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MOTORSPORT NEWS

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MN GOES RALLYING

OUR MAN SURVIVES WOODPECKER TEST

P20



Northern Irishman targets WRC hat-trick

MEEKE

OUT TO MAKE HISTORY



By David Evans

Citroen ace Kris Meeke stands on the cusp of becoming the first British World Rally Championship driver to win a hat-trick of events for 15 years on Rally France this weekend.

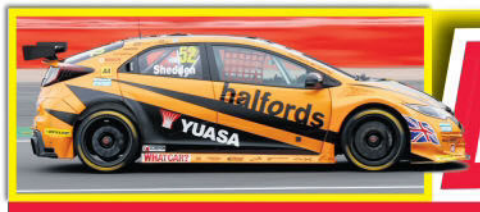
The Northern Irishman has taken victory in his last two starts in the WRC in Portugal and Finland and goes into the Tour de Corse rally aiming to rewrite his own personal record book.

"It is a very tough rally," said Meeke. "You need to be right on the top of your game from the very start of the event to stand a chance of winning."

The event begins on Friday morning.

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BTCC SHOWDOWN



EIGHT DRIVERS, THREE RACES, ONE TITLE TO BE DECIDED...WE LOOK AHEAD TO BRANDS HATCH'S TOURING CAR CLIMAX P22

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Northern Irishman targets three wins

MEEKE AIMS TO REWRITE THE RECORD BOOKS



Meeke's Finland win was a landmark result

By David Evans

Kris Meeke arrives at this week's Tour of Corsica with a shot at becoming the first British driver to secure a World Rally Championship hat-trick since 2001.

While the Northern Irishman hasn't competed on every round of the series this season, he has won the last two rallies he's started in Portugal and Finland. Victory on the French island would rewrite history for the Abu Dhabi Total World Rally Team driver.

Colin McRae managed two WRC hat-tricks, ending what had been a trying 1997 season with three wins, before successive victories in Argentina, Cyprus and Greece in a Ford Focus RS WRC 01 in 2001. Richard Burns came closest in 2000, when he won three from four rallies, but a second place in Catalunya spoiled the run.

Meeke, who finished fourth, more than a minute down on eventual winner Jari-Matti Latvala in Ajaccio last season, is talking down his chances of what would be a brilliant three-in-a-row aboard his DS 3 WRC. Meeke has competed on the island event three times previously (he did also get a run on the 2013 ERC counter, where he drove a Peugeot 208 R2 as course car), but his own assessment of his result last season is the main reason he's ruling himself out of the fight for victory this week.

"Last year," said Meeke, "Corsica wasn't strong for me. I was pretty pathetic there. The conditions were horrendous and there was no way I could start to try to explore the speed or the limit of the car. It was really bad from that point of view.

"So, with a formbook like the one I have in Corsica, my hope is to go there and change it, turn it around and get some rhythm back on those stages. I'm certainly not going to Corsica with any thoughts of a hat-trick."

Meeke's lack of form in Corsica contrasts with the speed he'd shown in Portugal and Finland in previous seasons.

Meeke agreed, saying: "Those two had always been strong rallies for me – particularly with Portugal moving to the north and using new stages. But Corsica, I have no real form there."

Meeke added the nature of this week's penultimate asphalt round of the season didn't lend itself to an all-out charge or a slow

MEEKE'S CORSICAN TRIO



2005 – 8th in JWRC
Meeke's Corsican debut goes well and he and Glenn Patterson are right on the pace in their Citroen-backed, Kronos Racing-run C2 S1600. Unfortunately, a mistake on the first Saturday morning stage drops Meeke down the order

HEADLINE NEWS

Photos: mcklein-imagedatabase.com

from three WRC starts



Meeke has flown in the DS 3 WRC this season


Northern Irishman is chasing a hat-trick of WRC victories ahead of 2017

start. He said: "Corsica's a hellish tricky event and that's before you really start to think about the weather, which can change in no time. It's corner after corner after corner, everybody knows the story with Corsica.

"The first stage is straight into it with 49 kilometres (30.44 miles), so you have to be really careful to try and make sure that you find the rhythm or you could be a long way down after just the first stage. If you want to be at the sharp end on this rally then it's so important to be on your marks right from the very start."

Meeke's last two wins have caused a considerable stir in the service park, with Volkswagen's outgoing team principal Jost Capito particularly outspoken about the value of those wins, which came from a preferable position on the road due to Meeke's position in the world championship points.

Sebastien Ogier has already told *MN* he's not interested in fighting Meeke and the Dungannon star says he'll be doing his own thing.

"I'm not thinking about beating Sebastien Ogier or anybody like that," he said. "I'm not going there with a fixed idea of beating people and I certainly won't be concentrating on Seb and trying to get a third win in succession."

Tables are turned on Meeke this week, with Ogier likely to be running in the best of the conditions at the front of the field. Certainly, if the weather turns wet, it's widely accepted to be more difficult to win from further down the running order.

Meeke said: "I would prefer consistent conditions and the dry would suit me the best, that would give me the chance to try to find a bit of pace – that's what I'm going there for. The place on the road won't necessarily help me this time. Last year, when the conditions were really wet, there was quite a lot of pollution on the road. It was so dirty it felt like you were driving a different event [to the cars at the front]."

Gathering experience and confidence from this week's Tour of Corsica will be vital for Meeke, given that he'll be back on the island in six months and chasing points in his first serious, season-long title tilt for the factory Citroen team. The FIA and WRC Promoter have put pressure on the French organisers to slot into an April date, helping to ease calendar congestion in the final quarter of the season.

Tour de Corse route expanded with increased stages

If it's a tour of Corsica you're after, this is the week for you.

For the first time in the modern era of the World Rally Championship, the series will visit three of the island's four corners in one of the most controversial routes in recent years.

Having spent the last two decades enjoying the relative comfort of a David Richards-inspired cloverleaf central service formation, the World Rally Championship will go back on the road this week.

Starting with shakedown in Bastia, the crews will head to Ajaccio on Thursday night for the first stage on Friday morning.

The opening day's action is centred around a tyre fitting zone in Porticcio, which splits two loops of two stages.

The day is concluded with a drive back up to Bastia for an overnight halt in the north of the island. Saturday remains around Bastia before a long trek down south to Porto Vecchio for the final day.

Like last year's event, the number of stages on the route is limited – but is increased by one from last year's nine. The total of 10 stages on this week's itinerary still add up to 242 miles of competitive action.

The final day includes both the longest, and the shortest, stages on the rally route. The 33-mile Antisanti-Poggio di Nazza test opens the proceedings for the last day and the six-mile Porto Vecchio-Palombaggia powerstage closes the event out on Sunday afternoon.



2006 – retired from JWRC, engine
Comfortably in the lead of the Junior WRC category when the engine lets go on his C2 S1600 on the third stage of just the second day


2015 – 4th in WRC
Super cautious in the horrendously wet conditions early in the event, then hampered by a misfire on the second day. By his own admission, not his best event of the season in the factory DS 3 WRC

FIRST PICTURE OF CITROEN'S 2017 CAR PAGE 12

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RACING NEWS

F1 ROUND-UP

Renault's tension

Renault F1 team head Cyril Abiteboul has admitted to tensions behind the scenes at the struggling squad. Renault returned to F1 as a full works outfit this year but has struggled after a late start following its buy-out of Lotus. Abiteboul said: "There is tension because of the performance. Look at Red Bull, there was lots of tension last year, and ask Mercedes when they have not performed. I'm not shocked by the situation and I absolutely can handle it."

Sepang fix

Malaysian GP bosses have assured the paddock that any track issues at Sepang have been fixed following issues during a MotoGP session earlier this summer after major resurfacing works. The entire track was resurfaced between February and May, but a planned Michelin tyre test in July was thwarted when water began to seep back through the new surface, making the track wet in places. FIA race director Charlie Whiting has since visited the track. An FIA spokesperson said: "The track takes a little longer to dry out, but extra drainage slots have been cut so I don't think we'll have an issue."

Ericsson talks

Marcus Ericsson says he's in contact with several teams about a drive in 2017, not just Sauber. Ericsson's current deal expires at the end of this season, as does Felipe Nasr's, but Ericsson is believed to have ties with Sauber's new owner, Swiss investment group Longbow Finance SA, via his current sponsor. The Swede says he's still looking at options: "We're speaking to different teams too, not just Sauber. Aim number one is to stay in F1 with the best possible car."

Haas investigates

The Haas F1 Team has launched an investigation into the braking issues that blighted Romain Grosjean's Singapore GP weekend. Grosjean crashed twice and branded the car the worst he's ever driven. He was then prevented from racing by a brake-by-wire failure on the green flag lap. "It must be an electronic problem, or a lead or something popped off," said team boss Gunther Steiner. "We plan to strip the car down to find out."

Update penalty

Honda is planning to bring an engine update to Sepang, and is prepared to take a penalty to do so. Honda has three development tokens left this year, but both Jenson Button and Fernando Alonso have used up their allocations of spare engines and ancillaries. Honda F1 head Yusuke Hasegawa said: "We had a new engine in Spa, but we need to introduce one more engine. It could be Malaysia or Japan or the USA, but we don't want a penalty at Japan so Malaysia makes sense. I don't think I'll be allowed to walk into the circuit in Japan if we take a penalty there!"

Photos: LAT

WARNING TO BRIT HAMILTON

Stewart says complacency may cost



Rosberg (l) outscored Lewis

Singapore issues cost points lead

By Rob Ladbrook

Lewis Hamilton is in danger of losing out on a fourth world title due to complacency, according to British F1 legend Sir Jackie Stewart.

