison's party was deemed to have contravened MSA regulation C.1.1.9 [disqualified from race meeting for abusive language or behaviour, physical assault or threats of physical assault within the area under control of the organising club]. This resulted in the driver's disqualification from the meeting.

"Project 8 Racing Club prides itself in maintaining close competitive clean racing and a friendly paddock atmosphere and will continue to investigate and report all avoidable contact or unwarranted behaviour to the nominated officials."

CLIO JR ON THE BRINK AS DRIVERS JOIN GINETTA

Photos: Jakob Ebrey, Gary Hawkins, Mick Walker



Hanafin, Burton swap to Ginettas



Clio Jr has a lack of entries

The beleaguered Renault UK Clio Cup Junior series appears on the brink of cancellation after two of its remaining three drivers have moved to Ginetta Junior.

The series has been unsuccessful from the beginning, with its planned launch at the start of last season postponed until later in the year. It then achieved a peak of nine cars in a four-event mini-series last autumn but this term no more than five drivers have taken part.

Now Team Pyro racers Gus Burton – the Clio Jr points leader – and Lorcan Hanafin have switched to Ginetta Junior and will make their debuts at Croft this weekend, driving for the returning Douglas Motorsport squad.

Burton's father, Mike, explained: "The two lads were both in Clio Junior but unfortunately the grid is so depressingly small they are

lacking competition and not getting the racecraft that the lads want and need so that's why they've switched across.

"It's a great shame – we chose it for a good reason and it's a bloody good car. The plan was to cut their teeth in the juniors and use the same car in the senior Clio Cup.

"Ginetta Junior is a bit of a challenge for them and they're doing a couple of tests to get up to speed as they're switching from front-wheel drive to rear-wheel drive."

Their departure appears to be the final nail in the coffin for the Clio series – which was set to host its next round at Donington Park on July 21/22. As it stands, Specialized Motorsport still plans to enter its driver Nick Reeve into the event, but will now review the situation.

Previously, championship manager Will Fewkes has pointed

the finger at the Motor Sports Association for the series' struggles, citing "numerous changes to junior formula requirements at short notice".

Fewkes was unavailable for comment as *Motorsport News* went to press, following the funeral of his father – a former Clio Cup technical commissioner.

Burton and Hanafin's moves mean Douglas will return to Ginetta Junior after not running any drivers so far this year. The team has retained much of its kit and one of the drivers will use the car that Dan Harper raced to third in the 2017 standings, while the other will have a completely new car.

Team boss Wayne Douglas added: "It's a bit of a cultural shock to them going from front to rear-wheel drive and they've only had two tests in the car. They seemed to go well and we'll do more testing over the summer."

Clio Jr champion graduates

Reigning Renault UK Clio Cup Junior champion Jack Young will graduate to the senior series for the second half of this year.

Young, 16, triumphed in the four-weekend Clio Junior series last autumn and, after electing not to defend his title, will make his senior Clio Cup debut at Snetterton next month with the MRM team. He spent the first half of the season studying for exams.

"It'll be a bit of an eye opener – we're on a massive stage alongside British touring cars," said Young. "But MRM have been delivering

some strong results with Jade [Edwards] and Brett [Lidsey], plus Colin Turkington who leads the BTCC is a good pal so I'm sure I'll feel at home pretty quickly in the paddock."

● Ben Colburn, the younger brother of Clio Cup frontrunner James, will also make his debut in the series later this year, at Rockingham. Ben, 18, will join James and points leader James Dorlin at the Westbourne Motorsport squad for the final three 2018 events. He is a regular in the Michelin Clio Series and won the Junior Saloon Car title in 2015.



Rushworth shared the Chevron with its owner Ugo and the pair ended up second overall

Hot Hatch frontrunner Rushworth races Chevron in Guards Trophy

Former MG Metro Cup champion Ben Rushworth made his Guards Trophy debut at Silverstone last weekend.

Rushworth, currently third in Class A of the 750 Motor Club's Hot Hatch Championship, shared a Chevron B8 with the

car's owner Paul Ugo in the Historic Sports Car Club series.

"I did a test and it is a very special car – it's completely different," said Rushworth, who works for Ugo and usually competes in a Honda Integra.

After qualifying fifth, the pair

were fourth on the road but were promoted to second after two cars ahead were handed 30-second time penalties for missing the pit window.

"I've just had the race of my life," said Rushworth. "It is such a privilege to drive the Chevron."



Photo: Gary Hawkins

Rarely seen single-seaters were on demonstration duty at the second Deutsche Fest at Brands Hatch on Sunday. Among them were a couple of BMW-powered cars, including Eddie McLurg driving an Aguri Suzuki/Derek Warwick Formula 1 Footwork Arrows (above, left) and Kevin McLurg at the wheel of a Formula 2 Minardi-BMW (right). Terry Sayles fielded his ex-Piercarlo Ghinzani/Jean-Pierre Jarier Osella FA1D and Tony Gauntlett was out in the ex-Erik Comas F3000 Lola from 1990. Jon Reaks' World Series by Renault Dallara in JPS colours and Kevin Mason's Formula Nippon-based F1 Renault replica completed the line-up.

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RACING NEWS

Photos: Rachel Bourne, Ollie Read



Ward was making debut

JSCC podium double for Ward

Karter Thomas Ward made his car racing debut at Rockingham last weekend, qualifying on pole for his maiden race in the Junior Saloon Car Championship.

He had tested twice at Blyton Park and once at Brands Hatch prior to last weekend and put his Citroen Saxo on pole for his debut race.

Despite two poor starts, his third place in the first race was improved to second in race two. "There were a few scary moments and I was particularly nervous in the first race," he said. "But I must learn how to do a standing start.

"My plan is to learn the circuits this season, go for the championship next year and then move into Formula Ford 1600."

Ward is also backed by 2013 Formula Renault BARC champion Chris Middlehurst and his father, historic racer Andy.

● Pre-weekend JSCC championship leader Frankie Taylor was a reluctant spectator at Rockingham after breaking his wrist. "The plaster comes off this week, so I shouldn't miss any other rounds," he said.

FF1600 DRIVER SUFFERS SERIOUS INJURIES

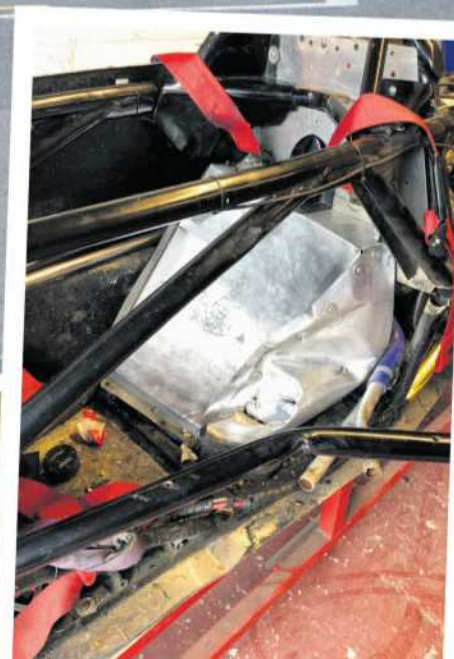
Kluge undergoes emergency surgery following nasty Oulton Park crash



Moment of impact: Kluge (40) and Wild (93) touch



Kluge is sent spinning into Thomas's stranded car



Damage caused to Kluge's Van Diemen

By Elliot Wood

Northern Formula Ford 1600 Pre-'90 competitor Andrew Kluge was airlifted to hospital after suffering serious injuries in an incident in the first of two races at Oulton Park on Saturday.

The Manchester driver's Van Diemen

tangled with the Swift of Seamus Wild at Deer Leap, resulting in him spinning off the circuit and into Andrew Thomas's abandoned Mygale, which remained trackside following an earlier incident. Wild was later disqualified for his part in the accident.

Kluge's car collided with the gearbox of the stationary car side-on. The impact

pierced the fuel tank and seat.

Rapid response was provided by marshals, before he was treated at the circuit medical centre and then taken by the North West Air Ambulance to Royal Stoke University Hospital. An MRI scan revealed a torn aorta artery that required emergency surgery, with injuries to several other organs and a broken hip.

Kluge, who is expected to remain in hospital for at least a week, was said to be in "great spirits" when visited by former FF1600 frontrunner Chris Hodgen, a close friend of Kluge who helps to run his car.

"I thought the medics [at Oulton] were fantastic, and at Stoke they potentially saved a life," said Hodgen.



Turiccki took a win on Oval

"The oval is so different": Four drivers make Pickups Oval debut at Rockingham

Four drivers made their oval Pickup Truck racing debuts at Rockingham last Saturday.

After 15 years of short oval racing George Turiccki had decided to make the move to Pickups. "I had been doing F2 on the short ovals but that's going nowhere now, so I decided to try Pickups," he said.

He had raced on Rockingham road circuit a few weeks back, but didn't expect a win on his debut oval race. Having got as high as second in race two another win began

to look possible, but overheating tyres dropped him to fifth. To add to his week of success, he gets married on Friday too.

Dale Atkins had 34 years of motorsport experience before also making the move. "I did the road race at Croft as my debut," he said after taking eighth in race one and retiring from the second. "After Ministox, I did bangers, almost every sort of short oval racing and some rallycross in the 1990s too."

Having seen Scott Bourne's truck at

Autosport International, Dan Petters decided to move from two-litre Saloon Stock Cars on the ovals. He raced a Pickup three times in circuits, before turning to the ovals, where he finished seventh in both races.

Unlike the other three rookies, Dale Gent had been racing his Subaru Impreza since 2010, mainly in Classic Thunder. "I've done the circuit races with the Pickups this year, but the oval is so different," he said after retiring from both races.

Twelve hours of track action praised by drivers and officials as Rockingham racing goes into the evening

Rockingham's evening Pickup Truck races last weekend were hailed a success by drivers and officials, with organisers looking at arranging other similar events.

The 20-minute Pickups contest was the finale to a one-day British Automobile Racing Club meeting at Rockingham, that featured over 12 hours of track action. A tea break was held around 1730hrs and after that the Junior Saloon Car Championship, Classic Touring Car Racing Club and Pickups all had evening races with the meeting concluding at 2130hrs.

Another BARC meeting featuring Pickups on August 4 will also include evening races and if that is also successful then the club will consider more similar events in the future.

While the format was well-received, there was disappointment at the lack of a crowd.

"It was great but I can't understand why people don't come," said veteran Pickup racer and former Thundersaloons champion Pete Stevens. "We get a crowd at Buxton for short ovals in December, but here we have all the facilities and good

racing too, but hardly anybody here."

Long-time Pickup racer Mark Willis added: "It was a brilliant night, getting back to the good old days. A great atmosphere and this evening format really works. If people can just support us, the whole Pickup thing could be great again."

It was the first time the Pickups had run on the Rockingham oval this year and Pickup supremo Sonny Howard already has plans for the future.

"We are having a standalone Oval Championship again with five races helping to form the grid for the Grand

Final on September 23," he said. "We would like to run races at night with the whole track floodlit and create a real atmosphere."

BARC's Ian Watson echoed Howard's views on the success. "It gave us a taste of what Pickups used to be like and could be again," he said.

Oval rookie George Turiccki and defending champion Scott Bourne were both race winners, and so Bourne was given the privilege of performing donuts in front of the main stand to bring the evening to a close.



The sun set but the racing carried on

RALLY NEWS

Photos: mcklein-imagedatabase.com



Ostberg will remain with Citroen team

OSTBERG SECURES CITROEN DRIVE FOR REST OF 2018

Norwegian takes over Meeke's seat in C3 WRC for remaining rounds

By David Evans

Mads Ostberg has been confirmed as Craig Breen's team-mate at Citroen for the rest of the season.

The Norwegian returns to Citroen as a full-time team member for the first time since 2015, replacing Kris Meeke, who was dropped by the French team last month. Ostberg will compete on five of the remaining six World Rally Championship rounds – Sebastien Loeb will drive the C3 WRC in Spain.

Ostberg has already driven for Citroen three times this season, posting sixth in Sweden and Portugal and a fifth last time out in Sardinia.

"This is fantastic news for me," Ostberg told *MN*. "I am so happy to have the rest of the season sorted. I am talking to the team and negotiating for Spain, this is a nice rally and somewhere that I have gone well before – I would like to be there.

But the main thing is that I have a deal for the other rallies.

"We all know about the situation [that made the seat available], but no matter what the circumstances, I'm just glad that I got the seat. I think I delivered on the rallies that I have already done and now I'm looking forward to getting more used to the car in the next events. It will still take me some time, I was comfortable in the C3 in Sweden, but then I struggled a bit on the gravel. There is so much to adjust on a modern World Rally Car and the pace is so fast – but like I said, now I have some time to work with the team."

The one-time world rally winner will begin his preparations for Rally Germany when he and the team test close to Saarbrücken this week. His first gravel test as a full factory driver begins shortly after Rally Estonia in the middle of next month. Ostberg's team-mate Breen will compete in Estonia.

"Finland is a different kind of

rally," said Ostberg. "You go to this event with a go-kart for gravel. You need confidence in the car here, but I have shown in the past that I can go well on this event – and Craig and Citroen have both had great results there as well."

Ostberg admitted he is looking forward to working with his Irish team-mate, adding: "I didn't know Craig from before, but since I have met him this year, he's really easy and open to work with. He's a very nice guy and there aren't always so many of them in this world."

Citroen's decision to sign Ostberg will come as a blow to Swede Pontus Tidemand, who had been given the green light to chase the C3 WRC seat by his current employer Skoda.

Instead of stepping up to the main WRC, the current WRC2 champion will spend the rest of the season battling for back-to-back division two titles with his team-mate Jan Kopecky.



Ostberg (left) will take over the Citroen previously driven by Kris Meeke (r)

HOW TONY POND TURNED THE TRIUMPH TR7 INTO A WINNER

PAGE 23



The Strength of Experience

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DAVID EVANS

“Pikes Peak challenge is like no other”



You might have noticed quite a lot of these two pages is dedicated to a man driving a car up a hill. A car without an engine. Why the fascination? What's so interesting about going uphill quickly?

I'll be honest. I don't know. I've been to Shelsley Walsh a few times and always enjoyed good sport and the single track at the side of the A83 in Argyll and Bute known as Rest and Be Thankful is one of my favourite places in the world. And, of course, as I do every year, I'll stand at the side of Lord March's drive and admire what passes before me next month. But going all the way to Colorado to watch cars go uphill? Isn't that taking things, quite literally, a bit far?

No. Not a chance. It's *Pikes Peak*. Those two words have held me utterly captivated for the last 30 years. I've always been a fan. I love the mountains and, as the Eighties progressed towards the Nineties, Denver and Dakar were the only places you could get your fix of proper, blown Group B action. Metro 6R4s were still all over the national championship, but for full-fat quattro or T16 action, you had to look beyond Wales and Yorkshire.

Rally cars were given their own class at Pikes Peak in 1981 and, as you might expect, it was an American – John Buffum – who dominated early doors. But then Europe woke up and joined the race to the skies. Martin Schanche took his four-wheel-drive Mk3 Ford Escort out there, but was beaten by Michele Mouton's Audi. And so it began. Walter Rohrl was the first man or woman under 11 minutes when he took the Pikes Peak version of a quattro E2 to the event in 1987.

This mass outbreak of rally fever arrived even before the words 'dance' and 'climb' were put together; the 1988 film of Ari Vatanen's record-breaking run up the hill in Peugeot's 405 T16 remains one of the most spellbinding pieces of footage in motorsport history.

Into the 1990s and the steady stream of WRC stars dried up for a while, until the World Rally Championship's master of masters decided he fancied a shot up to Devil's Playground. But Sebastien Loeb wouldn't just be driving an unrestricted C4 or DS 3. No. Peugeot Sport whipped a near-900 horsepower twin-turbo 3.2-litre out the back of a Le Mans racer, bolted 908 HDI aero to a spaceframe chassis and delivered Loeb's dream: one bhp for every one kilo.

In return, Loeb delivered the drive of his life. When he rocketed across the start line in June, 2013 he had his sights set on a record standing at 9m46.164s. He didn't just beat it, he obliterated it, lowering it to 8m13.878s. Loeb enjoyed his time in the 208 T16 Pikes Peak so much, he bought the car off Peugeot so he can fire it up and drive it when he wants.

Granted, the gravel's gone now – the course has been all-asphalt since 2012 – but the challenge remains. Laying Tarmac hasn't lowered the 14,110ft finish or the drops which lead to that line.

Dumas has yet to go at full speed



VW: PIKES PEAK RECORD IS A TARGET

Volkswagen's Romain Dumas will chase Pikes Peak victory this weekend without having completed a representative run up the Colorado mountain in the German firm's I.D. R.

Cloudy weather compromised the Frenchman's only bottom-to-top run at the 12.42-mile course recently, but Volkswagen Motorsport director Sven Smeets remains confident the all-important electric vehicle record remains in sight for VW's maiden electric racer.

Sunday's race to the clouds marks Volkswagen's first factory motorsport project since departing the World Rally Championship at the end of 2016 – with the team behind Dumas made up of the same personnel who dominated the WRC for four years with the Polo R WRC.

Preparations for Volkswagen's first Pikes Peak effort since 1987, when Jutta Kleinschmidt came within a handful of corners of winning in a twin-engined Golf, have gone to plan, but Smeets admits the American event is nothing like preparing for a WRC round.

“There are so many rules to keep in mind when testing for this event,” he told *MN*, “it's so different to testing for the WRC or when you rent the Nurburgring and go off testing.

“At Pikes Peak you test in the morning from when the sun

comes up until 0900hrs, so you have around three hours. You have to be very flexible, at 0400hrs, one of the national guard opens the gates and you need to be ready to go straight away. Even for the testing, making sure we have the car charged and getting in as many runs as we can, being very quickly ready to test when the gates open – all of this has been such a steep learning curve.

“Normally in these three-hour windows in the morning, we have to do the tests in sections: one day the bottom of the course, then the middle and then the top, really only once did Romain do it [the whole course] and that was in test speed. Has he done the whole course yet in full race speed? I would say no.”

And he won't do that until Sunday morning, when he starts his one-off shot at 156 corners carrying the 680bhp I.D. R from the start at 4,720 feet to the finish at the 14,110-foot summit.

Dumas' main competition this year comes from petrol-engined prototype cars, similar to the ones he has used to win the event three times previously. Smeets is confident the I.D. R is in with a chance of overall victory this weekend, but the focus is the 8m57.118s EV record established by Kiwi Rhys Millen in 2016.

The I.D. R is fitted with two motors – one powering each axle

– and the ability to harvest 20 per cent more power from energy recovery under braking.

With close to 700bhp and windtunnel-sculpted wings generating massive amounts of downforce, the time for the perfect simulated run will break Millen's record. But by how much?

“I won't tell you,” smiled Smeets. “But I might tell you on Sunday...”

The big question is whether there's enough grunt in the thing to beat Sebastien Loeb's outright hill record from 2013.

Five years ago the nine-time World Rally champion used a Peugeot 208 T16 Pikes Peak powered by a sportscar-bred 3.2-litre, twin turbo motor generating 875bhp (1,016bhp per ton) with bits and pieces – including a two-metre rear wing – borrowed from Peugeot's 908 HDI Le Mans-winning endurance racer. In a four-wheel drive 208 capable of rocketing from 0-60 in 1.8s, Loeb was up the hill in 8m13.878s.

Off the line and in terms of outright power, Loeb's car had the edge; the I.D. R gets to 60mph 0.45s slower and weighs 225kg more. But the difference comes in the driving.

Because of the altitude, not only is the air 35 per cent thinner at the summit – which means there's 35 per cent less push

down on the aerodynamics – it also means as much as a 30 per cent drop in power output from an internal combustion engine.

“I don't need to worry about losing any power at altitude,” said Dumas. “The I.D. R Pikes Peak is the best car I've ever driven up this mountain. The acceleration and cornering speed are really impressive and, on top of that, the car is very convenient; thanks to the electric drive, I don't need to change gear and can focus on the line instead.”

So, with all that in mind, Loeb's record must be in sight?

“To beat Loeb's time is a different world,” said Smeets. “We have never looked to this. For us, if we would have started September 2016 [instead of September 2017], this would have been a different call today, but with the shortage in time and the less kilometres we have in testing for this car, we always put the electric record as our target and we have done our simulation in this way.”

Qualifying for Pikes Peak starts today (Wednesday) with the start order decided on Friday ahead of an 0800hrs (1500hrs in the UK) start on Sunday. Following its US adventure, Volkswagen plans Dumas to run the I.D. R Pikes Peak up Goodwood's slightly more gradual Festival of Speed hillclimb next month.



Thierry Neuville's Hyundai i20 R5 will run a distinctive red nose livery at this week's Ypres Rally. The local hero – and World Rally Championship leader – starts Belgium's biggest rally hoping for better fortune than 12 months ago, when he led before rolling on the first evening stage.

Michelin to develop a tyre for Finland and Rally GB

Michelin will reveal a new tyre designed specifically with next month's Rally Finland and Britain's round of the World Rally Championship in mind.

The French tyre firm has evolved its range of gravel tyres with a new soft-compound cover – the softest tyre it has produced

since its return to the series in 2011.

A source at Michelin told *MN*: “We didn't confirm this yet, but the new tyre will work in the cooler wetter conditions for the rest of the season. We saw last year the difference a tyre like this can make when [Elfyn] Evans

was able to take advantage of his softer DMACK.

“Basically for us the current soft tyre becomes a medium compound and the hard remains the hard.”

Evans' Rally GB victory in Wales last October was the first and only time Michelin has been beaten in seven seasons.

Latvala finally back on the podium

Jari-Matti Latvala eased some of his World Rally Championship misery with a 13-minute class win at last weekend's Pohjanmaa Rally in Finland.

Driving his own Toyota Celica GT-4, Latvala dominated his class throughout the eight-stage, 60-mile event. The Finn hasn't seen the WRC podium since the season-opening Monte Carlo Rally and was prevented from fighting for a second top-three of the season when he suffered an electrical failure on his last Yaris WRC outing in Sardinia

earlier this month.

Co-driven by Toyota Gazoo Racing test driver Juho Hanninen – who is an accomplished reader of pacenotes – Latvala admitted he'd enjoyed his time at the wheel of the ST165 machine.

Prior to the Finnish Championship round, Latvala completed his two-day pre-event test for next month's Rally Finland.

● The Pohjanmaa Rally, based north of the Rally Finland roads, ran under a cloud after a spectator was killed when a competitor crashed early in the event.



Latvala enjoyed his outing in his classic Celica

RALLY NEWS YPRES PREVIEW

CRONIN CONFIDENT OF YPRES BRC DEFENCE

Irishman buoyed by new car and tyre switch ready for Belgium



Cronin's win last year started title charge

By Jack Benyon

Four-time British Rally champion Keith Cronin is confident that he can kick-start his bid to take a record-equaling fifth BRC title at this weekend's Ypres Rally, an event he dominated last year.

The Belgian event was the start of Cronin's run to the 2017 title, with him winning every event he finished afterwards to move one step closer to Jimmy McRae's record of five BRC titles.

Since winning last year's event in a DMACK-shod M-Sport-run Ford Fiesta R5 with co-driver Mikie Galvin, Cronin has switched to a Hyundai i20 R5 on Michelin tyres. He is targeting a fifth title in five different cars.

The Cork driver took third behind Matt Edwards and Rhys

Yates on the BRC Carlisle gravel opener, but a return to his favourite Tarmac surface comes with the preparation of a Circuit of Munster win at home in Ireland earlier this month.

When asked if this event could provide a similar springboard to last year, Cronin said: "I think so, hopefully it will be the same this year. I'll know more after the test [on Tuesday before the event]."

"I think it should be good. We have a good set of notes from last year, the target of course is the British Championship, I don't want to be looking too much at the overall battle. You could easily get caught up with that."

"It's a long rally, so it's a mixture [of judging the pace]. You can't be hanging around but you have to be on it from the start against the competition."

"The car feels different [to the

Fiesta]. On Tarmac the Fiesta rolled a bit and the Hyundai doesn't have that. It should help on Tarmac."

Yates won the recent Rally van Wervik, which Cronin scored seventh on last year. Yates will likely contend for victory alongside last year's BRC runner-up Edwards.

Marty McCormack crashed early last year but has more experience of the event than the other BRC runners and will also likely make a bid for victory.

In the overall event, Thierry Neuville starts as favourite (see below), while last year's winner Kevin Abbring switches to a Citroen C3 WRC. Bryan Bouffier has finished second in two of the last three years, while the home hopes will be held up by the Skoda Fabia R5s of Kris Princen and Vincent Verschueren.

YPRES LEADING ENTRIES

Ypres Rally, June 23/24, British Rally Championship, Belgian Rally Championship, Tour European Rally Series, Ypres, Belgium

NO.	DRIVER/CO-DRIVER	CAR
1	Bryan Bouffier/Gilbert Dini	Skoda Fabia R5
2	Kevin Abbring/Peter Tsjoen	Citroen C3 R5
3	Keith Cronin/Mikie Galvin	Hyundai i20 R5
4	Ole Christian Veiby/Stig Rune Skjaermoen	Skoda Fabia R5
5	Thierry Neuville/Nicolas Gilsoul	Hyundai i20 R5
6	Kris Princen/Bram Eelbode	Skoda Fabia R5
7	Matt Edwards/Darren Garrod	Ford Fiesta R5
8	Hermen Kobus/Erik de Wild	Skoda Fabia R5
9	Marty McCormack/David Moynihan	Skoda Fabia R5
10	Kris Princen/Bram Eelbode	Citroen C3 R5
11	Rhys Yates/Elliott Edmondson	Skoda Fabia R5
12	David Bogie/Kevin Rae	Skoda Fabia R5
16	Sam Moffett/Karl Atkinson	Ford Fiesta R5
17	Sebastien Bedoret/Thomas Walbreccq	Skoda Fabia R5
18	Davy Vanneste/Eddy Snaet	Skoda Fabia R5
46	Vincent Verschueren/Veronique Hostens	Skoda Fabia R5

MN'S PREDICTIONS

Overall winner: Thierry Neuville

The Rally Italy winner is flying high and is a cut above this field, the only thing stopping him is a mechanical issue or a lapse in concentration. And that did happen last year. If Neuville slips, Monte Carlo and Corsica winner Bryan Bouffier will be there to pick up the pieces. He's finished second in two of the last three events. Kevin Abbring is a dark horse, but a switch to the new Citroen C3 R5 is a step into the unknown.



British Rally Championship winner: Keith Cronin

Sorry to be a copout, but back on favourable Michelin tyres compared to last year's DMACKs, Cronin has to be the favourite. No doubt he'll be pushed hard by Rhys Yates – who won the Wervik warm-up event – and Matt Edwards, who has switched from Hankook to Pirelli this year. Marty McCormack could threaten on an event he loves, but had a big crash last year. Dark horse.