Stewart – alongside Hamilton the only other Briton to win three world crowns – said last week that Hamilton risks being left behind in the title race by rival Nico Rosberg, who snatched the points lead with his third successive win last time out in Singapore.

Rosberg has claimed a perfect 75 points from the last three races, and now leads Hamilton by eight points with six races remaining.

Stewart said Hamilton, who has won the last two world championships, must refocus. "Maybe you can bottom out," he said. "That can happen through consistent success because when you have consistent success everything can seem easy.

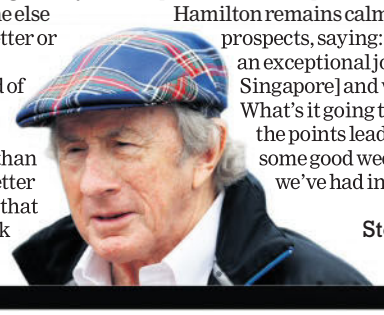
"Suddenly things go less well – you overdrive, you are not on the ball, or you live a life that distracts you in one way or another.

"If you are at the top in any line of work, you can get carried away with success. You think you can get away with things. Then someone else comes along and drives better or more consistently.

"I was always frightened of being beaten. I always thought there could be someone out there better than me or who might have a better car. So I always worked on that basis. I could never sit back and relax."

Red Bull Racing ace Daniel Ricciardo also backed Rosberg for the title this year after shadowing him to the flag at Marina Bay. Ricciardo said: "Before the summer break when Lewis made up that deficit to Nico, I though no one was going to touch Lewis, but Nico has come back at him. I'm going to throw a spanner in the works and say Rosberg [will win the title]."

Hamilton remains calm about his title prospects, saying: "Nico just did an exceptional job [in Singapore] and we didn't. What's it going to take [to get the points lead back]? Just some good weekends, which we've had in the past."



Stewart issued a warning



Apple: no deal in place

McLaren denies any Apple negotiations

McLaren has denied that it is in talks with US electronics giant Apple over a potential takeover deal.

A report in *The Financial Times* last week said the Woking firm had opened talks with Apple over a potential investment deal, which could even lead to a multi-million pound takeover of the firm.

The report said McLaren Technology Group – which comprises the McLaren F1 Team, McLaren Automotive and McLaren Applied Technologies – was appealing for Apple as it seeks to grow its concept of electric driverless cars.

However, when contacted for comment about the report, a McLaren spokesperson shot down any speculation.

"We can confirm McLaren is not in discussion with Apple in respect of any potential investment," the spokesperson said.

"As you would expect, the nature of our brand means we regularly have confidential conversations with a wide range of parties, but we keep them confidential."

The suggestion is Apple is instead now more focused on the development of the system behind such a car, rather than manufacturing the car itself.



Hasegawa has held talks with teams

Honda expands UK base in preparation for potential second engine supply

Honda has expanded its UK engine factory with a view to supplying more teams in F1.

The Japanese brand has its European engine base in Milton Keynes, which works in tandem with its main R&D facility in Tochigi, Japan.

Honda's F1 head Yusuke Hasegawa said work had been completed to expand the UK facility in preparation to allow the firm to supply power units to other teams in the future.

While Honda has an exclusivity deal with McLaren, it is allowed to hold talks with other interested parties and was thought to have been close to agreeing a deal with Red Bull for this year. However, McLaren is believed to have a veto option to block such deals should it wish.

Hasegawa said: "We don't have any room to provide any resources to another team, but we should be that type of manufacturer. We have to prepare more resources and more organisation.

"We've already built up the factory in Milton Keynes, a larger one. It's not huge, but it is big enough. So if we decide to prepare a second engine for a second team we just have to hire the people, the engineers. We have plenty of spare desks for them!"

While Hasegawa said there had been no firm requests for a Honda supply deal outside McLaren for 2017, he said initial approaches had been made.

When asked if any of the interested parties came from McLaren's rivals, Hasegawa added: "For the longer term, yes. Actually everybody is asking me if there's any possibility that Honda can supply an engine, but it's just chatting. From a concrete business point of view we don't have anything."

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Muller calls time on his WTCC career

Four-time World Touring Car champion Yvan Muller will call time on his World Touring Car Championship career at the end of the current season.

Citroen driver Muller won the 2008, 2010, 2011 and 2013 titles, and holds many of the championship's records having raced in the WTCC since 2006.

The Frenchman joined Citroen ahead of the start of its WTCC project in 2014, but has been overshadowed since then by team-mate Jose Maria Lopez. Muller is currently second in the 2016 standings, 126 points behind Lopez, who recently won a third-straight title.

But Muller remains the most successful driver in the championship's modern era and has the outright records for wins, pole positions, podiums, fastest laps and points scored. His first crown with SEAT in 2008 ended Andy Priaulx's run of three titles in the first three years of the revamped WTCC, and he won the rest of his championships during a dominant spell with the Chevrolet team.

Muller, who also won the British Touring Car Championship in 2003, said he was stepping down because the demands of competition now exceed what he is prepared to commit to.

"I am not sure that age is the main factor when it comes to ending a career," said 47-year-old Muller. "It's more a matter of desire and motivation.

"With all the testing, the simulator sessions, the physical training and the travel to the race venues, a season of professional motor racing requires a level of personal commitment that I am no longer prepared to do."

Photos: United Autosports/Peter May, LAT



United Autosports won ELMS LMP3 title at Spa

UNITED TRIO TAKE THE LMP3 CROWN

United Autosports secured the European Le Mans Series LMP3 class title at Spa-Francorchamps last weekend.

The Anglo-American crew ran the trio of Christian England, Alex Brundle and Mike Guasch to second place at the Belgian track, handing them enough points to secure the LMP3 division crown with a race to spare.

Brundle, who has helped the team to three race wins and two further podium finishes this year, said: "It's a mega feeling and a massive and fully deserved achievement for the team.

"It's only nine months since United took delivery of its first LMP3 car, so it shows how awesome a job the team has done. If we've not had the fastest car, good strategy has kept us in contention every time."

Ex-F3 driver England, who returned to racing this year after a 13-year break, added: "Coming back after such a long time away, and to win this title in my debut season is unbelievable. We've been faultless all year – the drivers and team haven't put a foot wrong."

The race was won outright by the Dragonspeed LMP2 team of Nicolas Lapierre, Henrik Hedman and Briton Ben Hanley. Graff's team of Paul Petit, Enzo Guibbert and Eric Trouillet won LMP3. Former British GT racer Rory Butcher won the LMGTE class in the JMW Motorsport Ferrari 458 he shared with Rob Smith and Andrea Bertolini to close on that class title.

United drivers' joy



Zak Brown and Ecclestone

Brown linked to new F1 switch

United Autosports co-founder Zak Brown has sparked speculation that he's set to take up a senior role within Formula 1 after resigning from his marketing business.

Brown founded the Just Marketing International firm in 1995, which became the world's largest motorsport marketing agency, bringing brands such as UPS and Johnnie Walker into the sport.

That company has since been acquired by Chime Communications, with Brown joining as chief executive of its CSM sport and marketing arm. Last week Brown resigned from that post, leading to speculation that he may join up with F1's new owner Liberty Media to work alongside new F1 chairman Chase Carey in a marketing role. Carey is poised to make a series of high-profile appointments as he assembles a new F1 management team, with Bernie Ecclestone remaining as CEO for at least the next three years.

Brown is a prolific racer himself, having competed in series ranging from British F3 and GT to the American Le Mans Series. He stepped back from racing full-time in 2013. He co-founded United Autosports alongside Richard Dean in 2009.

BMW lays out plans for factory WEC and Formula E campaigns

BMW is set to expand its motorsport programmes to factory FIA World Endurance Championship and Formula E campaigns.

The German brand will enter the WEC's GT class in 2018, and has confirmed a partnership with the Andretti FE team as part of its evaluation of a full works entry into the electric single-seater series.

BMW runs versions of the M6 in GTLM and GT3 in America and Europe, but would not confirm which model would be its future WEC GTE contender.

Jens Marquardt, BMW's motorsport director, said there was a "big future" for GT racing: "This also includes our return to Le Mans, which we are particularly looking forward to."

BMW driver Antonio Felix da Costa was announced as an Andretti FE driver in July and the marque will work closely with the American team "in order to familiarise itself with processes in this series".

It is understood BMW's involvement in the development of the Andretti ATEC-02 powertrain for the 2016/17 season, which begins in Hong Kong on October 9, has been significant.

Marquadt said a works entry was "conceivable" for the 2018/19 campaign, if the series can move to single-car races.

BMW will also still compete in the IMSA SportsCar Championship and expand its GT4 participation with the M4 GT4.