Prestone Motorsport News Junior BRC winner: William Creighton

The experience of last year should give the Northern Irishman the edge on his favoured asphalt surface. Round one dominator Steve Rokland will be rapid again, despite a surface switch from the Pirelli, but his lack of knowledge of the event should work in Creighton's favour. The dark horse is James Williams, on the podium last year and now with the best car on asphalt, the Vauxhall Adam R2.



BRC Cadet class: Fred Field

It's Field's first trip to Ypres, but he's shown good pace this year and his German championship experience will serve him well. None of this year's Cadets competed on the event last year.



Historic rally: Tom Van Rompuy

Van Rompuy was second last year, and with the Subaru Legacy – so much quicker than anything else on last year's entry – of 2017 winner Paul Lietaer missing, he could take up the mantle. Steve Perez is the best British hope, sixth last year in his Lancia Stratos, while his son Seb drives a Porsche 911 with a three-litre engine.

Van Rompuy will drive a BMW similar to this



British championship star Rokland pinning his Ypres hopes on learning stages by video

Steve Rokland is hoping that a commitment to watching onboard footage from previous Ypres Rallies will allow him to challenge for a second Prestone Motorsport News Junior British Rally Championship win of the season.

Rokland dominated the Pirelli Rally along with co-driver Tom Woodburn, but neither of the crew

have done the event before, while the majority of their rivals did the rally last year.

"The event is very different so I've watched a lot of in-car from previous stages and tried to learn them as much as I can," said Rokland. "It's going to be an awesome event, it's a very special rally. I'm feeling confident, I don't

know how I'll do compared to the others, but I'll do my best and I'm hoping to fight for a win."

Rokland is not concerned by the presence of Opel and Vauxhall Adams – which are deemed to be the fastest R2 cars on asphalt at the moment and won last year's Ypres class – and is hoping to come out on top in his Peugeot 208 R2.

"The Peugeot is quick as well, the difference is not that big," he added.

For JBRC honours, Rokland faces last year's JBRC title runner-up William Creighton and James Williams, who swaps to an Adam – the only Vauxhall in the JBRC field.

In the R2 class, Gregoire Munster is in an Adam and is the current Belgian series leader for the class.

NOTABLE R2 ENTRIES

NO	DRIVER/CO-DRIVER	CAR
47	Steve Rokland/Tom Woodburn	Peugeot 208 R2
48	James Williams/Ross Whittock	Vauxhall Adam R2
50	Gregoire Munster/Johan Jalet	Opel Adam R2
51	William Creighton/Liam Regan	Peugeot 208 R2
52	Marty Gallagher/Rachel McConnell	Peugeot 208 R2
69	James Wilson/Gavin Doherty	Peugeot 208 R2
91	Jordan Reynolds/Peredur Wyn Davies	Ford Fiesta R2
93	Finlay Retson/Tom Hynd	Ford Fiesta R2
98	Bart Lang/Sinclair Young	Ford Fiesta R2
99	Fred Field/Josh Davison	Opel Adam Cup



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Cronin took seventh last year in a Fiesta



Tsjoen (left) and Abbring won in a Peugeot last year, and now switch to a Citroen C3



Hyundai's Neuville is favourite for overall Ypres win, but last year didn't go to plan

First new stage in Ypres Rally for years as Penasse and event team locate roads for additional test

The Ypres Rally will feature a brand new stage for the first time in decades in 2018, after a crossing road was found and adapted into the route.

The stage, Vleteren, will run on Saturday for the British and Belgian Rally championships and the Tour European Rally Series.

"We have a completely new stage on Saturday, which no one has ever driven," said Ypres sporting advisor and chairman of the organising committee, Alain Penasse.

"We cross a big road, and nobody has ever thought to use this before to cross over. It makes a nice, technical stage.

"I was surprised when the route manager came back with the road [idea] and I said 'this is a nice road, how has this not been found before?' It's a small lane between two roads and you can cross two or three times."

Penasse, who is also Hyundai team manager in the World Rally

Championship, added another stage, called Dranouter, will also return to the route.

"On the Friday we had one stage we can use again," he added. "Last year we couldn't do it because there was road works.

"It's close to the shakedown and part of it is in the shakedown."



Penasse surprised at new test



The last time Resolven was used, Sebastien Loeb won in 2010

Wales Rally GB Neath stages used again with Red Kite's move to South Wales

Rallying returns to the Neath Valley for the first time since 2014 this weekend, and competitors on the Red Kite Stages will be treated to stages in "first class" condition.

The event features around 45 miles, and is the next round of the Welsh Rally Championship and British Historic Rally Championship.

Parts of the infamous Resolven, Rheola and Margham Park stages – all used on Wales Rally GB when it was based in Cardiff until 2011 – make up the itinerary. Most of the roads were last used on the Neath Valley Stages four years ago.

"It's good to see rallying back in the Neath Valley," said rally organiser John

Morgan. "The risk that you take is that if there's no rallying done there you may lose the stages for rallying in the future.

"The Forestry Commission in Resolven have been very accommodating; they want to see us back, it's the first time we've used the start venue and service park, and we're hopeful of

returning if everything goes well there."

The Red Kite starts and finishes at the Rheola Mart, with servicing at the old TRW automotive works in Resolven.

The first two-wheel-drive car starts at 0830hrs, while the first four-wheel-drive starts at 1245hrs. There are 18 4WDs, although more can still enter.

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DONEGAL RALLY

What makes the Letterkenny event bigger than a championship? By **Maurice Malone**

THE JEWEL IN IRISH RALLYING'S CROWN



Kelly prepares hard to impress crowds

Sebastien Loeb was here in 2007 in the build-up to the inaugural Rally Ireland WRC event and adored it, and Colin McRae flung an MG Metro 6R4 around the previous year to the delight of the crowds, proclaiming the tests as some of the toughest he'd ever done. Who are we to argue with two of the best drivers in the history of motorsport?

The rallying culture in Ireland is strong, and the Donegal International

Rally in June is arguably the highlight. Why is that? Well, there are numerous important factors that combine to make the event what it is.

Fans will be hard-pushed to find better Tarmac stages in the country, or even in Europe. Tests like Knockalla with its fearsome drops, Atlantic Drive and Fanad Head are huge challenges for crews, and countless dramas have played out along these hallowed stretches of road in times past.

Holding the event in June means that there's an outside chance of the weather behaving, but more often than not it's a

case of multiple seasons in one day. That provides extra spice for competitors, as roads that were bone dry leaving service could be a shiny and slippery mess 20 minutes later, rendering your hard slicks totally useless. Some years, however, the sun shines uninterrupted and the North West is the most beautiful place in the world.

Everyone wants to win it. Everyone.

It really is the big one, and a Donegal win means more to some people than a championship title. The lengths that crews go to in order to give themselves the best chance are astounding, Donagh Kelly's prolonged preparation efforts in the run-up to this year's event being a prime example. As the only three-day rally on this island, it's a test of endurance as well as speed, but to stand any chance of victory these days the only approach is to go flat-out from the off. When a Donegal man wins the whole place goes bananas, as proven by Manus Kelly's stunning performances over the last three years.

The host town of Letterkenny is an anomaly, as it not only tolerates the event but actively embraces it. The whole place comes alive as hordes of enthusiasts make the annual pilgrimage, and the atmosphere is second to none. It can be a

bit mental at times around the pubs and clubs (blame youthful exuberance perhaps?), but out on the stages with the real fans it's a different story. Lengthy lines of parked cars at popular spectating spots are the norm as fans cram in to get the best viewpoint, and some sections are so busy that the organisers put on a park-and-ride system to ease congestion.

"We don't have a round of the World Rally Championship anymore, but Donegal is as close as it gets. It's the big one as far as Irish rallying is concerned, and the amount of preparation that people put in to try and win is insane," says Joe McGonigle, who despite not undertaking an Irish Tarmac Championship campaign this year couldn't resist the allure of his home international. "The sheer amount of fans out and about brings an extra buzz, and the stages themselves are just brilliant."

You could fill books and books with stories of Donegal rallies past. Vatanen in Black Beauty (1978). John Lyons in the Downtown Radio Escort in the early 80s. Coleman pipping McHale by a single second in 1985. Fisher and Nesbitt *et al* bringing world-class machinery to the stages. Home wins by Bonner, Cullen, Boyle and Kelly. Entries from manufacturer teams.

All of these contribute to the myth of

Donegal, and inspire fans and competitors alike to come and experience it for themselves.

Tommy Hayes is one such individual, and after years of watching old footage and spectating in person, took the plunge into co-driving. He sat with local man George Cullen (brother of two-time winner James) in a historic-specification Ford Escort Mk2, and described the experience: "It's incredible to even be able to share the same piece of Tarmac with the legends of the sport. Growing up obsessed with rallying, all you want to do is emulate your heroes, and Donegal is a rally with so much history and folklore. It really is a special experience, and any competitor should strive to do it at least once. There's nothing else quite like it in this country."

No other big national event attracts an entry quite like Donegal, both in terms of quantity and quality. This year's entry was massively oversubscribed, and the calibre of the crews entered was top-notch from the first car on the road to the last.

As numerous issues continue to affect Irish rallying, Donegal is the one event that can be guaranteed to show the sport at its very best. Long may it continue. ■



Event attracts varying spectators

REPORT



Kelly is the best of the WRC Donegal crop

KELLY ESTABLISHES A DONEGAL DYNASTY WITH THIRD WIN IN A ROW

Manus Kelly and Donall Barrett took an unprecedented third Donegal International Rally win in a row, as other challengers fell by the wayside in a bid to halt the dominant Subaru Impreza S12B WRC pair.

With one of the best quality entry lists in recent times, excitement for this year's event was at fever pitch, and the amount of people on the reserve list was testament to Donegal's appeal. Rain falling as the cars headed over the ceremonial start at the Mount Errigal Hotel in Letterkenny was to set the tone for the weekend, and Kelly was quickest out of the blocks on the slippery and short Breenagh test, taking nearly eight seconds out of second-placed Garry Jennings. Rob Duggan was the fastest R5 competitor, a stunning performance in his first drive in the car and his first event in a four-wheel-drive car, and that pace was to continue for the weekend.

A spin by Manus Kelly – nicknamed Mandy – on the second stage allowed Donagh Kelly into a slender lead, but it was to be short-lived as an off on the following Letterleague test put Donagh and co-driver Conor Foley out.

It was a huge disappointment for the crew, especially considering all the preparation work undertaken over the past few months.

Jennings was now the lead man, although Manus was starting to catch up again, and a puncture for Jennings on SS5 meant he fell back to third by the end of the day. Declan Boyle received an amended time, having been held up at Donagh's off on SS3, to lie 9.3s behind.

While the battle for the overall lead was scintillating, the R5 crews were also flying. Josh Moffett headed both Robert Duggan and brother Sam, with championship contender Robert Barrable a subdued fifth in the category behind Callum Devine, who was undertaking his first sealed-surface event in his upgraded Fiesta. Desi Henry was forced to retire for the day with fuel pump issues, and Joe McGonigle held 10th overall on his home International.

Saturday dawned wet and windy, though conditions improved massively during the day. Jennings was on a push and started to eat into Manus's lead, as Boyle retired with transmission trouble.

Also out was Darren Gass, contesting his first Donegal attack since 2013, and in only his second rally since 2015 after returning earlier this year.

Horsepower was evident on the infamous Knockalla stage, as an escaped equine caused some drama, although thankfully without incident. Barrable went off, and unfortunately left debris on the road that McGonigle couldn't avoid, the net result meaning both men were out with Jonny Greer also running into trouble at the same spot.

Jennings started to pull chunks out of Manus's lead and was just over 10 seconds behind come SS11, but the Fermanagh man's challenge was abruptly halted as he put his Impreza on its roof. This left Manus with a comfortable gap over the R5 cars, and he was able to cruise home at his ease to take a historic hat-trick on his home International. There were emotional scenes at the end of the rally-ending Glen stage, and Manus and co-driver Barrett will be the toast of Donegal for some time to come.

In the battle for R5 honours, Saturday

RESULTS

Irish Tarmac Rally Championship, round 5/7, Donegal International Rally, Letterkenny, County Donegal, June 15-17

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Manus Kelly/Donall Barrett	Subaru Impreza S12B WRC	2h32m14.2s
2	Sam Moffett/Karl Atkinson	Ford Fiesta R5	+42.4s
3	Josh Moffett/Andy Hayes	Skoda Fabia R5	+1m04.6s
4	Robert Duggan/Ger Conway	Ford Fiesta R5	+1m45.2s
5	Callum Devine/Brian Hoy	Ford Fiesta R5	+2m36.3s
6	Eugene Donnelly/Mark Kane	Hyundai i20 R5	+5m45.3s
7	Jonny Greer/Kirsty Riddick	Ford Fiesta R5	+8m21.2s
8	Aidan Wray/Kieran McGrath	Mitsubishi Lancer E10	+12m41.1s
9	Paucic Duffy/Kevin Glynn	Ford Fiesta R5	+12m41.1s
10	Cathan McCourt/Barry McNulty	Mitsubishi Lancer E10	+13m10.4s

11 Paul Rowley/Brian Doherty (Fiesta R5); 12 Shane Maquire/Darragh Kelly (Lancer E9); 13 Declan McCroary/Stephen O'Hanlon (Fiesta); 14 Stephen Carey/Nicole Roycroft (Fiesta); 15 Colin Quirke/Kaine Treanor (Fiesta R5); 16 PJ McDermott/Niall Burns (Impreza S12B WRC); 17 Mark Boyle/Charles Gallagher (Lancer E9); 18 Christopher Boyce/Pascal Dillon (Honda Civic); 19 Mark Ewing/Francis Devine (Civic Type R); 20 Keith Lyons/Dean O'Sullivan (Fiesta R5).
Class winners: Kelly/Barrett; S Moffett/Atkinson; Wray/McGrath; Carey/Roycroft; Boyce/Dillon
Points: 1 S Moffett 57; 2 J Moffett 56; 3 Robert Barrable 41; 4 Greer 33; 5 Donnelly 29; 6 Desi Henry 24.



Reigning champion and last year's R5 winner Sam Moffett came out on top again

finished up with Josh leading a Moffett one-two ahead of Sam, as Duggan and Devine continued to impress. Eugene Donnelly was next up, with Jonny Greer recovering from his early setback.

Sunday was overcast and misty, and two loops of the classic Fanad Head, Atlantic Drive and Glen tests would round off the event. The Moffetts were fighting tooth-and-nail as Sam edged ahead on the first run through Glen. He was to stay there until the end to take maximum Irish Tarmac points, and is now the championship leader. Duggan and Devine followed, the 2016 and 2017

Prestone Motorsport News Junior British Rally champions putting in great performances throughout the weekend considering their limited R5 experience, Devine making his R5 asphalt debut on the rally.

Multiple Donegal winner Eugene Donnelly was next up in his Hyundai i20 R5, although he was over three minutes off Devine by the end. Jonny Greer took seventh, with Aidan Wray's Mitsubishi Lancer E10 the first Group N car home. Wray just pipped Paucic Duffy to eighth place by 0.8s.

NATIONAL



Ian Barrett proves something other than an Escort can win events...

Baton passed from Escort to Darrian as Barrett wins

Ian Barrett continued his strong season and proved the strong contingent of Irish Ford Escort Mk2s can be beaten, as his Darrian ran to an impressive National victory.

Damien Tourish shot into an early lead, with championship leader Kevin Eves (Toyota Corolla) in third, and Tourish put in a storming drive throughout the first day to lead overnight. However, his Escort's oil consumption was causing concern, and he would play no further part in the event.

Following years of victories by Ford Escorts of varying descriptions in national rallying, it was unusual to see two Darrians heading the field this time around. The mid-engined Welsh rockets driven by event sponsor Barrett and Kevin Gallagher dominated proceedings, with Gary Kiernan extracting everything out of his Escort but still only able to manage third.

Gary McPhilips and Mark Alcorn were both making rare appearances and showing strong pace, but neither would see the finish. The Donegal

stages clearly suited the nimble Darrians, and it will be interesting to see if other drivers decide to make the switch in the near future. TT winner Michael Dunlop was driving well and lying second in Class 13, but crashed out on Sunday.

Behind the Darrian duo and Kiernan, rally-prep guru Ryan Loughran was fourth, ahead of a trio of Class 14 Escorts that included Frank Kelly, Kyle McGettigan and John Bonner. Kevin Eves was eighth after a troubled weekend, with Barry Meade and Wesley Patterson rounding out the top 10. Johnny Jordan put in a flying performance all weekend to win Class 13 and bring his Toyota Starlet home ahead of a number of quicker cars.

The Historic rally was won by Martin Doherty in his glorious Ford Escort Mk2, resplendent in a colour scheme reminiscent of Ari Vatanen's famous "Black Beauty" which won the event in 1978. Andy Johnson's Vauxhall Chevette HSR was second, with Ronan Campbell third in another Escort.

In the Junior section, non-starts by both Jonny Treanor and Gary McNamee meant that the lead battle was fought by Jason Black in a Toyota Starlet and Jordan Hone in an Opel Adam R2, a fascinating comparison of old versus new. It was Black who emerged victorious in the end by just 1.9s, as Aaron McIntyre took a distant third.

Results

1 Ian Barrett/Paul McGehee (Darrian T90 GTR) 2h37m15.9s; 2 Kevin Gallagher/Noel O'Sullivan (Darrian T90 GTR) +27.3s; 3 Gary Kiernan/Ryan Moore (Ford Escort Mk2); 4 Ryan Loughran/Gareth Doherty (Escort Mk2); 5 Frank Kelly/Sean Ferris (Ford Escort Mk2); 6 Kyle McGettigan/Dale McGettigan (Escort Mk2); 7 John Bonner/Leon Jordan (Escort Mk2); 8 Kevin Eves/Chris Melly (Toyota Corolla); 9 Barry Meade/Colin Fitzgerald (Escort Mk2); 10 Wesley Patterson/Johnny Baird (Escort Mk2)
Class winners: Conor Harvey/Timmy Lunn (Opel Corsa); Eamonn McLaughlin/Steven Boyle (Vauxhall Nova); Kevin McLaughlin/Danny McLaughlin (Honda Civic); Sean Heraghty/Gary Lockhart (Corolla); James Cassidy/Jane Collins (Escort Mk2); Johnny Jordan/Gary McNern (Toyota Starlet); Barrett/McGehee; Jim McDowall/Charlotte McDowall (Subaru Impreza); Micheal Carbin/Conor Mohan (Mitsubishi Lancer E4); Ashley Dickson/Graham Henderson (Lancer E9); Martin Doherty/Darragh Doherty (Ford Escort Mk2); Iarla Carty/Stephen Reynolds (Morris Mini); Niall Creighton/Gregory Roberts (Lotus Cortina); Harry Browne/Martin McGrath (Hillman Avenger); Jimmy McRae/Pauline Gullick (Vauxhall Magnum); Martin Freestone/Misha Freestone (Escort); Niall Keane/Conor Keane (Talbot Sunbeam); David Goose/Darren Harvey (Escort Mk2); Jason Black/Jack McKenna (Starlet).



Nick Elliot



Rudi Lancaster



Ieuan Rowlands

Superb results from Jondel customers again

The BRM-engined Hillman Avenger piloted by Ieuan Rowlands and Emyr Hall is continuing to show its amazing speed up against the Escorts in the British Historic Rally Championship with fastest stage times and a blistering pace.

Baz Jordan is also showing that the car to have in its class is a 2-litre push-rod engined Avenger!

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RETRO: YPRES RALLY

Photos: mcklein-imagedatabase.com, Herman Janssen

Exactly 30 years on, MN investigates the day Triumph was dominant in Belgium. By **Jack Benyon**

THE FIRST BRITIS TO WIN YPRES



Pond (l) and Gallagher (r) dominated



The TR7 was the talk of the town in Ypres

In 1978, the Ford Escort Mk2 was just beginning its dominant phase, winning world events and gearing up for future widespread success both nationally and internationally. But for fans of variety, the story on asphalt was a lot different. And one moustachioed British hero was about to upset the order even further.

The Triumph TR7, complete with an unlikely V8 engine squeezed into the shallow and sleek outline that resembled a cheese wedge better than a rally car, was an odd-looking but potent combination. Especially in the hands of Tony Pond and ace co-driver Fred Gallagher.

Their win on the 1978 Ypres Rally 30 years ago was a signal of intent to the works Ford and Lancia cars of the time, as well as the often successful Porsches, that a new charge was on the block.

The TR7 began competing in 1976, but lacked power from its four-cylinder engine, which preceded the V8. British Leyland was already developing a road-going V8-version of the TR series, but emission laws allied to the fuel crisis were slowing the car's progress towards the American market it was designed for.

Instead, the team, with newly acquired, legendary team manager John Davenport, set about creating its own V8-powered car for competition purposes.

Despite big torque and power numbers, it was met with opposition at first from the drivers.

"Back in '77 when we first tried it,

we put a virtually standard V8 in a rally car," says Davenport. "We had a short forest test stage which we were using to prepare for that year's RAC. "The drivers didn't like the V8 at all. They thought it was terrible to drive.

"It wasn't until we pointed out to them that they were going three or four seconds quicker on the loop than with the four cylinder that they began to show a bit of interest in it!"

The car had a good start to '78 winning the Granite City Rally with Pond and the V8, but an earlier international rally debut on the Circuit of Ireland was foiled because of homologation issues.

That meant the V8 – which along with the suspension was being fettled by engineering guru David Wood – was getting a proper, full-on international debut in Ypres, the coefficient three European Rally Championship event.

It doesn't get much tougher. The event is still one of the highest-profile rallies outside of the World Rally Championship now, but in 1978 it was a phenomenon of even greater proportions. Thousands of spectators would line the roads, even for the reconnaissance of the stages. The pre-event alone lasted for 10 days, and manufacturer-backed cars would fight for the Marlboro-boosted prize money.

Fred Gallagher, the winning co-driver, explains: "One of the weird things that people don't believe in is those days we did the recce in a full-spec rally car. When we actually got to the rally, there were some stages where we were faster on during the recce than when competing on the rally! It's hard

to get your head around today."

The event itself boasted similar roads to today, but a few gimmicks made the rally different. There were 'selective stages', which ran more like road rally tests with passage controls along the route on open roads, and an average speed to match.

There were also secret stages. Drivers weren't given information for those until they left service before that stage, and therefore hadn't reced accurately previously.

Of the selectives, Gallagher adds: "The controls were all on the right for the co-driver as most of the cars were left-hand drive. Obviously that posed a problem for us [the TR7 was right-hand drive so Gallagher would be sat in the left-hand seat, the opposite side to the control].

"Tony and I had a system between us that I handed him the time card a certain way up so that he just put it up on the roof [to be stamped].

"After about three or four passage controls, Davenport was there and he got the marshal to move to the other side of the road. But we went through our usual routine, Tony put the card through. It was very well intentioned by John, but completely counter-productive!"

Despite the various ploys by the organisers to throw the drivers off their game, Pond was truly unstoppable and won by a whopping 3m17s. Mentally, it was won on the first day with a 41s lead, and he didn't drive flat out for the whole event. There was time in reserve. The *Motoring News* report of the time said: "He dominated the event in such a convincing way that no other car stood a chance."

Despite a works Ford Escort RS 1800 Mk2 for Gilbert Staepelaere, and a factory Lancia Stratos for rising Italian ace Tony Carello, Pond was unchallenged.

Staepelaere especially was expected to run away with the event because of his substantial knowledge of the stages, but had no answer for the TR7 in Pond's hands.

"When I went over last year, it was Staepelaere's son Gert who looked after me," Gallagher says. "He told me that his father didn't even consider for a minute that we could beat them [in 1978]. He [Gilbert] was gobsacked with the speed of the Triumph. I think he thought Carello might be a threat, but he could beat him."

The latter would go on to take the European Championship that year, but his inexperience of the event – which is so specialist with the cutting of ditches and the tricky surface – was never going to help. A puncture belied his deficit to second and first, but still, Pond's 22 stage wins out of a possible 44 proved crushing. Staepelaere and Carello could only win seven each.

The event helped to boost Gallagher's reputation too, and he hung up his helmet in 1999 having co-driven for four world champions, as well as winning a host of major international events, including three Safari rallies. But he still rates the world-titleless Pond among the best he's sat with.

"Tony could have been a world champion," he declares without a hint of emotion or doubt. "I would say he was almost of a Colin McRae level in his sheer speed."

STATS

1978 Ypres 24 Hour Rally

Date: June 23-25

European coefficient: Three

Number of starters: 154 (22 British)

Finishers: 59

Stage mileage: 320.66

Results: 1 Tony Pond/ Fred Gallagher (Triumph TR7 V8) 5h31m44s; 2 Gilbert Staepelaere/ Fred Franssen (Ford Escort RS1800 Mk2) +3m17s; 3 Antonio Carello/ Maurizio Perissinot (Lancia Stratos); 4 Francis Vincent/ Jacques Delaval (Porsche Carrera); 5 Kyosti Hamalainen/ Lionel Hennebel (Escort RS1800 Mk2); 6 Billy Coleman/ Peter Scott (Stratos).



Sixth: Billy Coleman/Peter Scott

The Ypres win was followed with a Manx victory in 1978, another event that Pond's known skill at recce proved beneficial at. Eventually British Leyland got its TR8 together midway through 1980, but at the end of that year BL cried no more, and it – along with Davenport – set about laying the blueprints for the 6R4.

But the TR7 could have been more of a success had it belonged to a less turbulent marque and, while its lack of suspension travel was always going to hurt on gravel events, its 290bhp was class leading at the time.

In one of Europe's toughest events, in 1978, the stars aligned and potential was realised.

Pond, Gallagher and the TR7. ■

GALLAGHER'S STAR DRIVERS

John Haugland: rally-training guru and front-wheel-drive expert

Juha Kankkunen: Four-time World Rally champion ('86, '87, '91, '93)

Simo Lampinen: RAC ('68) and 1000 Lakes winner ('63-'64, '72)

Brian Nelson: Donegal winner ('76, '79)

Tony Pond: RAC podium finisher ('85)

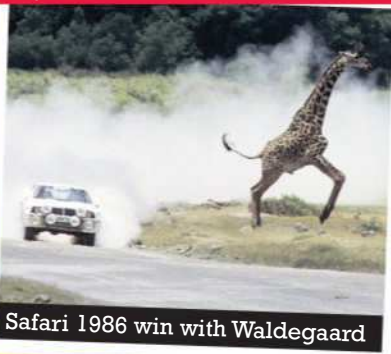
Petter Solberg: WRC champion ('03)

Henri Toivonen: RAC ('80, '85)

and Monte Carlo winner ('86)

Ari Vatanen: WRC champion ('81)

Bjorn Waldegaard: WRC champion ('78)



Safari 1986 win with Waldegaard



Staepelaere was second in Mk2



Residential stages were used



Back in Ypres: Gallagher (r) in '17

RALLY REPORTS

Photos: ERC Media, Kevin Money

SHOCK ERC WIN FOR GALATARIOTIS



Surprise win for Galatariotis

Six drivers led, two potential winners crashed heavily and Nasser Al-Attiyah – chasing a record-extending sixth Cyprus victory – fought back from a double puncture to take top spot with one stage left to run.