THE FASTEST NEWS ROUND-UP





Wittmann was pinged into Green at DTM start

DTM table-topper Marco Wittmann suffered a weekend to forget at the Hungaroring, meaning the title fight will go into the final round of the season. BMW racer Wittmann was just seventh in the first race as Audis swept the board, led by his title rival Edoardo Mortara winning from Britain's Jamie Green. Mortara and Wittmann then clashed at the start of race two, which gave Mortara a puncture. Wittmann recovered to finish fourth, but was later excluded when officials deemed the skid pads underneath his M4 to be below the minimum limit. Wittmann now leads Mortara by just 14 points with two races to go in Hockenheim… Kevin Harvick won last weekend's NASCAR race at New Hampshire to advance to the second stage of the Chase. Harvick started just 19th on the grid, but surged up to third by two-thirds distance. Harvick then passed Kyle Busch and Matt Kenseth with five laps to go to secure the win… **Volvo celebrated its first FIA World Touring Car Championship victory courtesy of Thed Bjork in China. Bjork qualified sixth for the first race but had advanced to second by the midway point. He then chased down leader Norbert Michelisz's Honda before drafting past in the final turns to give the Polestar Volvo team its maiden success. Citroen's world champion Jose Maria Lopez dominated race two to claim his eighth win of the year. Yvan Muller finished second. Rob Huff had a testing weekend with only ninth and 13th place finishes…** British brand Ginetta will run at least five G57s in the 24H Proto Series that will support the Dubai 24 Hours next January…

Jonathan Palmer's MSV company tenders its bid to run Silverstone

Jonathan Palmer's MotorSport Vision organisation has made an official bid to purchase Silverstone, according to sources.

Having been strongly linked with entering the race to buy the British Grand Prix venue recently [*MN*, Sept 7], MSV is understood to have lodged a formal bid last week.

Silverstone's owners, the British Racing Drivers' Club, had been in lengthy negotiations with Jaguar Land Rover over the purchase to the circuit's lease, but that deal has stalled. Ginetta owner Lawrence Tomlinson has also made an offer.

When contacted, Palmer refused to confirm nor deny making any bid to run Silverstone.

He said: "I've long felt Silverstone could benefit from the experience and stability of MSV running the circuit, including the grand prix, and we're certainly keen to do that. But only if we can do so, on a sensible basis, that's commercially viable.

"Our experience of the business, of running circuits, running them well and providing a high quality to our customers is well known.

"To be fair to Silverstone they ran a fairly good grand prix this year, putting in a huge amount of effort and it looked great.

"But nevertheless, the bit that has to be sorted out, that is currently of major concern, is how we get ongoing commercial viability from it, whilst maintaining and continuing to improve standards further.

"So I feel that MSV would be well placed to do that."

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RACING NEWS

IN BRIEF

Jamsport expands

Jamsport will run seven drivers for the Renault UK Clio Cup finale at Brands Hatch next weekend. British Rallycross racer James Grint and series returnee Paul Donkin will join regular drivers Ant Whorton-Eales, Luke Kidsley, Chris Smiley, George Jackson and Graham Field at the team in Kent.

Ferrari Classic

The final races of the 2016 Ferrari Formula Classic season took place last weekend as part of Silverstone's Passione Ferrari event, with the opener won by Tristan Simpson's F355 ahead of David Tomlin's 308 GTB in second. Simpson's earlier victory looked set to be repeated in race two as he built an early lead from pole, but later retired with an engine problem giving Lee Moulden the win from sixth on the grid.

Armstrong's funeral

The funeral of former BRSCC competitions manager Bob Armstrong, who passed away earlier this month, will take place on Thursday, October 6. It will be held at Medway Crematorium, Robin Hood Lane, Chatham, Kent, ME5 9QU.



Clio squads partner for Junior campaign

Renault UK Clio Cup outfits 20Ten Racing and Team Pyro will enter a partnership to run multiple cars in the new Clio Junior series next season.

Team Pyro is the most successful current team in the main Clio series but team principal Mark Hunt doesn't want a full Junior campaign to distract from the senior bid. 20Ten Racing will run the cars with engineering help from Pyro.

The 20Ten team boss Simon Hunt said: "Mark wants to concentrate on the main series. He suggested would I be interested in doing Juniors with him. To work with him would be great.

"We are going to transport and maintain the cars and Mark is going to try and get the drivers on board and engineer the cars at race weekends."

●Renault will hold a 'sampler' day for drivers looking to enter the Clio Cup Junior next year on October 30 at Blyton Park. The category is for 14- to 17-year-olds and prospective racers will have to pay running costs to teams.

Photos: Dutch Photo Agency, Jakob Ebrey

NORRIS SEALS EUROCUP TITLE

Brit becomes youngest champion despite neck injury



Josef Kaufmann driver Norris claimed title at Spa

By Stephen Lickorish

Reigning MSA Formula champion Lando Norris has become the youngest ever Eurocup Formula Renault 2.0 title-winner after taking a surprise championship win at Spa last weekend.

The 16-year-old Brit was third in the opening race, while a second place in race two clinched him the crown. Rival Max Defourny had a miserable race finishing 15th after being involved in two separate collisions.

"I didn't think I would be wrapping it up this weekend as I would have to take a lot of points off Defourny and considering his pace all year I didn't think I would be able to," said Norris, who has also won the New Zealand-based Toyota Racing Series this year. "I thought it was going to be much tougher but he got caught up in a few things and it takes a lot of pressure off me as this is the main focus this year.

"There's a big list of very well known people who have won the title and to be the youngest of them is pretty cool. Hopefully I can end up where they have got to [a number of champions have made it to F1]."

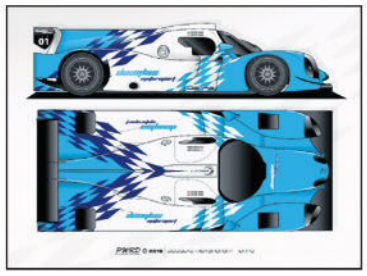
But Norris' title win was far from straightforward as he had to battle with a neck injury in race two.

"My neck was fine on Friday and Saturday but on Sunday on the way to the track I must've made a slightly wrong move and done something pretty bad to my neck," he added. "I was in a lot of pain and didn't think I would be able to go out – I couldn't move my head to the left at all. I found a way of laying my head on the head rest and it made it just about bearable. I was suffering quite a bit in qualifying and felt like I was a long way off. It was very different to how I normally drive and I was so surprised to be sixth. It wasn't easy to drive but it paid off when I took the championship early."

He was due to be checked by a specialist on Monday ahead of the final round of the Northern European Cup at Hockenheim this weekend. He is set to take that title too, as he leads rival Defourny by 48 points.



Brit took title with podium



Squad has not run LMP3 car before

Douglas Motorsport to enter Prototype Cup

Douglas Motorsport will enter the British Prototype Cup Series next year after taking delivery of a Ligier JS P3 machine.

The Northamptonshire-based squad, which is prolific in both the Ginetta Junior and GT4 Supercup classes as well as the BRDC British Formula 3 Championship, received its first LMP3 chassis from Ligier's UK agent, United Autosports last week.

The car has been bought by Douglas's GT4 Supercup driver Mike Newbold, who will race the car alongside an as-yet unnamed team-mate in the inaugural Prototype Cup preview race at Snetterton on October 8/9.

Douglas will then enter the full six-round series next season, with a view to running multiple cars.

"The deal came about mainly through Mike but it's one that really suits us as a team," said team head Wayne Douglas.

"There's a lot of buzz around LMP3 racing at the moment and it fits in with our ladder of series. For sportscars we run Ginetta Juniors, and then the GT4 Supercup, and after that LMP3 is a great option. Likewise many drivers coming out of British F3 are looking at prototypes too, so it's got a wide appeal.

"We'd like to run two cars in Britain next year to gain experience of the racing and then perhaps look to do the European Le Mans Series. The Ligier is a great piece of kit. It's like an F3 car with wheel covers on. I can see it being very popular."

United Autosports is expected to run three cars in the first Prototype Cup race at Snetterton, with further entries expected from Tockwith Motorsport, Team RLR and Murphy Prototypes, pending the homologation of its Ave-Riley chassis.



Title-winners will continue in Ginetta G55

British GT4 champions Johnson and Robinson to defend crown with Optimum

Reigning British GT4 champions Graham Johnson and Mike Robinson will return to defend their crown next season with Optimum Motorsport.

Johnson and Robinson secured their maiden GT4 title in their second season this year, taking four wins. Their PMW-backed Ginetta G55 will run a new livery, created by V8 Supercars designer Nick Moss.

They are the second pairing to sign up for the 2017 campaign, following Lanan Racing's Alex Reed and Joey Foster.

"British GT was always a three-year deal for us, so coming back to defend the title with number 1 on the car will be very special," said Johnson. "As an all-amateur pairing, Mike and I had a steep learning curve, but we work together and race together and know each other's driving inside-out, so there's no reason we can't go for a second crown."

Johnson added that he was happy to remain in GT4 beyond next season, and hasn't ruled out a car switch.

"GT4 makes sense as it's a thriving class and the costs are reasonable," he added. "It will be interesting to see how the Porsche Cayman Clubsport GT4 develops next year, as we have an eye on one for 2017."

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'Dempsey will compete in FFord events with new support'

Dempsey gets Motorsport Ireland backing, p9



Photos: Jakob Ebrey, Richard Styles

F4 INTRODUCES CHALLENGE CUP



Cup offers incentive to compete at lower cost

British F4 series organisers have introduced a new Challenge Cup for 2017 for drivers who don't have the budget to complete a full season.

The Challenge Cup will replace the current rookie class and has been designed to allow drivers to compete for less than £100,000.

Instead of taking part in all 10 race weekends, Challenge Cup drivers will contest seven. They must race at the Knockhill and Brands Hatch GP rounds and will nominate their other five chosen weekends at the start of the year.

The sporting and technical regulations will be exactly the same as the main series and they will score points for the overall championship as well.

Some of the finer details of the Cup are still provisional but drivers are set to have a £1000 prize fund per weekend and a separate podium, with the first Challenge Cup driver to take an overall win getting a one-off £5000 prize.