But there would be a final twist when the Qatari punctured again, slipping from first to fourth and handing home hero Simos Galatariotis an unlikely maiden ERC victory by a scant 0.6s ahead of Bruno Magalhaes.

The third closest finish in European championship history was the first Cyprus Rally success for a Cypriot in a decade. And while the margin of his defeat was agonising, Magalhaes now leads the ERC standings after early-season pacesetter Alexey Lukyanuk crashed on day one, the Russian's dominant start to the campaign having unravelled.

Lukyanuk's exit had handed Al-Attiyah the lead, only for British squad Autotek Motorsport's experienced hand to suffer two tyre failures in the space of a sweltering Cypriot Saturday afternoon. That left Skoda-backed Juuso Nordgren leading on his island debut.

Despite starting the final day 48.4s behind the

Finnish youngster, Al-Attiyah was adamant victory could be his, a belief that was strengthened when Nordgren rolled on the first corner of stage nine, before a collision with a private car on stage 10 put him out for good.

With stage 11 cancelled to make up for earlier delays, Al-Attiyah had two stages left to cancel out a deficit of 18.3s to Galatariotis.

Like Magalhaes, the Cypriot was driving with a title in mind, which resulted in more caution and less Al-Attiyah-style daring. It meant the Skoda-mounted pair were easy pickings for Fiesta driver Al-Attiyah who was now 2.3s in front with one stage left.

Magalhaes overtook the puncture-hit Al-Attiyah in the stage but came up short against Galatariotis, even though the local champion was nursing a puncture of his own.

Results

1 Simos Galatariotis/Antonis Ioannou (Skoda Fabia R5) +1h55m40.2s; 2 Bruno Magalhaes/Hugo Magalhaes (Fabia R5) +0.6s; 3 Norbert Herczig/Ramon Ferencz (Fabia R5); 4 Nasser Al-Attiyah/Matthieu Baume (Ford Fiesta R5); 5 Orhan Avcioglu/Burcin Korkmaz (Fabia R5); 6 Vojtech Stajic/Marcela Ehllova (Fabia R5); 7 David Botka/Mark Mesterhazi (Fabia R5); 8 Albert von Thurn und Taxis/Bjorn Degandt (Fabia R5); 9 Petros Panteliv/Kyprias Christodoulou (Mitsubishi Lancer E10); 10 Alexandros Tsouliftas/Antonis Chrysostomou (Citroen DS 3 R5). **Class winners:** Panteliv/Christodoulou; Laurent Pallier/Geoffrey Combe (Peugeot 208 R2); Emma Falcon (Citroen DS 3 R3T)

Longfellow takes narrow Grafton Underwood win as event is shortened after crash

Flying Fortress Stages

By Peter Scherer

Organiser: Dukeries MC **When:** June 17 **Where:** Grafton Underwood, Northamptonshire **Championships:** EMAMC, ANEMMC, AEMC **Stages:** 5 **Starters:** 65

David Longfellow and Daniel Ward's Subaru Impreza edged ahead of stage one leaders Martin Pavier/Peter Kettle on the second stage and consolidated their advantage until stage five.

Pavier had responded and clawed back five seconds, when the rally had to be stopped due to a serious accident on the sixth, with Longfellow declared the winner by nine seconds.

Dave Hornbrook/Matty Sample's

Mitsubishi E4 chased the lead duo all day. But with Martin Farrar/Andy Ward's Impreza vacating third on the second stage with damaged steering, Scott Renshaw/Dean Wilson's Impreza moved up, only to go out themselves on the next stage with brake problems, promoting Hornbrook.

Steve and Catherine Booth's Ford Escort had been 10th after the opening run, but after three they were closing in on Hornbrook from a threatening fourth. However their challenge ended on stage five, when a broken throttle cable left them limping to the finish.

Sean and Max Bailey's Impreza therefore took fourth, with class winners Dean Baker/Andy Falconer (Escort) and

David McMullan/Marc Melhuish (Vauxhall Nova) completing the top six.

Vince Sillett and co-driver Samm Keeley were involved in the sixth stage accident in their Ford Escort Mk2 after hitting a tree. They were taken to hospital in Coventry but MN understands both are expected to recover from their injuries.

Results

1 David Longfellow/Daniel Ward (Subaru Impreza) 43m55s; 2 Martin Pavier/Peter Kettle (Subaru Impreza) +9s; 3 Dave Hornbrook/Matty Sample (Mitsubishi Lancer E4); 4 Sean Bailey/Max Bailey (Subaru Impreza); 5 Dean Baker/Andy Falconer (Ford Escort Mk2); 6 David McMullan/Marc Melhuish (Vauxhall Nova); 7 David Wood/Tracy Wood (Mitsubishi E5); 8 Vince Sillett/Samm Keeley (Ford Escort Mk2); 9 Adrian Baker/Lindsey Baker (Ford Escort Mk2); 10 Connor Tolson/Sam Bailey (Subaru Impreza). **Class winners:** Ian Bass/Cameron Young (Toyota Yaris); McMullan/Melhuish; Phil Kenny/Gary Laverick (Ford Puma); Baker/Falconer; Philip Rowland/Philip Woodcock (BMW M3).



Longfellow/Ward's winning Impreza

Vey and Fletcher see off Smeatharpe rivals

Smeatharpe Stages

By Ian Harden

Organiser: Wildlife Autosport **When:** June 17 **Where:** Smeatharpe airfield, Devon **Championships:** ASWMC Sealed Surface; ACSMC Tarmac **Stages:** 10 **Starters:** 60

Andy Vey and co-driver Richard Fletcher steered their Mitsubishi Lancer E4 to a 28-second win at Smeatharpe over Dean Thomas/Jason Riggs' unusual Toyota DTR.

Vey powered his way through the morning's gloomy conditions to open a 20s lead after four tests. But Thomas fought back hard as the day went on, spurred on by pre-event brake balance changes.

With confidence increasing on every stage he matched Vey exactly on the last two tests to claim runner-up spot.

Third-placed Rob and John Lee fought a day-long, all-Ford Escort Mk1 battle with Thomas and Edward Todd. Never more than six seconds apart on any stage, the speed and intensity of their personal scrap put them ahead of all the four-wheel-drive entries except Vey.

Craig Fleming and co-driver Tim Gore (Subaru Impreza) finished fifth.

Having spent most of the day in sixth they stormed through the last stage and set equal fastest time to leapfrog Ben Parker and his stand-in co-driver, Jodie Exell (Honda Civic).

Results

1 Andy Vey/Richard Fletcher (Mitsubishi Lancer E4) 36m36s; 2 Dean Thomas/Jason Riggs (Toyota DTR) +28s; 3 Rob Lee/John Lee (Ford Escort Mk1); 4 Thomas Todd/Edward Todd (Ford Escort Mk1); 5 Craig Fleming/Philip Hopkins (Subaru Impreza); 6 Ben Parker/Jodie Exell (Honda Civic 'Pinky'); 7 Paul Sydenham/Paul Rumary (Ford Escort Mk2); 8 David James/Stuart Morley (Mitsubishi Lancer E3); 9 Ian Ross/Sally Vaughan (Subaru Impreza); 10 Matt Cusens/Sam Julian (BMW 328i Compact). **Class winners:** Barry Pavay/Alan Spencer (Ford Escort Mk1); Simon Heywood/Andy Hamlyn (Honda Civic); Thomas/Riggs, Cusens/Julian, Fleming/Gore.

RACING REPORTS

BRANDS HATCH: MSVR BY BRIAN PHILLIPS

JUNE 17

FIRST WIN BRINGS PANAYIOTOU INTO VW CUP CONTENTION

Photos: Gary Hawkins

Volkswagen Racing Cup points leader Chris Panayiotou and Swedish visitor Dennis Strandberg each tasted the victory champagne after an eventful pair of races which headed the programme at the second Brands Hatch Deutsche Fest.

Success in race one was Panayiotou's first win of the year and consistent finishing has put him top of the table at the championship's halfway stage. And it was a hard-won result, Panayiotou first having to overcome the quick-starting Ruaridh Clark, who stayed on his rival's

tail to the flag. Both were in Sciroccos, and third was taken by Simon Walton's Audi TT despite a late skirmish at Paddock with Jamie Bond's Golf, which resulted in Bond being penalised back to fourth for his part in the incident. Toby Davis (Golf) and Strandberg's Scirocco were fifth and sixth and this half dozen would be reversed on the race two grid.

High expectations were dashed and the second race was spoiled by two lengthy safety car interventions to move cars stranded at Paddock. Strandberg had already been given breathing space by those behind making an ill-advised attempt to take Druids and Graham Hill three abreast on lap one. The caution periods then left the Swede to stay in control for a single green flag dash to the finish, something he successfully achieved in an unballasted car against a bunch of rivals carrying varying levels of success weight. The win was Strandberg's third of the year, and he was followed by Bond, Davis, Clark and Panayiotou.

Paul Cook's unmissable black and dayglow E46 won both races for the M3 Cup, beating David Whitmore in both outings. In race two a seemingly

comfortable lead evaporated when Cook briefly struggled to find a gear, but he soon returned to a winning pace. Nick Williamson was third in the first race but had to follow Graham Crowhurst home in race two while reaching the front of a quartet contesting fourth.

The 330 Challenge provided much closer competition for victory, Matt Maxted taking the wins after chasing Darren Ball for most of the race distance in both encounters.

Success in the Racing Saloons fell all too easily to the Nigel Innes BMW E36. He finished just over 22s clear each time, Roger Kneebone's E36 and the Toyota Starlet of Barnaby Davies taking the runner-up spots respectively. Davies and his brother Oliver in another Starlet made a nuisance of themselves amid the BMW domination but Barnaby's poor start in race two meant he only moved up to second on the penultimate lap. Production BMW champion Matt Swaffer took a class win and a second place in a diesel BMW 120.

Swaffer isn't registered for the 2018 Production championship and ran as a guest entry at Brands, determined to



Panayiotou (left) fought Clark robustly

avenge his defeat by William Davison at last year's fixture. He was indeed first across the line in race one after a tense duel, but contact on the final corner knocked Davison back to sixth and earned Swaffer disqualification for his rude tactics.

Davison duly won race two on the road while Swaffer reached 11th from the back of the grid, but this time it was Davison's turn to be excluded from the meeting (see racing news) in a duel with David Graves, who thus inherited a double win after taking the flag as close runner-up in each race.

WINNERS

Volkswagen Racing Cup
Race 1: Chris Panayiotou (Scirocco)
Race 2: Dennis Strandberg (Scirocco)

BMW M3 Cup/330 Challenge
Race 1: Paul Cook (E46 M3)
Race 2: Paul Cook (E46 M3)

Racing Saloons
Race 1: Nigel Innes (BMW E36 M3)
Race 2: Nigel Innes (BMW E36 M3)

Production BMW Championship
Race 1: David Graves (320i)
Race 2: David Graves (320i)



Innes had success in Saloons

RACING REPORTS

SILVERSTONE: HSCC BY PAUL LAWRENCE
JUNE 16/17

Photos: Mick Walker



Evans (r) had close battle with Dwyer

EVANS TAKES A DOUBLE AS HISTORIC F2 BACK TO SILVERSTONE GP AFTER 34 YEARS

The 34-year wait for a dedicated Historic Formula 2 race on the Silverstone Grand Prix circuit was made worthwhile with two stunning contests over the weekend.

Richard Evans took both wins over the hard-charging Dean Forward as a tremendous field wound the clock back to the late 1970s and early 1980s when the International Trophy featured the European Formula 2 Championship.

A week after five F2 cars raced, and two finished, at Dijon in the rival Peter Auto series, a mighty field of 28 cars lined up for rounds five and six of the Historic Sports Car Club-run series and the first race for original F2 cars on Silverstone GP since the end of the first F2 era in 1984.

The opening laps of the first race were electric as the March 742s of Evans and Mark Dwyer went hammer and tongs with the 782 of Forward while Jamie Brashaw's Chevron B25 chased along. Eventually Forward wriggled to the front with Evans chasing hard while Brashaw worked up to join Dwyer in an epic contest for third.

Forward had done all the hard work to build a four-second cushion over Evans when a brush with a backmarker pitched the leader into a spin. He quickly rejoined but the tracking was out and he could do nothing about Evans, who stole ahead for victory.

"I tried really hard but I couldn't keep up and it was lucky for me," said Evans, while Forward was philosophical about the result. Brashaw grabbed third after a wheel-to-wheel battle with Dwyer. "Mark's a good friend and there was respect for each other," said Brashaw.

On Sunday, Evans rocketed away and built an immediate lead, but Forward

dug deep and chipped away at the margin to bring it down to less than half a second at the flag. Brashaw lost his sparring partner Dwyer late in the race and up to fourth from the back of the grid with a mighty charge came James Murray in his Chevron B25.

With his father Graeme feeling unwell and electing not to race, James Dodd went solo in the hour-long **Jaguar Classic Challenge** and delivered a typically classy performance as mid-race rain on an oily track made conditions treacherous. "That was a really entertaining race with the changing conditions," said Dodd.

For much of the race, Ben Short led the chase but he was 20s adrift of Dodd when he made as late a stop as possible for Nick Riley to finish the job. In still tricky conditions, Riley slipped to third behind Donington winners Gary and John Pearson. Julian Thomas and Calum Lockie should have been up there as well, but a distributor problem sidelined Thomas on the opening lap.

This event has traditionally been a happy hunting ground for Leo Voyazides and this year's edition was no exception for this most accomplished gentleman racer. The new format for the **Pre '80 Endurance Series** is two half-hour races so Voyazides went solo in the stunning DFV-powered Lola T282 and duly bagged two commanding wins. However, it could have been a whole lot different if the Can-Am McLaren M8F of Dean Forward had not been sidelined by oil woes after setting pole. "It's big and daft," said Forward of the eight-litre monster. Instead, it was Robert Oldershaw, in his first weekend racing his recently restored Lola T290, who led



Dodd (r) headed Jaguar Classic Challenge contest, driving his E-type solo

the chase of the wailing Cosworth car. A throttle cable failed on Saturday but that was fixed in time for a charge from the back of the grid on Sunday. On his way through Oldershaw had to contend with the similar car of Mark Richardson and Richard Dodkin's huge March 717, being raced by 1989 Group C2 world champion Nick Adams.

Fresh from the Lola on Sunday morning, Voyazides hopped into his AC Cobra and led the opening stint of the 90-minute **GT and Sports Car Cup** race. Simon Hadfield did his stuff in the second stint before Voyazides went back in to bring the car home half a minute clear of the E-type of John and Gary Pearson. "Silverstone is perfect for the car," said Voyazides. Hadfield added: "If you've beaten the Pearson brothers you know you've done something special."

It was a weekend of doubles in the single-seater ranks as Michael Lyons and Jon Milicevic joined Richard Evans

as two-time winners. Lyons ran away and hid in the **Derek Bell Trophy** races in his Formula 5000 Lola T400 while category newcomer James Hadfield was mighty impressive in his dad's Trojan T101. After a massive scare when a tyre popped off the rim on Saturday, he scythed up the order on Sunday to second with a pace that belied his complete lack of prior experience in the five-litre monster.

Milicevic and Andrew Hibberd enacted two glorious contests in **Historic F3** and it was close enough in the opener. But Hibberd went into the second ever more determined to topple his friend and rival and they traded the lead countless times. In a wheel-to-wheel dash for the line, Milicevic got the nod by 0.156s to make it six wins from six races this season.

The **Historic Formula Ford** races were excellent but by the category's incredibly high standards the opener got

WINNERS

Classic F3/Classic FF2000	(March 742)
Race 1: Anthony Hancock (Lola T670)	Historic Formula 3
Race 2: David Shaw (Ralt RT1)	Race 1: Jon Milicevic (Brabham BT21B)
Derek Bell Trophy	Race 2: Jon Milicevic (Brabham BT21B)
Race 1: Michael Lyons (Lola T400)	Historic Formula Ford
Race 2: Michael Lyons (Lola T400)	Race 1: Cameron Jackson (Lola T200)
GT and Sports Car Cup	Race 2: Ben Mitchell (Merlyn Mk20)
Leo Voyazides/Simon Hadfield (AC Cobra)	Jaguar Classic Challenge
Guards Trophy	James Dodd (Jaguar E-type)
Martin O'Connell (Chevron B8)	Pre '80 Endurance
Historic Formula 2	Race 1: Leo Voyazides (Lola T282)
Race 1: Richard Evans (March 742)	Race 2: Leo Voyazides (Lola T282)
Race 2: Richard Evans	

a bit spread out. Cameron Jackson (Lola T200) had close to a two-second advantage over Ben Mitchell (Merlyn Mk20) at the flag as they went well clear of the pack. Mitchell turned the tables on Sunday after a glorious head-to-head to keep the championship status quo unchanged. Max Bartell was the best of the rest as Will Nuthall headed a six-way contest for fourth.

A tremendous 32-car field of **Classic Formula 3s** and **URS Classic FF2000s** delivered some excellent racing and wins were shared by Anthony Hancock (Lola T670) and David Shaw (Ralt RT1). Shaw got his chance in traffic in the second race and was then able to hold Hancock at a couple of seconds. Finally, the mercurial talents of Martin O'Connell, armed with Sandy Watson's Chevron B8, romped to **Guards Trophy** glory as other fancied runners were docked 30s for pitstops outside the mandated window.



Voyazides won Pre '80 enduro (above) and the GT and Sports Car Cup



Milicevic (l) had a great tussle with Hibberd (r) in Historic F3, but Milicevic prevailed in both Silverstone races

RACING REPORTS

ROCKINGHAM: BARC BY PETER SCHERER
JUNE 16

Photos: Ollie Read

TURICCKI AND BOURNE TAME ROCKINGHAM OVAL

WINNERS

Classic/Historic Thunder and Blue Oval Saloons Race 1: Dale Gent (Subaru Impreza) Race 2: Dave Cockell (Ford Escort)	(Ford Escort Mk1)	Pickups Race 1: George Turiccki Race 2: Scott Bourne
Group 1, Classic & Historic Touring Race 1: Stephen Primett (Ford Escort Mk1) Race 2: Stephen Primett	Intermarque Race 1: Lewis Smith (Vauxhall Tigra) Race 2: Lewis Smith (Vauxhall Tigra)	Pre 1993 & 2003 Touring Cars and Pre 05 Production Touring Cars Race 1: Steve Barden (Honda Civic Type R) Race 2: Steve Barden (Honda Civic Type R)
	Junior Saloons Race 1: Joel Wren (Citroen Saxo) Race 2: Lewis Saunders (Citroen Saxo)	



Three-way battle for lead in Pickup races

George Turiccki fought off a last-lap challenge from Mark Willis and Scott Bourne to take victory in the first of the evening's Pickup races on his debut at the Rockingham Oval.

Willis and Bourne had controlled things from the front until Turiccki split them with nine laps remaining.

A safety car intervention left Turiccki under threat from Bourne at the green flag with three laps to go, but he not only held his place, he dived inside Willis at Turn 2 in a decisive move to win. Willis and Bourne completed the podium from a distant Paul Tompkins.

After the initial sort out, race two became a Bourne and Willis duel again. While Bourne became the pacesetter for most of the race, Turiccki managed to slip into second again for a while but, with his front tyres overheating, he lost out to both Willis and Mel Collins out of Turn 4 with three laps remaining.

Bourne stayed clear to take the win from Willis and Collins, with Pete Stevens also taking Turiccki for fourth on the last lap.

Joel Wren and Lewis Saunders shared the Junior Saloon Car victory spoils. It was Saunders who led initially in the first race until Wren shot by into Deene Hairpin on the third lap. Series debutant Thomas Ward ousted Steven Chandler for third place, before both overtook Saunders.

As Ward consolidated second, Chandler ran wide at Deene, handing third back to Saunders. Gemma Moore and Scott McIntyre were then on Chandler's tail, with both getting by into the Brook Esses on the last lap. McIntyre won the dash to the line to take fourth, from Moore and Chandler.

At the start of the second race Saunders chased Ben Kasperczak and Wren through Turn 1, but with a brave move around the outside at Gracelands he was soon ahead of both and in the lead.

Ward had then joined the duel for second, before Wren hit Kasperczak at Tarzan and put them both out. Ward remained in second despite having to take avoiding action from the collision ahead of him, but Saunders found his

lead had virtually doubled.

But a safety car was called out to recover the stricken duo, wiping out Saunders' lead and he was left to defend sternly from Ward over the two remaining laps to the flag. Saunders just held on for his maiden victory, with Moore escaping from the challenging McIntyre for third, after the latter's car went into limp mode.

It wasn't the best of starts for Stephen Primett's Ford Escort in either of the Group 1, Classic & Historic Touring Car races but that didn't stop him taking a brace of wins. He took the lead in race one on lap two, overtaking the Triumph Dolomite of early leader Mark Osborne, who then had a great duel with Stephen Cripps' Escort. Osborne held on, while Cripps had to fend off Mark Cholerton's Escort too.

Osborne got the best start again in race two, but had to surrender the lead when Primett went around the outside at Deene to lead home from lap two. Osborne and Cripps continued their duel from earlier, but were split by Cholerton when Cripps overshot at Deene. Osborne held onto second again, with Cripps back up to third at the Brook Esses a lap from home.

Ian Bower's BMW M3 was a lights-to-flag winner in the first multi classes CTRC race, but a track limits penalty dropped him to second behind Steve Barden's Honda Civic Type R. Barden would go on to secure the double after passing Bower into Tarzan on lap eight of 10.



Junior Saloons took to banking

OULTON PARK: BRSCC BY IAN SOWMAN
JUNE 16

CIVIC CUP BATTLE TIGHTENS AS NEW DRIVERS TAKE WINS

The Civic Cup underlined its credentials as one of the country's most competitive championships, as it produced its fifth and sixth winners from the first half-dozen rounds. Mark Grice, 2017 runner-up, triumphed in the first race at Oulton before Arron Sharp took his first car racing victory – at his home circuit – in the second.

Grice, who was third in the standings before the weekend, had a coming together with Silverstone victor Dan Reason at Shell on the opening lap, allowing Paul Bancroft to lead for a time. Grice lost just one position and was able to close the gap to Bancroft by

lap five out of eight, before challenging him on the sixth lap at Hislops and completing the move at Druids. Championship leader Rob Baker and Reason followed him through over the following couple of corners and eventually completed the podium, with David Buky relegating Bancroft to fifth on the drag to the line.

"Two or three laps from the end something came loose and I kept going wide," admitted Grice after surviving final-lap offs at Cascades and Lodge.

From the front row of the reversed grid second race, Sharp was able to assume a comfortable margin from the



Grice took his first Civic Cup win of the year and a runner-up spot at Oulton

outset, establishing a gap of 5s at the end of lap six that enabled him to cling on despite a mistake in the closing stages. "The car was mint, but we're still learning – this is only our third meeting with it," he said.

Jason Ballantyne made a strong start from row three and grabbed second place from Lewis Rose down the Avenue on lap three, but a difficult gearchange at the end of the penultimate lap allowed Reason through to second. Having dropped to 15th on the opening lap, Baker climbed back to eighth to maintain his 12-point lead over Ballantyne, while Grice – who finished race two in 10th – was leapfrogged by Reason.

Mike Comber Racing drivers completed a clean sweep of the MX-5

Championship wins, a great birthday present for the team proprietor – even if he did play third fiddle on track to Will Blackwell-Chambers and Sam Smith, who split the three wins. Blackwell-Chambers, championship leader by six points over Oliver Allwood, passed Smith for the lead at Dentons on lap seven of race one, the pair going on to finish well clear of Comber, who took third in a blanket finish with Allwood and Brian Trott in spite of a differential bearing issue.

Smith was untroubled in the second race, aided when Blackwell-Chambers got a bad exit from Cascades on the fourth lap and was then out-powered by both Trott and Allwood along Lakeside. He eventually got the places back, but lost second again to Trott at

WINNERS

Civic Cup Race 1: Mark Grice (EP3) Race 2: Arron Sharp (EP3)	Race 1A: Will Blackwell-Chambers Race 2A: Sam Smith Race 3A: Sam Smith
FF1600 Northern Championship Race 1: Rory Smith (Medina JL18) Race 2: David McArthur (Van Diemen LA10)	Race 1B: Simon Orange Race 2B: Callum Greatrex Race 3B: Marcus Bailey
MX-5 Championship	MX-5 Super Series Race 1: Joshua Jackson Race 2: Joshua Jackson Race 3: Joshua Jackson

Cascades on the final lap.

Smith's victory in the final race came by just 0.044s over WB-C. Trott lost third to Cadwell victor John Langridge at Old Hall on the final lap, while Allwood finished 17th after bouncing off the Old Hall barriers.

Rory Smith moved to the top of the Northern FF1600 standings with a win and a second place in his Medina. In the opener, David McArthur drove around the outside of him to take the lead at Old Hall shortly before a red flag, which wound the result back a lap. After another poor start – caused by a clutch issue on his Van Diemen – McArthur repeated the move in the second race, this time claiming the win. Jack Wolfenden twice took his Reynard to Pre-'90 spoils.



FF1600 battle: McArthur and Smith



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HISTORICS

'Proffitt to contest the Red Kite Rally'
Porsche man's switch, below



Photos: Paul Lawrence

DOWN THE PUB WITH

STUART EGGLESTONE

Age: 45 Lives: Appleby
BHRC contender

It's a family thing

"My brothers were involved in road rallying and my older brother Steve used to compete in the *Motoring News* days. The Tour of Mull in 1994 was my first ever rally in a Peugeot 309. We finished 25th so we had a good run."

He was Junior champion

"We then did the BTRDA Gold Star and won it outright in 1997 in a 205. Then we did the Isle of Man and Network Q for experience as we did the British Championship in 1998. I was about 24 and won the Junior title and then hired an Escort kit-car from Chris Birkbeck for the Network Q and had a good run."

He had some big results

"That enabled us to get the Simmonite car for the British Championship in '99. They were fantastic days with works teams. But it all went wrong for us after three events so that was the end of that season and we moved to an Mitsubishi Lancer E6 and finished second on the Malcolm Wilson and fifth on the Vauxhall."

Rallying stopped in 2002

"Then we had the foot and mouth year but I used my old 205 on the Jim Clark when it ran later in the year and I had Dan Barritt co-driving, so I'm one of the drivers Dan has sat with. I finished second on the Malcolm Wilson in 2002 and then retired. I walked away to focus on family and business."

He did a few more rallies

"In 2009 I did one event in Andy Bird's car on the Cheviot Rally on Otterburn but the engine blew up on the first stage. I bought my old Astra back and went to Mull in 2010 and then selected events I fancied doing."

Then they built a historic

"I bought the Escort Mk2 as a road car and my brother Mark and I built it over two years. We got it finished on the morning of scrutineering for the Roger Albert Clark Rally last November. That's how last minute it was and that was my first event in a rear-wheel-drive car. I learned a lot."