In-season testing will also be restricted to keep costs down, with drivers only allowed to take part in Friday test days before race meetings and seven other official test days after February 1.

"There are drivers out there that have got cash and some that haven't and we want to try and introduce a way so that other drivers [with a smaller budget] can have a fair crack of the whip as well," said championship manager David Lowe.

"We're reducing costs with the Challenge Cup by drivers just doing seven of the 10 rounds. The technical regulations will be exactly the same so it makes it a level playing field.

"The Challenge Cup helps to let the drivers build themselves up before going for the main championship. It's good for drivers to come in from karting with a two-year programme – they can get to know the circuits and get used to the cars.

"It's all looking great, we've had lots of interest from drivers and new teams."

If a Challenge Cup driver has a strong start to the season, or finds extra budget, they can also switch to the main championship during the year.

Lowe added that the Challenge Cup idea has proved popular among teams. JHR Developments boss Steve Hunter – who runs points leader Sennan Fielding – is supportive of the concept.

"I think it's a good idea as it brings the budget down," he said. "I'd be open to running drivers in both championships."

There will also be a testing ban from December 21 to January 31 for all British F4 drivers contesting both the main series and the concurrent Challenge Cup.



New deal runs until 2019

Ginetta signs new deal to keep GT4 and Juniors on TOCA package

The Ginetta GT4 Supercup and Junior series will continue to run alongside the British Touring Car Championship until at least the end of 2019 after signing a new deal with organiser TOCA.

The championships have been a fixture on the BTCC bill for close to a decade and the GT5 Challenge will also continue to guest at two weekends next year: Thruxton and Knockhill.

Ginetta chairman Lawrence Tomlinson said: "I am delighted to extend our partnership with TOCA for a further three years and look forward to seeing the championships continue to flourish as part of one of the United Kingdom's finest motorsport packages."

750 Formula stalwart Cowley makes successful debut in Locosts at Snetterton

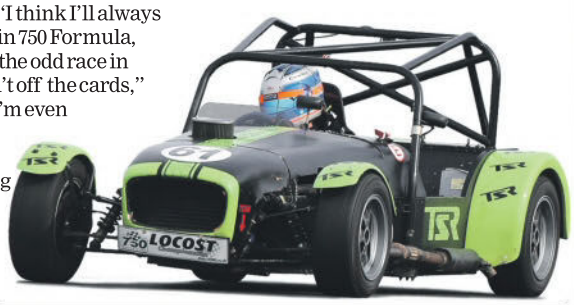
750 Formula regular Bill Cowley made an appearance in the 750MC Locost championship at Snetterton last weekend.

Cowley, the 750 Formula runner-up in 2014, traded his 40 year-old Cowley MkIV for a Caterham Seven and participated in the 38-car grid for the first time.

He qualified seventh on his first outing in the car and took fourth in the opening encounter after Danny Andrew and Tim Neat were disqualified, but did not start the second race.

"I really enjoyed the experience," said Cowley. "I knew it was going to be mad but it was absolutely bonkers. The driving standards need to be looked at if I'm honest, but it hasn't put me off from having another crack at it."

Cowley will continue to compete in 750 Formula, but is considering purchasing his own Locost for further outings, having borrowing Sian Stafford Atkinson's car for the Snetterton meeting. "I think I'll always be racing in 750 Formula, but doing the odd race in Locost isn't off the cards," he said. "I'm even thinking of buying or building a car to do it. I'd prefer to bend a car I own."



Cowley impressed in first Locost outing at Snett

Montego built from salvaged parts to race

A rare MG Montego will debut in the 750 Motor Club Hot Hatch race at Donington Park this Saturday piloted by Henry Sharpe.

The car has been built out of parts from Paul Haylett's old Montego estate, which suffered a huge crash at Brands Hatch.

"I've been racing an MG for some time now. We raced a Maestro last year but now we're taking on the Montego," explained Sharpe. "It' a very interesting car, and very well put together.

"It was a road car originally. A guy called Paul Haylett used to race a Montego estate and had a huge crash at Brands Hatch and all the salvaged parts from that estate are on this car now."



This Montego will race at Donington

Fuller and Wilmot test Team Hard Ginetta

Former British Touring Car Championship drivers Howard Fuller and Andy Wilmot tested a Team Hard Ginetta G55 GT4 at Brands Hatch last week as the pair evaluate a campaign in British GT with Tony Gilham's team.

The pair have been associated with the squad since its creation in 2012, when they were signed as its first two drivers, but between them have had limited racing opportunities over the previous 12 months.

Both got their hands on the G55 for the first time as part of a general trackday test on the Indy circuit last Tuesday, and are expected to drive the car again during a semi-exclusive test next month.

Fuller and Wilmot are now in talks about driving one of the G55s with Team Hard – which won the GT4 teams' title in British GT this year – in 2017.

"The team is very interested in trying to get the two of us as a pairing because it makes a really good story," said Fuller. "[We were] the first two drivers to race for Team Hard, so to have us back together is a great selling point for the team."

JUNIOR JOURNALIST

STEPHEN LICKORISH

"F4 organisers should be applauded"



Money. It's a common topic in the world of motorsport.

Pretty much every week you can read a story about a series becoming too expensive and/or a driver running out of budget to complete a season.

What you don't read about anywhere near as often is a sensible answer to spiralling costs.

Therefore British F4 organisers need to be applauded. It's no secret that since the category became an FIA F4 series costs have escalated from its Formula Ford days. Now they have come up with a solution to try to tackle that problem: The new Challenge Cup.

On the face of it, the move may seem like just a new name for the rookie class. But it's about a lot more than that. The whole premise for the new class is that drivers can take part in it for less than £100,000. Now that may seem like a lot of money, but compared to some of the budgets of drivers in the series, it is not.

To get costs down, organisers have reduced it to seven weekends (instead of 10) and restricted in-season testing (seven test days plus usual Friday practice).

The beauty of the new Challenge Cup is that it brings several different benefits to different types of driver.

For those who do not have the budget for a full season, they can still take part in the series and fight for a championship. For drivers who are too young to start the season it gives them something to fight for too. And for those unsure about embarking on the single-seater route it gives them chance to try it out and compete for a title at the same time.

Grid numbers in British F4 this year haven't always been great – especially considering the buzz about the series when it was initially launched two years ago. Now this Challenge Cup could help to bring the numbers up and with no difference to the technical regulations, these extra drivers can compete for overall race wins too.

While the new ideas for 2017 could well give the championship a major boost, it can also get one this weekend with a thrilling title showdown.

It is all set up perfectly. Sennan Fielding – driving for the JHR Developments squad that is tiny compared to the Carlin, Arden and Fortec teams – leads by just five points. But there are still five other drivers with a mathematical chance of winning: Carlin's consistent Max Fewtrell and Arden's Red Bull-backed Aussie Luis Leeds stand the best chance, although Devlin DeFrancesco, James Pull (both Carlin) and Alex Quinn (Fortec) are still outside bets.

A terrific battle beckons and if it delivers on the promise then it can only help gather interest for the series ahead of 2017.

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RACING NEWS

Photos: Brian Walsh, Jakob Ebrey, Sarah Fraser, kartpix.net

MOTORSPORT IRELAND PROMOTES DEMPSEY



Dempsey will get a shot at triple trophies

Dempsey will run in Motorsport Ireland Van Diemen

By Rob Ladbrook

Jordan Dempsey will compete at a hat-trick of prestigious Formula Ford 1600 events this year after gaining the support of Motorsport Ireland.

Dempsey, 16, has been given the opportunity of racing the Motorsport Ireland-backed Van Diemen LA10 for this weekend's Martin Donnelly Trophy at Kirkistown, the Formula Ford Festival at Brands Hatch and the Walter Hayes Trophy at Silverstone.

The car – run by Bernard Dolan – is traditionally entered for the winner of the annual Motorsport Ireland Young Driver of the Year Award. However, this year's winner Jake Byrne opted to leave the programme earlier this season and revert to using his own car.

Reigning Ginetta Junior Ireland champion Dempsey has been handed the opportunity instead, himself a two-time nominee for the award.

Dempsey comes from a racing family, with his father Morgan Jr a regular in FF1600 and his grand uncle Cliff Dempsey a prominent team owner. He has raced in the UK National FF1600 this year, taking a best finish of fourth at Donington Park.

Morgan Jr said: "Jordan was speechless when we got the offer. It's a really special chance for him, but there's no pressure on him for any of the events.

"This drive is a very different template for Jordan compared to the guys in the car before. He's only just taking it on at the end of the year whereas previous drivers have had the full year and their programme peaks at the trophy events. It's about learning for Jordan.

"It's also good for him to go and race with Bernard and get out of the family environment as that's how you grow as a driver. Getting out of your comfort zone pushes your limits.

"Jordan has a lot to learn. The chassis is a newer generation than he's used to and he's never driven Brands Hatch Indy or Silverstone National before. It's a great opportunity."

Motorsport Ireland has stated that Dempsey's performance in the car will have no bearing on his chances for the 2017 Irish Young Driver prize.



Combe ace Moyers

Moyers returns to Walter Hayes

Castle Combe FF1600 star Michael Moyers will return to the Walter Hayes Trophy for a sixth shot at victory this November.

Moyers, 31, is the first driver to sign up for the blue riband Formula Ford event at Silverstone on November 5/6.

He will lead a multi-car attack from the Kevin Mills Racing team and will handle the same Spectrum 011C he is using to challenge for the Castle Combe FF1600 title this year. Moyers is currently second in the points in the regional championship.

Moyers has a strong record at the WHT, having started from the front row in the final for each of the last two seasons. However, he has retired both times through incidents.

"My luck has to change at the Walter Hayes, and I feel owed a good result soon," said Moyers. "This will be my sixth event, but my fourth with Kevin Mills in a car that is capable of winning it. In past years it's just been down to bad luck."

GT4 ace Bartholomew enters Ginetta Supercup before GT3 test

British GT4 runner-up Jack Bartholomew will join Century Motorsport for this weekend's Ginetta GT4 Supercup finale ahead of a winter of GT3 testing.

Bartholomew, 17, will handle one of Century's G55 racers in the season finale in Kent as team-mate to Jack Mitchell. It will be Bartholomew's first experience of a Ginetta, having raced a Beechdean AMR Aston Martin Vantage to second in the British GT4 Championship this year.

"I know [Century boss] Nathan Freke, having raced against him this year, and the seat was free," said Bartholomew. "As a GT driver you have to adapt to new cars, so it will be good to try out what I've been racing against. The Supercup G55 has more aero and different tyres than the GT4 car, and I'm told they're different in feeling, but there is no pressure."



Bartholomew will swap his Aston for a Century-run Ginetta

Bartholomew will have a maiden GT3 test with Beechdean AMR at Snetterton this week as he assesses 2017 options. "I'd love to stay with Beechdean," he added. "The new emphasis on younger drivers for British GT3 next year makes it appealing. It's tough to come straight in and be up against drivers like Jonny Adam and Rob Bell [graded gold and platinum respectively]."

Sportscar stalwart Ginger Marshall, 73, retires from prototype racing

Former Special Saloons racer Ginger Marshall has announced his retirement from prototype sportscar racing.

The 73-year-old has raced in the BRSCC's OSS series since the category began in 2009 and was fourth in the championship last year piloting a Bowlby Mk2.

"Back in 2009, having found ourselves in the wilderness, with a newly built car and nowhere to race it, OSS became a haven of camaraderie and competition," said Marshall, who has competed in club racing for 56 years with the Marshall & Fraser team. "We've had eight incredible seasons, but now it's time to move on."



Marshall (centre) has raced with Marshall & Fraser team

OSS championship coordinator Alan Jenkins added: "The Marshal & Fraser Team has been our most loyal one, having attended nearly every meeting. Ginger is from the tradition of club drivers that demonstrate the values of sportsmanship on the track and in the paddock."

Matt Manderson will take over the Bowlby car for the final OSS round at Silverstone next month.

KARTING REPORT

Happiness for Hoggard and Hodgson as MSA Junior and Senior karting titles are decided at PFi

Super One: PF International

By Henry Beaudette

Jonathan Hoggard and Oliver Hodgson sealed the MSA Junior and Senior titles in the final round of this year's Super One Series.

For Hoggard, the situation was quite clear cut and he was able to cruise home in seventh place, well behind the victorious Morgan Porter, to win the **MSA Junior** crown but Hodgson's triumph was more tense.

Trailing Dean Macdonald coming into the weekend, Hodgson won both heats and both finals to snatch the British title away from his rival, who battled from the back of the grid in both heats but then incurred a nosecone penalty in final one, which ultimately gave Hodgson the edge.

The third MSA title on offer, the coveted **MSA Cadet** crown, had already been won by Harry Thompson but Thompson, who had also claimed the ABkC **Cadet Honda** title with a round to spare, ended his Cadet career in fine style with victory in both classes.

Like Thompson, Jenson Butterfield had already won the **Mini Max** championship but he took another win in the final round with Jonny Edgar sealing second in the standings and a place in the Rotax Grand Finals.

Every other class in action went right down to the wire with several titles only being decided on the last lap of the last race of a typically gruelling season.

Joe Turney had to hold his breath as a last minute shower turned the final lap of the **Junior Rotax** final into a lottery. However seventh place was enough to take the title as William Pettitt claimed the race win. Turney, along with Pettitt and Hoggard, will go forward to the Grand Finals in Italy.

Josh Collings dominated the **Senior Rotax** final but the fight for the championship took place some way behind the flying Welshman. With four corners to go the title belonged to Josh White but a last-gasp move from Jack McCarthy saw him take second on the road, and the championship, by a whisker. White, McCarthy and Josh Skelton all qualify for the Rotax Grand Finals.

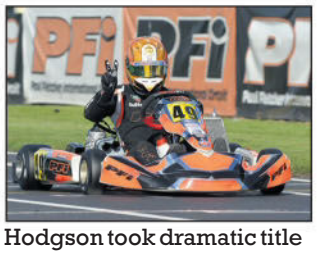
A top 10 finish for Harry Moore was enough to take the **TKM Extreme** championship despite Kyle Sproat's best efforts as a surprised Sam Fowler claimed the race win. A dynamic last lap from Bradley White, which saw him gain three places, gave him the **Junior TKM** crown by two points from Abbi Pulling. Privateer Lee Whittingham won the race.

Despite an earlier exclusion Gordon Mutch snatched the **Junior X30** honours from Angus Fender on the last lap. Oliver Clarke won the race while Mutch, Fender and Ethan Pitt qualify for the International finals at Le Mans next month.

A win for Matt Davies helped him take **Senior X30** honours from Brett Ward and Collings, who will all represent the UK at Le Mans.

Results

Junior OK (14 laps) 1 Chris Lulham; 2 Max Jeanne +0.85s; 3 Morgan Porter; 4 Mark Kimber; 5 Bradley Barrett; 6 Kyle Connolly. Heat winners Porter, Kimber. Fastest lap Kimber 58.23s (53.10mph). Pole Kimber. Starters 9. **Final 2 (14 laps)** 1 Porter; 2 Kimber +0.56s; 3 Jeanne; 4 Lulham; 5 Roman Haskett; 6 Barrett. FL Jonathan Hoggard 57.66s (53.62mph).
Senior OK (14 laps) 1 Oliver Hodgson; 2 Jamie Flynn +1.83s; 3 Jacob Stilg; 4 Tom Gamble; 5 Archie Tillett; 6 Sam Faulkner. HW Hodgson (x2). FL Dean Macdonald 55.42s (55.79mph). P Hodgson. S 15. **Final 2 (14 laps)** 1 Hodgson; 2 Stilp +4.05s; 3 Macdonald; 4 Gamble; 5 Nicholas Scholl; 6 Flynn. FL Macdonald 55.44s (55.77mph).
Cadet IAME (12 laps) 1 Harry Thompson; 2 Joshua Rattican +0.02s; 3 Joseph Taylor; 4 Jonny Wilkinson; 5 Georgi Dimitrov; 6 Taylor Barnard. HW Thompson x2, Bray Kenneally. FL Taylor 1m07.57s (45.76mph). P Rattican. S 40. **Final 2 (12 laps)** 1 Thompson; 2 Dimitrov +0.25s; 3 Kenneally; 4 Barnard; 5 Rattican; 6 Arvid Lindblad. FL Thompson 1m07.38s (45.89mph).
Cadet Honda (10 laps) 1 Harry Thompson; 2 Oliver Bearman +0.15s; 3 James Walker; 4 Caden McQueen; 5 Alex Eades; 6 Wesley Mason. HW Thompson, Walker, Mason. FL Mason 1m19.58s (38.85mph). P Justin Breward. S 47. **Final 2 (12 laps)** 1 Thompson; 2 Bearman +0.02s; 3 Mason; 4 Oliver Greenall; 5 Walker; 6 McQueen. FL Greenall 1m07.74s (45.64mph).
Mini Max (13 laps) 1 Jenson Butterfield; 2 Tom Canning +0.01s; 3 Lorcan Hanafin; 4 Alex Lloyd; 5 Klaas Kooiker; 6 Jonny Edgar. HW Hanafin, Butterfield. FL Dexter Patterson 1m01.09s (50.61mph). P Lloyd. S 22. **Final 2 (13 laps)** 1 Butterfield; 2 Hanafin +0.26s; 3 Kooiker; 4 Ben Fayers; 5 Canning; 6 Edgar. FL Patterson 1m01.00s (50.69mph).
Junior Rotax (13 laps) 1 Rory Hudson; 2 Jonathan Hoggard +0.06s; 3 William Pettitt; 4 Tommy Foster; 5 Mark Kimber; 6 Joe Turney. HW Hudson, Hoggard. FL Pettitt 59.24s (52.19mph). P Myles Apps. S 18. **Final 2 (14 laps)** 1 Pettitt; 2 Hudson +0.81s; 3 Foster; 4 Kimber; 5 Tyler Chesterton; 6 Turney. FL Chesterton 59.16s (52.26mph).
Senior Rotax (14 laps) 1 Josh Collings; 2 Jack McCarthy +6.01s; 3 Josh White; 4 Josh Skelton; 5 James Johnson; 6 Tom Croydon. HW White, Collings. FL Collings 58.45s (52.90mph). P McCarthy. S 15. **Final 2 (14 laps)** 1 Collings; 2 McCarthy +5.87s; 3 White; 4 Johnson; 5 Ben Davis; 6 Morgan Rose. FL McCarthy 58.07s (53.24mph).
TKM Extreme (12 laps) 1 Christopher Whitton; 2 Phil Smith +6.26s; 3 Kyle Sproat; 4 Sam Fowler; 5 Joe Stockford; 6 Owain Rosser. HW Smith x2, Whitton. FL Rosser 1m06.48s (46.51mph). P Stockford. S 43. **Final 2 (13 laps)** 1 Fowler; 2 Sproat +0.21s; 3 Smith; 4 Rosser; 5 Andrew Lawrence; 6 Ryan Edwards. FL Fowler 1m00.99s (50.69mph).
Junior TKM (11 laps) 1 Adam Sparrow; 2 Joe Fowler +4.14s; 3 Bradley White; 4 Abbi Pulling; 5 Ian Sisson; 6 Lee Whittingham. HW Whittingham, Sparrow. FL Sparrow 1m11.39s (43.31mph). P Whittingham. S 22.
Final 2 (13 laps) 1 Whittingham; 2 Pulling +0.25s; 3 Sparrow; 4 James Pashley; 5 Jordan Lee-Chapman; 6 Fowler. FL Whittingham 1m01.29s (50.45mph).
Junior X30 (13 laps) 1 Angus Fender; 2 Evan Cook +0.18s; 3 Abigail Ross; 4 Louie Westover; 5 James Taylor; 6 Tom Westworth. HW Oliver Clarke (x2). FL Oliver Greetham 59.71s (51.78mph). P Fender. S 27.
Final 2 (13 laps) 1 Clarke; 2 Gordon Mutch +0.62s; 3 Westover; 4 Fender; 5 Greetham; 6 Cook. FL Reggie Duhy 59.09s (52.32mph).
Senior X30 (14 laps) 1 Thomas Turner; 2 Matthew Hirst +0.53s; 3 Matt Davies; 4 Ben Davis; 5 Brett Ward; 6 Jordan Brown. HW Turner (x2). FL Davies 58.30s (53.03mph). P Turner. S 22. **Final 2 (14 laps)** 1 Davies; 2 Turner +0.48s; 3 Hirst; 4 Euan Wilson; 5 Ward; 6 Davis. FL Turner 58.11s (53.21mph).