He's having a ball

"I'm loving the car and my rallying: it is such a pleasure to drive and the Pinto is affordable. I do like the good close battles with young lads Ben Friend and Josh Browne. The camaraderie is great in the BHRC and everyone is so helpful and friendly."



Egglestone: Escort battler

BARRETT'S THANKS AFTER CAR BLAZE

Ford Escort man back on track after Carlisle Stages bonfire



Barrett was on fire on the Carlisle Stages

By Paul Lawrence

Paul Barrett has said that the help of marshals and fellow competitors saved his rallying career when his Ford Escort Mk2 caught fire on the recent Carlisle Stages.

Northern Irishman Barrett and his Welsh co-driver Dai Roberts completed the opening stage on Friday evening and were at the start of the second

stage when an engine fire started.

With help from the marshals and timekeepers as well as fire extinguishers loaned by other crews, the fire was finally contained although considerable damage was done. Barrett was later treated in hospital for burns to his hand.

"I really want to thank everyone who helped get the fire out," said Barrett. "Without their help the car would have

been destroyed and that would have finished my rallying career."

Barrett is currently facing a race against time to get the damage repaired in time for this weekend's Red Kite Stages in South Wales, the fourth round of the Fuchs MSA British Historic Rally Championship.

"We're flat out on it with the help of a lot of friends," Barrett told *MN*. Having led the overall BHRC after two rounds, his non-

finish in Carlisle cost Barrett the championship lead to Stuart Egglestone and so he can ill-afford to miss the Red Kite.

Provided the car is ready, Barrett will face a fantastic field for the Red Kite, which includes his younger brother Ryan, Osian Price, the Hillman Avenger of Ieuan Rowlands, as well as Joe Price and Alan Walker, who both return after accidents on round two, the Pirelli Rally.



The BTCC is celebrated

Goodwood reflects history of British Touring Car Championship

The first season of the British Saloon Car Championship will be celebrated at the Goodwood Revival Meeting on September 7-9 with a new format for the Jack Sears Memorial Trophy.

The inaugural champion from

1958 will be honoured by a race contested by a grid of cars that would have been seen in action in that first year.

The race will celebrate the 60th anniversary of the BTCC and its forerunner, the British

Saloon Car Championship.

In action will be cars like the Riley 1.5, the Austin A105 as raced by Sears in the first seasons of the contest and the Jaguar Mk1 raced by his season-long rival Tommy Sopwith.



Hadfield raced father's Trojan to second place at Silverstone

Hadfield Junior steps up to F5000 monster

James Hadfield, son of leading historic racer Simon, took on the biggest challenge of his racing career to date at Silverstone when he raced his father's Formula 5000 Trojan T101 for the first time. He scored a fine second place in the Derek Bell Trophy.

"It's a great bit of kit: it's got warp speed," said the former professional ice hockey player

who now works alongside his father in the historic race preparation business.

"The car has not raced for several years and usually lives at the Donington Collection," said Hadfield senior. James was due to demonstrate the car at the Goodwood Members' Meeting, but those plans were thwarted by bad weather.

Ralli 22 series gets underway on Saturday

The new Ralli 22 series of hillclimbs for period rally cars will start at Prescott on Saturday with a quality field headed by the ex-Carlos Sainz Ford Focus of Dave Wright.

The pilot three-event competition is titled to reflect the 22 years covered by cars from the Group A, Group B and WRC eras.

"Prescott will be a very good

start with a nice mix of cars and we have bigger entries planned for Chateau Impney and Shelsley Walsh in July," said series organiser Steve Davies.

Other Prescott entries include the Renault 5 Maxi Turbo of Kevin Jones, Jason Lepley's Escort RS2000 and the Hyundai Accent WRC of Stephen Chamberlain.



Ex-Carlos Sainz car will take to the Prescott hillclimb track

IN BRIEF

Proffitt's Red Kite
Rikki Proffitt and Graham Wild have made a late change of plans to compete on the Red Kite Stages this weekend rather than take their Porsche 911 to Ypres, as originally intended. Following the changes to running order and the revival in rallying for historic, they now lead BHRC2 for the Category 1 and 1600cc cars.

Gravsen stars

Teenager Mads Gravsen starred in Historic FF1600 at Silverstone in the Palliser owned and usually raced by his uncle Chris Sharples. Despite very limited racing experience and making his Silverstone GP debut, the Dane finished seventh and eighth as he twice raced in the main lead pack.

Slaughter's back

Following a dramatic high-speed roll on the Rally Tending and Clacton at the end of April, James Slaughter is due back in action with his rebuilt Ford Escort Mk2 on this weekend's Red Kite Stages. After a major rebuild, the Cossack-liveried Mk2 will join the Escort Mk1 of his father Dick on the South Wales event.



Brashaw: Late race decision

Brashaw's glory

Jamie Brashaw only took his F2 Chevron B27 to Silverstone for a shakedown test on Friday, but it went so well that he placed a late entry for the Historic Formula 2 races and scooped two podiums. He also used it to finish fourth in the opening Derek Bell Trophy race after his Formula 5000 March 73A was sidelined by engine failure in qualifying.

Huff at the Classic

World Championship Touring Car driver Rob Huff will add a Lotus Cortina to his tally of historic race cars when he shares the car of Andy Wolfe in the 50-minute U2TC race at the Silverstone Classic. Huntingdon-based Wolfe and Newmarket's Huff will be one of the strongest driver pairings in the race, which is part of the event's Tin Top Sunday.

Hyett's Tiga switch

BRDC member, and former Group C2 podium finisher at Le Mans, Ross Hyett has switched to a Sports 2000 Tiga SC83 and had a debut run in the Pre '80 Endurance races at Silverstone. Hyett acquired the car through Chris Snowden, who prepares it, and plans some more Pre '80 races as well as a couple of Historic Sports 2000 outings this season.

Pearson's return

Ex-Alfa Romeo racer Ted Pearson joined the Historic FF1600 grid at Silverstone after buying Nigel Grant's Merlyn Mk17. Pearson has not raced since Classic FF1600 in 2014 but was keen to have another shot at Formula Ford and will use the balance of this season as a lead-in to a full programme in 2019. Grant's team will prepare the car for him.

SPORTING SCENE

Photos: fiaworldrallycross.com, Trevor Coulson, Colin Casserley

Rallycross GP canned for 2018

The MSA British Rallycross Grand Prix won't run this season as organisers work on plans to improve the event for the future.

First held in 1982 as a high-profile end-of-season standalone event at Brands Hatch, the Grand Prix attracted international star names, before having a lay-off between 1996 and 2002, in which time it moved to Croft. It took a further break between 2004 and 2011.

In recent years, the event has run the day after the British RX finale but has failed to attract a European contingent.

"The MSA British Rallycross Grand Prix has been a great event but in recent years has lost its character and importance. We have decided to rest the event this year while we decide how best to reposition it for the future," said British Automobile Racing Club chief operating officer, Drew Furlong. "If the Grand Prix is going to regain its former glory it needs to stand out as being different and credible.

"Rallycross is in the ascendancy at the moment which means the calendar is crowded and a standalone event such as the Grand Prix must be attractive to teams and drivers if it is to gain participation from top class competitors."



Loeb will have a new 208

NEW PEUGEOT TO BOOST LOEB'S BID

Upgraded 208 for championship-chasing French star as he aims to land WRX crown

By Hal Ridge

Sebastien Loeb's chances of challenging for the World Rallycross Championship title could be given a boost at the next round in Sweden next week, where Peugeot plans to introduce a new 208 Supercar for the Frenchman and team-mate Timmy Hansen.

The French marque announced before the season that it would introduce updates throughout the first campaign of running

its World RX project in-house. The Holjes event next week, round six of the series, is expected to be the biggest single development for the squad this year, the new 208 Supercar featuring a new chassis and engine.

"In Sweden we should have some of the technical evolutions that we have been working on since the beginning of the year," Peugeot Sport director Bruno Famin told *Motorsport News*. "We still have a couple of technical questions to solve and the main importance will be to

have the parts for the race cars. Right now, the decision is not finalised, but it's the target to have the evolution in Sweden."

Loeb is second in the World RX standings, 31 points behind leader Johan Kristoffersson. The rally legend made the podium in four of the first five races and won in Belgium. But, in line with his pre-season predictions, Famin remains adamant that the French marque is not focusing on fighting for its first World RX drivers crown this term.

"It's not our target," he said. "But, if the

evolutions are good, then why not?"

If the gap is not too big with Johan [Kristoffersson] and Volkswagen, of course we'll have a look at it, but it's not the main goal. The main goal is to win more races this year, and obviously if we win more races then the situation with the championship will be better."

The team's third driver, Kevin Hansen will switch to using one of the cars raced by Loeb or his older brother Timmy, but will remain an evolution behind the outfit's nominated points-scoring drivers.

McGarry to achieve a life's ambition by racing a TouringCar at Holjes WRX event

Irishman Peter McGarry will make his European Rallycross Championship debut in the last ever event for the FIA TouringCar category in Sweden next week.

The Irish RX Modified race-winner will drive Derek Tohill's double title winning Ford Fiesta at Holjes, run by the PFCRX

team alongside Tohill's Fiesta Supercar. McGarry made his maiden appearance in the rear-wheel-drive Fiesta at the third round of IRX at Tynagh recently and finished on the podium in the Modified category. "Entering this event is something the team has talked about ever since the FIA

announced that this would be the last ever season for TouringCar," said McGarry. "Before I knew it I was applying for an international license and putting an entry in to arguably the best event on the calendar. It's a dream come true to be able to compete at Holjes."



McGarry will race in Tohill's machine

BTRDA RALLYCROSS

Lynch unstoppable at Blyton showdown

BTRDA Clubmans Rallycross Championship

By Hal Ridge

Organiser: MDA/BTRDA When: June 18 Where: Blyton Park, Lincolnshire Starters: 51.

Multiple rallycross champion Tony Lynch claimed victory in the fourth round of the BTRDA Clubmans Rallycross Championship at Blyton Park in Lincolnshire to close in on the overall points lead.

Lynch (Ford Ka) qualified on pole position for the Modified A final and ran side-by-side with Irishman Patrick Ryan's Vauxhall Nova though the opening corner, contact between the pair forcing Ryan into a half spin, dropping him down the order.

As Ryan climbed back to second, Toyota MR2 racer Marc Jones finished third in a repeat of the round one podium at the same venue. Jones had a close battle with Fred Ling and Nick Angrave in the last race of the day, as David Brown progressed from the B final to finish sixth. Lotus Exige driver Mike Dresser was forced out by technical issues in the pre-grid.

Junior driver Luke Constantine continues to lead the overall BTRDA points in his maiden rallycross season, three points ahead of Lynch, and scored his fourth successive victory in round four. Constantine, his older brother Tom and Morgan Wroot each took a fastest time in qualifying, Luke Constantine



Lynch won, and is second in the points

netting pole position from where he led the final throughout, fending off the close attentions of Tom. Wroot finished third at his home round with James Constantine and Amy Baines completing the list of finishers.

The **Production** category final took two attempts to get underway after Tomasz Chojnacki spun at Turn 1 in the first start following contact. At the restart, Andrew Smith's Renault Clio stalled on the start line and it was Luke Mason who took the advantage and led for the duration to claim victory. A fierce battle for second ensued between Jacek Suchowiecki, Keith Kershaawe and Dale Ford early in the race, including a three-wide moment over the circuit's jump, but as Ford was forced to retire on the second lap, Suchowiecki and Kershaawe lost time, promoting Sue Lane and Daniel Flintcroft into second and third.

Ryan Stuchbury, Ryan Taylor and Shaun Buckley took a fastest time apiece in the **Classic** category, with Taylor claiming pole position. The

BMW driver held off Buckley's Ford Escort for each of the five laps in a close battle, with Stuchbury just losing out on the final podium position to rallycross stalwart David Ewin, following a refresh of his rear-wheel-drive Ford Fiesta leading up to the event. Paul Davis overcame pole starter Dan Beattie in the Production 4x4 final to win by over 12 seconds, in part due to Beattie's car momentarily cutting out. Tracey Bennett finished third.

Results

Super Modified: 1 Tony Lynch (Ford Ka) 5m05.292s; 2 Patrick Ryan (Vauxhall Nova) +8.022s; 3 Marc Jones (Toyota MR2); 4 Fred Ling (Ford Fiesta); 5 Nick Angrave (Honda Integra); 6 David Brown (Ford Puma).
Production: 1 Luke Mason (Peugeot 106) 5m31.629s; 2 Sue Lane (Honda Civic); 3 Daniel Flintcroft (Citroen C2); 4 Jarek Suchowiecki (Citroen Saxo); 5 Keith Kershaawe (Peugeot 106); 6 Dale Ford (Citroen Saxo).
Production 4x4: 1 Paul Davis (Subaru Impreza) 5m23.200s; 2 Dan Beattie (Subaru Impreza) +12.633s; 3 Tracey Bennett (Subaru Impreza).
Classic: 1 Ryan Taylor (BMW E30) 5m23.373s; 2 Shaun Buckley (Ford Escort) +2.160s; 3 David Ewin (Ford Fiesta); 4 Ryan Stuchbury (Peugeot 205); 5 Richard Todd (BMW E30); 6 George Edwardes (Rover Mini).
Junior: 1 Luke Constantine (Suzuki Swift) 5m45.716s; 2 Tom Constantine (Suzuki Swift) +0.615s; 3 Morgan Wroot (Suzuki Swift); 4 James Constantine (Suzuki Swift); 5 Amy Baines (Vauxhall Corsa).