Hodgson took dramatic title

6th Annual Henry Surtees Foundation 'All-comers' Challenge
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- Formula Renault Test on the continent, donated by Manor Competition
- Full set of Puma race clothing, donated by Puma
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- IZone Driver Performance training sesson, donated by Andy Priaulx
- A supply of Teng Tools, donated by Teng Tools
- £500 worth of Air Travel, donated by Travel Places
- A feature on winning driver, donated by Motor Sport Magazine

For further details on all 14 prizes and to enter the event, visit: www.henrysurteesfoundation.com

HISTORICS

'FISCAR has a 42-car entry'
Busy grids, below



Photos: Paul Lawrence

DOWN THE PUB WITH ANTHONY GODDARD

Age: 70 **Lives:** Isle of Wight
HGPCA racer

He was a cousin of Mike Spence
"My father was a sponsor of Mike Spence and he was my cousin, so it started with him. I wasn't allowed to go motor racing as I was considered far too precious by my father, which is difficult to believe. It was shocking when Mike was killed at Indianapolis in 1968."

He was talked into historics
"It was really Andrew Schryver, my wife's cousin, who got me into racing. We were talking at a funeral and he said I should get into historic racing and that was 15 or 20 years ago. I also started a brewery 20 years ago on the Isle of Wight."

He was a champion
"I started with Historic Formula Ford, which is a super formula, and I consider it's where I really belong. I then went to Classic Racing Cars and amazingly won the championship in 2007 with my Merlyn Mk9. It was mostly by sand-bagging and making sure I finished. It was certainly not a reflection of my talent."

He moved to an F1 car
"I've loved my racing and made lots of good friends. The Cooper T56/59 Grand Prix car I've raced this year has been two years of constant problems and I blew up three engines not realising that I had no oil pressure going around left-hand bends. Eventually the penny dropped and we got the oil system sorted. We still had an electrical fault, but we eventually re-wired the whole thing and now it goes like a train. The Alfa Romeo engine in it is delightful."

He's raced all over
"Bill Hemming leant me his Elfin 300 at Philip Island. That was a fabulous car and what a pleasure to drive down there and to cap it all, he leant me another Elfin to do the support race for the Australian Grand Prix at Melbourne. I've been able to race at Imola, Nurburgring and Zandvoort and all these fantastic places where you can feel the ghosts of drivers past."

He has now retired
"This is my last season, which is a bit sad and Spa 10 days ago was my final race weekend. I've had a very good innings and I find driving long distances a pain now. We're all exceptionally privileged to do what we do."



Goddard: his last season



Pritchard rolled out of last year's Trackrod

PRITCHARD ON VERGE OF THE BRITISH TITLE

Escort man will be crowned if he finishes Trackrod Historic Cup

By Paul Lawrence

Jason Pritchard and Phil Clarke only need to finish this weekend's Trackrod Historic Cup to retain the Mintex MSA British Historic Rally Championship.

After three non-finishes in a row mid-season, Pritchard stormed back into contention with a perfect double on the Isle of Man and is now in control heading for the finale in the Yorkshire forests.

If Pritchard fails to finish, Paul Barrett will take the title, but the Northern Irishman has elected to miss the Trackrod as he has little chance of improving his overall score.

"It's all to play for now," said Pritchard. "We've got to finish the Trackrod and that is easier said than done. We've got to keep our heads and go at a pace that is comfortable and not repeat last year." A year ago, with the title secure, Pritchard rolled out of the Trackrod when caught out by bumps on the approach to the wood yard in Dalby.

"It's all about Jason finishing," said Barrett. "I can't beat him unless he doesn't finish the rally, but when there is no pressure, that's when mistakes can happen. So it's not over just yet."

Barrett confirmed that saving the cost of entering the event will be a boost for his 2017 campaign when he plans to contest the BHRC with a fresh Escort Mk2 and BDG power for the first time, rather than the Pinto engine used this season.

With class and category points, as well as bonus start points, Pritchard and Clarke will be champions simply by finishing the rally.



Escort Mk1 took the title

Matthews and Marrott celebrate inaugural R.A.C. Historic rally title

Roger Matthews and Tom Marrott have been confirmed as overall champions in the inaugural Fuchs R.A.C. Historic Asphalt Rally Championship.

Following two more maximum scores on the Isle of Man, the Ford Escort Mk1 cannot be beaten on the final round, the Cheviot Stages on Otterburn on October 9.

"It was a pity that Roger Moran couldn't get to the Isle of Man, as that would have made it harder for us," said Matthews after his first event on the Isle of Man.

"It's been a very good season with the new car and I'll definitely be back to defend the title," said Matthews. "It is certainly more asphalt rallying for me for the future."

Mason back to Pug power on Trackrod

Porsche driver Tim Mason will go back to his rallying roots by entering a Peugeot 205 GTi on the Trackrod Historic Cup.

His Porsche was sold after last year's Trackrod and a new 911 has been built up. However, Mason is now unsure about using the car in the forests.

"Market forces have made the 911 into an incredibly expensive car to rally," he said. "The fact that bodyshells and other parts are now unobtainable means I cannot rally the 911 until I have a spare shell."

Mason said that the 205 came up as the best option: "We've sourced a basic ex-road rally car and have upgraded it, fitted some new Bilsteins and will use it on the Trackrod. It won't set the world alight but if we see some potential we will develop it into a full Group A car."

Mason first ran a Peugeot 205 Rallye on the 1993 Trackrod.



Safari-spec Datsun won

Siddall and Bull tame the Balkan Classic Rallye

British crew Andrew Siddall and Andy Bull have won the inaugural Balkan Classic Rallye after eight days of competition.

Siddall topped the finishers in his East African Safari-specification Datsun 260Z after more than 1200 miles of dirt roads, gravel tracks and mountain tracks.

The route crossed Bulgaria from west to east, with terrain ranging from mountains to plains on the run from the start in the city centre of Sofia to the finish on the coast of the Black Sea.

"This is the first overall win in my historic rallying career, and at such a fantastic event," said Yorkshireman Siddall.

Organiser Alexander Kovatchev has already confirmed that he will run a second edition in 2017.

Rare McLaren set for Castle Combe

The McLaren M10B used by Peter Gethin to win one of only two Formula 5000 races at Castle Combe will return to the Wiltshire track on Saturday to be demonstrated during the Autumn Classic.

In May 1970, Gethin took the Sid Taylor-entered car to victory and smashed the outright circuit record by nearly eight seconds.

Matthew Wurr will drive the same car this weekend at the Wiltshire track on behalf of current owner Martin Longmore.

The parade will also feature a Ferrari 250 GTO and 250 MM from Nick Mason's stable, while event sponsor Julian Bronson will run his front-engined Scarab Grand Prix car.

IN BRIEF

Andrew Brodie
MN **is sad to report the death of Citroen expert Andrew Brodie at the age of 70. His competition centred on contesting regularity rallies, notably Tour Britannia, in his beloved Citroen SM, and Brodie Engineering was a marque specialist with a world-wide presence. He was a wine expert and served on the International Food and Wine Society.**

Historics show
A new show featuring historic motor sport will run alongside the London Classic Car Show next February. Historic Motorsport International will run from February 23-26 at ExCeL London. The event will be a platform for engineering and preparation companies as well as suppliers, event organisers and promoters.

Darbyshire OK
VSCC racer Sue Darbyshire was fortunate to escape serious injury when her Morgan three-wheeler flipped over at Mallory Park on Saturday. The car got out of shape on oil at Devil's Elbow and rolled in the gravel, but Darbyshire was thrown out. She was taken to hospital but released with no serious injuries.