BRISCA F1

Spiers holds his nerve to take Cowdenbeath win

BRISCA F1: Cowdenbeath and Lochgelly

By Colin Casserley

Organiser: Startrax When: June 16/17 Where: Cowdenbeath and Lochgelly Starters: 48/48

Tom Harris came within one place of chalking up his third consecutive Scottish Championship but it was Martin Spiers who claimed the shock victory at Cowdenbeath. It was a first final win for Spiers, and what made it more remarkable was that it was the debut of his new car.

Spiers hit the front early on in the race while Harris began to slice his way through the field but, even though he started to close in on the race leader, he fell a few metres short at the line. Lee Fairhurst rounded off the top three.

Spiers said: "I had never seen the track before I got here, and everyone said I was mad to bring out a new car here because the track has a reputation for causing a lot of damage to the car. But it went well in practice and it just felt good. I didn't see Harris closing because I hadn't had time to put in a rear-view mirror! It's a great track, really fast: if they raced here more often I would make the trip every time."

Harris made up for his disappointment of not retaining his Scottish title by winning the following day at Lochgelly. He said: "I was disappointed that I didn't win last night, but also pleased as I was the leading red top. Spiers got away, and he drove a great race, but he was just too far ahead to catch. Today at Lochgelly the car was hooked up, we had it dialed in perfectly."

Chris Cowley followed Harris home at Lochgelly. Cowley was also in a new car that made its debut the night before at Cowdenbeath.

Cowley said: "I had some electrical problems in practice at Lochgelly, but we managed to sort them out before the meeting started. It's been a big effort by my family and team to get the car ready for this weekend, and I would like to thank them. Without their help I would not be here today."

Results
Cowdenbeath: 1 Martin Spiers; 2 Tom Harris; 3 Lee Fairhurst; 4 Mat Newson; 5 Stuart Shevill Jr; 6 Ronald Ferguson; 7 Frankie Wainman Jr; 8 Luke Davidson; 9 Steve Whittle; 10 Danny Wainman.
Lochgelly: 1 Tom Harris; 2 Chris Cowley; 3 Stuart Shevill Jr; 4 Harry Steward; 5 Lee Fairhurst; 6 Mat Newson; 7 Luke Davidson; 8 Frankie Wainman Jr; 9 Craig Utley; 10 Neil Scriven.

Spiers was in charge in Cowdenbeath



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MN does not always agree with opinions expressed in letters

MN SAYS...

Alonso and Toyota prove their point

It might not have been a classic endurance race, but it was still memorable

Toyota really only had itself to beat at Le Mans this season: it was the only factory team on the grid, and the deep pockets that the works team brought to the event were always likely to prevail.

Yet the race was still fascinating for so many reasons, and Fernando Alonso's victory, alongside Sebastien Buemi and Kazuki Nakajima, was one of the feel good stories of the season so far. The spotlight was on him, and the headlines were written about him. The heat was on, and when it was, the crew delivered in the best possible way.

So now there is only one element of the triple crown left for the Spaniard to win. His quest to land victory in the world's biggest races is a fascinating aspect of his career. There can't be anyone who doesn't want to see him achieve it, but now he has found his love for Le Mans, who is to say that he will not now become a regular on the grid at La Sarthe? He is a huge asset to any series.

Matt James, Editor (Twitter: @MattJMNews)



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ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!



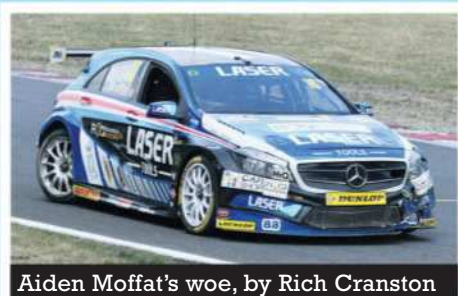
Duncan Coe's shot from Mallory Park



First-lap drama in the BTCC at Oulton Park at the Island hairpin, by James Lomax



Ben Forrester, aged 14, from Oulton



Aiden Moffat's woe, by Rich Cranston



Josh Jones's shot of two BTCC Vauxhalls



Gerallt Price captured this Ford Escort



James Lomax's pic of Colin Turkington



Ian Forshaw's shot of Tom Chilton



Tom Oliphant's Merc exploring the limits of Oulton Park, taken by Rich Cranston



Stuart Santos-Wing caught Dave West's Mini pushing on hard at Loton Park recently

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TV GUIDE



Catch up with the latest action from round three of the TCR UK Championship from Brands Hatch (Thursday, 1230-1300hrs), as Dan Lloyd attempted to continue his dominant start to the season, having won all four races so far.

Missed this year's Le Mans 24 Hours? No problem, as highlights of all the best action and moments are being shown on Friday (1500-1600hrs).

Recap how Fernando Alonso managed to take another step towards achieving his goal of winning motorsport's triple crown by helping his car to victory on his debut, and sealing a first win for Toyota.

Head Down Under for round



Lloyd is dominating TCR UK

seven of the Australian Supercar Championship from Darwin (Saturday, 2100-2300hrs), as Scott McLaughlin leads the standings.

Watch delayed action from the Blancpain GT Series Sprint Cup from Misano (Sunday, 1700-1830hrs) as some

of the world's best GT drivers go head-to-head.

And finally, there's a chance to see the potential Formula 1 stars of the future from the CIK-FIA European Championship for round three in Ampfing in Germany, (Monday, 1830-1900hrs).

LIVE TV

F2: Paul Ricard

■ **Race 1:** Saturday, 1645-1815hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 1055-1205hrs, Sky Sports F1

GP3: Paul Ricard

■ **Race 1:** Saturday, 1025-1130hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 0945-1040hrs, Sky Sports F1

Blancpain GT Sprint Cup: Misano

■ **Qualifying race:** Saturday, 1845-2030hrs, BT Sport 2
 ■ **Race:** Sunday, 1215-1415hrs, BT Sport 2

European F3: Norisring

■ **Race 1:** Saturday,

1000-1100hrs, BT Sport 1

■ **Race 2:** Sunday, 1000-1100hrs, BT Sport 2
 ■ **Race 3:** Sunday, 1600-1700hrs, BT Sport 2

WTCR: Vila Real

■ **Race 2:** Sunday, 1500-1630hrs, Eurosport 2
 ■ **Race 3:** Sunday, 1630-1800hrs, Eurosport 2

IndyCar: Road America

■ **Race:** Sunday, 1730-2030hrs, BT Sport ESPN

NASCAR: Sonoma

■ **Race:** Sunday, 1930-2330hrs, Premier Sports

BTCC: Croft

■ **All the day's action:** Sunday, 1115-1820hrs, ITV4

LIVE F1



Vettel took victory at the latest round in Canada

French Grand Prix Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday, 1400-1430hrs
 ■ **FP1:** Friday, 1030-1250hrs
 ■ **FP2:** Friday, 1445-1650hrs
 ■ **FP3:** Saturday, 1145-1315hrs
 ■ **Qualifying:** Saturday,

1400-1645hrs

■ **Race:** Sunday, 1330-1810hrs
 ■ **Highlights:** Sunday, 2120-2220hrs

Channel 4 HD highlights

■ **Qualifying:** Saturday, 1830-2010hrs
 ■ **Race:** Sunday, 2215-0010hrs

TV GUIDE



Lundqvist leads the way in British F3

Take a trip back in time with Classic F1 to the 1989 Italian Grand Prix as McLaren drivers Alain Prost and Ayrton Senna battled for that season's title (Wednesday, 2100-2130hrs, Sky Sports F1).

And the latest round of the BRDC British

F3 Championship comes from Silverstone (Thursday, 1930-2030hrs, BT Sport 2) as a Nordic battle between Swede Linus Lundqvist and Norwegian Nicolai Kjaergaard rages at the top of the points standings.

NEXT WEEK

OUT WEDNESDAY, JUNE 27



F1 RETURNS TO PAUL RICARD
FRENCH GRAND PRIX REPORT



BTCC CROFT
CAN ANYONE CATCH TURKINGTON?

YPRES RALLY
CRONIN FACES STIFF OPPOSITION TO FOLLOW LAST YEAR'S BRC WIN



LISTINGS

RACING SATURDAY

■ **Donington Park, Leics**
Ferrari Club Live: Ferrari Classic, Ferrari Club **Starts** racing from TBC (qualifying from 0905hrs)
Admission adult £16, under 13 free
Web msv.com
Contact 0843 453 9000

■ **Oulton Park, Cheshire**
BARC meeting: Britcar, 2CV, Sports/Saloons, Kumho BMW **Starts** racing from 1130hrs (qualifying from 0830hrs)
Admission adult £16, under 13 free
Web msv.com
Contact 0843 453 9000

■ **Brands Hatch, Kent**
MSVR meeting: BMW Car Club, Equipe GTS, GT Challenge, Equipe Pre '63, Intermarque, Jaguar XK **Starts** racing from 1210hrs (qualifying from 0900hrs)
Admission adult £16, under 13 free
Web msv.com
Contact 0843 453 9000

■ **Kirkistown, N Ireland**
500MRCI meeting: Historic FF2000, FF1600, Ford Fiesta Zetec, Saloon/GT, SEAT, Historic Racing Cars, Future Classics **Starts** racing from 1300hrs (qualifying from 0900hrs)
Admission adult £15 child free
Web kirkistown.com

SATURDAY/SUNDAY

■ **Croft, NYorks**
BTCC meeting: BTCC, F4, Clio Cup, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1410hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs
Admission adult £30, child free
Web croftcircuit.co.uk
Contact 01325 721 815

■ **Rockingham, Northants**
BRSCC meeting: Fiesta Junior, Track Attack, Mazda MX-5, Porsches, Ford Fiesta, Open Sports, MG Metro Cup, F1000, Production GTi **Starts** Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs)
Admission £16
Web rockingham.co.uk
Contact 0870 1660438

■ **Silverstone, Northants**
MSVR meeting: Radical SR1, Heritage FF1600, F3 Cup, Trackday Trophy, Trackday Championship, Mini Challenge, Allcomers **Starts** Saturday, racing from 1205hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 0900hrs)
Admission £15
Web silverstone.co.uk
Contact 08704 588260

SUNDAY

■ **Donington Park, Leics**
VSCC meeting: Vintage and Pre-War races, FISCAR **Starts** racing



Red Kite will use GB stages

from 1300hrs (qualifying from 0905hrs)
Admission adult £20, under 13 free
Web msv.com
Contact 0843 453 9000

RALLY FRIDAY-SATURDAY

■ **Ypres, Belgium**
Renties Ypres Rally **Starts** 1620hrs
Admission €45
Web ypresrally.com

SATURDAY

■ **Argyll, Scotland**
Dunoon presents Argyll Stages **Starts** 0845hrs
Admission free
Web argyllrally.co.uk

SUNDAY

■ **Waterford, County Waterford**
Ravens Stages Rock Rally **Starts** 0800hrs
Admission free
Web carrickonsuirmotorclub.com
 ■ **Resolven, Neath, Port Talbot**
Red Kite Stages **Starts** 0830hrs
Admission free
Web redkitestages.co.uk

SPORTING SCENE SATURDAY

■ **Ipswich, Suffolk**
National Hot Rods, Thunder 500 **Starts** 1845hrs
Admission TBC
Web nationalhotrod.com
 ■ **Ipswich, Suffolk**
BriSCA F1 **Starts** 1845hrs
Admission TBC
Web brisca.com

SATURDAY/SUNDAY

■ **Pembrey, Wales**
British Rallycross **Starts** TBC
Admission adult £12, under 14 free
Web rallycrossbrx.com
 ■ **Doune, Scotland**
British Hillclimb **Starts** 0900hrs
Admission TBC
Web britishhillclimb.co.uk

SUNDAY

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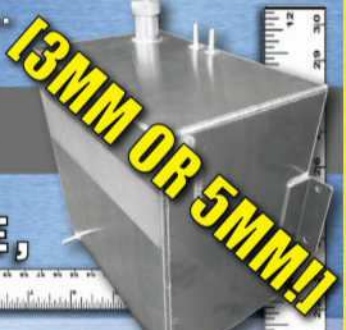
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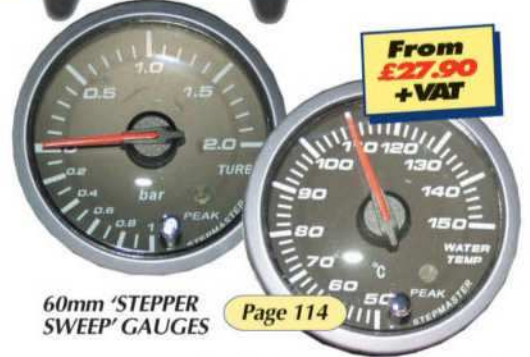
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“AlcoSense are a clear step ahead of the rivals”

Auto Express Breathalyser Group Test, March 2018



If you drank 4 pints or 4 glasses of wine between 9pm and midnight you could still have alcohol in your system at 11am the next day. That's why one in five drink drive accidents happen the morning after.

AlcoSense quickly and accurately shows your blood alcohol level, so you don't become one of them.



ELITE

£59.99

- Premium semi-conductor sensor
- Reads up to twice English limit
- Don't drive alert when close to English or Scottish drink drive limit
- Accurate to +/-0.20%BAC



excel

£99.99

- Uses a 64mm² version of exactly the same fuel cell sensor used in several Police breathalysers
- Over twice as accurate as the award-winning AlcoSense Elite
- Adjustable don't drive alert to any limit world-wide
- Full colour screen and easy to use interface
- German Design Award Winner



Available at Halfords & Selected Boots



alcoSense PERSONAL BREATHALYSERS

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