BHRC champions
Three category champions in the Mintex MSA British Historic Rally Championship were crowned after Rally Isle of Man. Northern Irishman Paul Barrett and Welsh co-driver Dai Roberts are secure as champions in Category 3, Simon Tysoe and Paul Morris are unbeatable in Category 2 and father and son team Bob and Dale Gibbons have been crowned champions in Category 1.

Busy FISCAR grid
A capacity 42-car FISCAR field will top the racing at Castle Combe's Autumn Classic meeting on Saturday. More than 15 marques will be represented in the race, which runs for production-based sports cars of the 1950s, with the grid taking in five AC Aces, four Lotus Elites and the rare Aston Martin DB3S of Steve Boultbee-Brooks.

Big engine blow
Mark Walker's amazing 1905 Darracq was sidelined during qualifying at the VSCC Mallory Park meeting last weekend after a catastrophic engine failure. One of the 25-litre engine's two cylinder heads was blown off the engine block ahead of the annual Edwardian race. Walker does have another engine and hopes to return the car to racing next season.

Walker's return
Mike Walker had his first race at Mallory Park since 1972 when he took his Bond to third place in the front-engined Formula Junior race during the VSCC meeting on Saturday. Walker's previous race at Mallory was in the works Ensign in British F3 when his rivals included future F1 world champion Alan Jones.



Walker back at Mallory Park

ALL THE ACTION FROM THE VSCC AT MALLORY PARK PAGE 24

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OGIER LOOKS FORWARD TO FRESH FRENCH TEST

Multiple champion says new routes will be a challenge

Photos: mcklein-imagedatabase.com



Ogier is on the verge of title

By David Evans

World Rally champion Sebastien Ogier is relishing this week's Tour of Corsica – an event he says offers an old-school take on what the sport used to be like.

The route for the Bastia-based rally has undergone significant change since last season. Of the six stages planned (four of which run twice), three are brand new, two have retained some sections from last year and one is identical, meaning 70 per cent of the roads used this week are previously unseen.

The 31-mile opener is new compared to the routes used in previous editions, something Ogier says will seriously test the younger generation of driver.

Ogier told *MN*: "I like the fact there are a lot of new sections on the route for this week. It's exciting when we all start with zero experience – that's like the real rally. We are living in a time when, when we have done the stage then the [onboard] videos are available for everybody.

"It looks like the new way is for the young drivers to watch the video a lot and I don't know at which point they are learning by heart, but for sure they are learning really a lot. And the rally is not – and never has really been – like that. I prefer it when we start from zero and we have to adapt to new conditions and new roads. It's a bit like the starting order, I like when it's the same for everybody."

Ogier starts this event with a mathematical chance of winning his fourth straight title, but as well as that he starts the Tour of Corsica hoping to win his home round of the series on the iconic French island for the first time.

"I go to Corsica to fight for the win as usual," Ogier said, "and I never won in Corsica before, so I hope I can change that. But, like always when I start a rally, I give some thoughts to the title and I know I have this mathematical chance to win – so maybe I can't give myself 100 per cent to the fight. But I can give myself 99 per cent!"

Ogier admitted he expected a strong challenge as the WRC moved onto its second asphalt counter of the season this week.

"Like Germany, I think it will be a good battle – I hope for a good battle," he said. "The roads should stay clean, because if you cut the corner then you are going to be in the rocks. There are plenty of guys to fight with, there will be some strong drivers this week. For Hyundai, Thierry [Neuville] and Dani [Sordo] will be there, all three of us Volkswagen drivers can fight at the front and then there's Kris [Meeke] as well. It looks exciting."

To win his fourth title on home soil this week is a tall order for Ogier. First and foremost, a win and nothing else will do; if he's second, the title race automatically goes to Spain. As well as that, he needs to be sure the other six crews still mathematically capable of depriving him of the crown need to depart Corsica with virtually no points. Second-placed driver, for example, Andreas Mikkelsen needs to finish just eighth or higher in order to take the title race to Salou.

Fundamentally, Ogier and co-driver Julien Ingrassia need 53 points between here and the end of Rally Australia – so they could even finish fourth on the next four rallies, win a couple of powerstages and still take the title.

CITROEN'S NEW C3 WRC UNVEILED



This is a first view of Citroen Racing's all-new C3 WRC – the car to lead the French manufacturer back into the World Rally Championship next season. Described as a concept car, it will be shown at the Paris Motor Show early next month and is not expected to change much before Kris Meeke gives it its WRC debut in Monte Carlo next January.

ALL THE HIGHLIGHTS FROM CASTLE COMBE'S RALLYDAY PAGE 19



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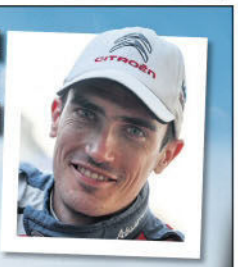
'The best advice: don't make any mistakes'

Jack Benyon goes rallying, p20



Photos: mcklein-imagedatabase.com

BREEN AIMS TO PROVE HIMSELF TO CITROEN





Breen has shown strong gravel pace

Craig Breen starts an asphalt World Rally Championship event in a WR Car for the first time this weekend, chasing a top-six position on this week's Tour of Corsica.

The Abu Dhabi Total World Rally Team driver knows his performance on the French island will be scrutinised as he chases a full-time seat with Citroen Racing next season.

Having demonstrated his ability on the loose with a third place in Finland, Breen can't wait to get going on an event he knows and enjoys.

"I really love this rally," said Breen. "The narrow, bumpy roads remind me of the ones you get in Ireland andthat's why I feel so at home here. We know what to expect at this rally: weather that can make tyre choice difficult, managing wear on the brakes, the need to maintain concentration on narrow, twisty 50-kilometre stages. It'll be difficult, starting with recce! I don't think there's a better place for me to contest my first Tarmac rally in a World Rally Car."

Breen admitted his lack of experience aboard the DS3 WRC on asphalt would lessen the chances of a repeat of his sensational Finland result.

"It would be unrealistic to try and match the podium from Finland," he said "I would be delighted with a top-six finish!"

Breen admitted Corsica's unique format of a small number of very long stages would provide a real test.

"The rally format is different to what we are used to in the WRC," he said. "And there's the added endurance dimension, with the first day with no service and a lot of miles to cover. We'll have to adapt to this rhythm, staying calm on the long road sections before invoking a bit of fighting spirit at the start of the stages!"

Citroen has remained tight-lipped on the possible identity of a second driver alongside Kris Meeke next season, but Breen, along with Thierry Neuville, Stephane Lefebvre and Ott Tanak, remains in the fold.

Meeke says that he is completely relaxed about who joins him in a second C3 WRC next season.

"I don't mind who it is," he said. "They can help with the manufacturers' championship, but they're not going to help me be world champion. If it's Thierry, then fine, I've no problem with that. I've worked my balls off with this team around me and everything is looking really good now – as for the number two in the team, that's not my decision at all."



Neuville wants podium

Hyundai pair ready to battle over podium places on Tour de Corse

Thierry Neuville and Dani Sordo will return to the all-Hyundai battle which raged last time out in Germany at this week's Tour of Corsica.

Sordo edged his fellow New Generation i20 WRC driver to second in the Trier-based event by just a tenth of a second – and was relieved to be back in the top three having finished fourth on four of the previous five rounds of the world championship.

Sordo said: "It was very important for Marc [Marti, co-driver] and I to finish on the podium in Germany. We have had many good results this season, but too often just outside the top three, so it was special to get onto the podium in the team's home rally. Corsica is a totally different style of Tarmac rally to Germany, and we'll have to see what the weather will do. I am highly motivated and would like nothing more than to get back on the podium again."

Neuville is a former Corsica winner, when the French island rally was a round of the Intercontinental Rally Challenge. "I love Corsica," said Neuville. "We head there this year on the back of some strong results. I have felt very comfortable with the New Generation i20 WRC and I think we can be in the fight this year."

Greensmith gets an R5 for Rally GB

Gus Greensmith has confirmed he will make his WRC2 debut in a Ford Fiesta R5 on next month's Dayinsure Wales Rally GB.

The 19-year-old will complete his Drive DMACK Fiesta Trophy commitment in Catalunya before stepping up from an R2 car on Deeside.

The Manchester-based driver tested an M-Sport Fiesta R5 in Greystoke earlier this month and will get a further day of preparation ahead of his four-wheel-drive debut on his home WRC round.

"I feel ready for the step up," former British Junior and DDFT Rookie title winner Greensmith said. "I think we've proved our speed in an R2 car and now's a good time to move up.

"The R5 car was fantastic when I tested it, I couldn't believe how deep you could go into the corner before getting on the brakes. And obviously the speed's much higher. It's really brilliant.

"Wales is an event I'm a bit more familiar with, this will be the third time I've done it, which makes it a good place to make the step to R5. Before that though, I want to have a real go in Spain. My dad's told me I can go as fast as I want without crashing!"

Greensmith will be co-driven by Katrin Becker for the first time in Salou.

PLANET RALLY

FLAT-OUT WORLD NEWS



Gaurav Gill won again in APRC

The World Motor Sport Council will confirm extra points will be available for WRC powerstages, starting from next January's Monte Carlo Rally. Instead of just the top three scoring points, the top five will benefit. The fastest time will be rewarded with five (not three) points, dropping down to one for fifth fastest... Gaurav Gill guided his Team MRF Skoda Fabia R5 to a fourth consecutive Asia Pacific Rally Championship success at last weekend's Rally Hokkaido in Japan. He won the Obihiro-based former WRC round by almost two minutes from his MRF team-mate Fabien Kreim... **Martin Prokop returns to the World Rally Championship in Spain next month. This will be the Czech driver's first WRC round since he received what he felt was an unfair five-minute penalty for breaking a transmission seal on the Rally of Italy in June. Ole Christian Veiby is another interesting Catalan entry, the 20-year-old Norwegian making just his second WRC2 outing of the season in a Skoda Fabia R5, while Irishman Eamonn Boland makes his annual trip to the Costa Daurada in a Ford Fiesta R5**... This week's French round of the World Rally Championship has taken onboard some additional backing other than the regional funding provided from Corsica itself. The event will be known as the Che Guevara Energy Drink Tour de Corse. Some might see a revolutionary's name attached to the event as quite fitting after a quick look at the route for this week...

GROUP RALLYING EDITOR

DAVID EVANS

"Smeets has top mentors ahead of VW debut"



Every now and then you get those moments in a conversation which make you want to stop, rewind and play again. Did I hear that correctly? "My dream was actually to be a tax advisor."

Sorry?

"Yeah, it was. I wanted to work for a big company, KPMG or something like that and try to be in charge of making sure people didn't pay as much tax. That was what I studied for. But then I left school and turned professional..."

Who is this?

This is the new man at the top of Volkswagen's rallying tree. This would-be pencil-pushing accountant is Sven Smeets.

Fortunately for us – and especially for him – an Opel Belgium contract caught his eye and pulled him away from his taxing textbooks. Corporate finance was spiked in favour of a decade of adventure, co-driving alongside Freddy Loix and, finally, Francois Duval.

At the time, few gave Smeets a chance with Duval. But in their last six rallies, they crashed once, finished fourth once and were second three times and won in Perth. It was after taking that maiden WRC win with the more taciturn of the two Belgians that Smeets saw a future in team management.

So, he stepped out of the car and into Citroen's command centre. And the following 10 and a bit years have led him to leading the world's most dominant rally team. This week he puts his new powers to use for the first time, the Tour of Corsica is Smeets' first event in charge.

He doesn't need reminding of the size shoes Jost Capito left when he closed the door and departed Hannover for the final time at the end of August. So we won't mention the fact that the cars he now rules over have won 39 of the last 48 world championship events they've started. No, let's leave that bit out. No pressure, etc...

Instead, let's take a look at those who have mentored Smeets: three very different, but ultimately very successful chaps. Guy Frequelin, Olivier Quesnel and Capito himself.

What has Sven taken from each: "Guy had the most incredible attention to detail. Who could forget some of the post-event debriefs? Sometimes we had 20 people sitting in and listening to the best way to adjust the headlights on a rally car for two hours...

"With Olivier I learned a lot about the marketing side of the sport, we discovered that, yes, rallying was important, but it was also about selling Citroens. You'll remember with him in charge, Citroen took on the sponsorship of Red Bull for the first time – up until then, that kind of deal had been a no-no.

"And finally, Jost. Jost had such incredible motivation and that's something I will take from him. He had the ability to really get everybody behind the project. He was a really emotional team player and people person. For sure, it's not going to be easy taking over from him."

It's not. But the last two decades have prepared you well, Sven. And saved you searching the latest tax loophole.

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RALLY NEWS

Photos: Writtle Photographic, mcklein-imagedatabase.com

MSA AGREES FOREST DEAL WITH ENGLAND AND SCOTLAND

Nations hit with a total rise of 15 per cent over three years for forest usage



Fees to rise in five per cent increments over three years

By Jack Benyon

The Motor Sports Association has reached a new three-year agreement with Forest Enterprise Scotland and Forest Enterprise England for the use of forests for rallying in the respective countries, with fees to rise by 15 per cent.

With a deal for national rallying in Welsh Forests still to be signed, the MSA was eager to reach an agreement with its England and Scotland counterparts and the deal means fees will rise incrementally by five per cent each year.

Rob Jones, chief executive of the MSA, said: "We would like to thank Forest Enterprise in Scotland and England for their continued recognition of the security which the sport needs in order to plan ahead.

"Working in partnership helps to ensure a sustainable and mutually beneficial arrangement that meets the needs of each of the organisations involved. This outcome provides certainty for the next three years, and represents the best arrangement achievable at this time."

The deal has been met with mixed reaction from organisers, clubs and competitors, especially while Wales' situation remains up in the air.

If the Rally4Wales campaign is successful in becoming responsible for repairing roads for national rallies using Natural Resource Wales (government body responsible for Welsh Forests) land, the rise in the country could be minimal.

Last week, the MSA signed a deal with NRW to allow Wales Rally GB, Britain's round of the World Rally Championship, to go ahead.

WHAT THE SPORT THINKS

Organisers, competitors and clubs give their view of the fee rises.

Ollie Currie, chairman of Whickham and District Car Club, Border Counties Rally
"It's probably more of an increase than I would have liked but I think the phasing is good. It's given people time to prepare and it gives the forest championships time to work out what the increase is going to be and feed that back."

Neil Shanks, Scottish Rally Championship organiser, clerk of the course, competitor
"I think firstly we should welcome the fact that they've reached an agreement and it's nothing like the worst-case scenario. No one likes fees going up at all but it's an inevitable way of life. The costs need to be managed very carefully going forward."

Bryan Hull, Craven Motor Club, BTRDA committee member, co-driver
"A 15 per cent increase over three years is probably the best we could hope for. It is disappointing, it should be 'cost plus' or something like that. If Wales get away with it – which is still an 'if' at this present moment – then England and Scotland should too."

Three-year forest agreement signed for Rally GB to go ahead, but costs in Wales are still to be decided

Natural Resource Wales and the Motor Sports Association have signed a new three-year access agreement for rallying in Welsh Forests, but the long-term cost recovery structure is still to be decided.

Since the old access agreement expired in May, rallies have been agreed by NRW on a case-by-case basis, with NRW asking for an increase in costs of just under 100 per cent, the price it claimed it needed to recoup its cost for repairing the damage done to roads through NRW land.

A press release issued last weekend centred its attention on Wales Rally GB, but in reality the deal covers rallying in Wales.

In the release, Tim Jones, Natural Resources Wales' executive director of operations for North and Mid Wales, said: "The forest roads we look after have achieved almost legendary status in the world of rallying.

"We hope this new access agreement sends a positive message to the rallying community that NRW and the MSA continue to have a good relationship, and are working together to ensure this important event in the Welsh sporting calendar takes place."

A permanent cost structure deal is expected to be resolved next month, with NRW, MSA and Rally4Wales in advanced talks over a deal. The not-for-profit Rally4Wales campaign has been set up to take care of rally stage repairs.



GB deal is secure for three years



Jackson will step up from a Micra

Jackson steps up to Impreza for Wales Rally GB entry

With the help of the John Easson Award, reigning winner Matt Jackson will forego this weekend's BTRDA finale for an assault on Wales Rally GB.

The Warwick driver – along with co-driver Claire Williams – has already sealed the BTRDA 1400S runner-up spot and will campaign a Subaru Impreza – a GC8 or N11 – in the national category of Wales Rally GB in October.

"We're taking a step from a two-wheel-drive Nissan Micra to a four-wheel-drive Impreza," said Jackson. "It's going to be a tough step up but it's a new challenge. John Easson has helped all the entries. After the off on Rally North Wales earlier this year, we would've had to have a long break if it wasn't for the award paying the entries. Come the end of the year we've got second in 1400S already, so we've put the money we would have used to finish the BTRDA towards covering the whole GB entry.

"It's nice to pay them back by doing something exciting and giving them a bit of publicity out of it."

Meirion Evans makes DS 3 R5 debut on Cork '20'

Junior British Rally Championship driver Meirion Evans has bought a Citroen DS 3 R5 ahead of an entry into the Cork '20' in the Irish Tarmac Championship.

The 21-year-old, son of car preparer and competitor Melvyn, won his class on the event last year in a DS 3 R3, and is hoping to use the Irish Tarmac Championship decider to bed-in his new car.

"Obviously it's a dream to get the opportunity to drive such a car, but following the year we've had up to now we looked at all possible avenues before the deal was done for the Citroen to make sure we did the right thing," said Evans. "After a difficult few months, I think we've done the right thing in totally resetting and taking a couple of months out of competing, we're hungry again and raring to go."

Evans suffered myriad mechanical problems with his Ford Fiesta R2T in the BRC this year, and elected to can his campaign before the Ulster Rally.



Evans has bought ex-Guillaume Dilley Citroen with 2017 in mind

Irish Tarmac Championship comes to the boil in Cork

The new-look Irish Tarmac Championship will go down to the wire in a winner-takes-all battle on the Cork '20' Rally.

Alistair Fisher – nephew of Tarmac legend Bertie – leads the standings heading into the event, but home favourite and three-time British Rally champion Keith Cronin could steal the title away with victory. The Cork driver took his first win in an R5 car on the event last year and will be looking to recoup something from the year after his BRC-bid ended badly.

If Fisher and Cronin hit trouble, Sam Moffett is the driver in prime position to pick up the pieces. But fourth and fifth in the points, Josh Moffett and Jonny Greer, are also in the hunt. Whatever the result, the ITRC will get a first-time champion and its first winner of the R5 era.

Opel Adam driver Callum Devine has a strong lead in the R2 category, but there's still an outside chance that Peugeot 208 R2 driver William Creighton could usurp him should he have any issues.

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Ingram interested in i20 performance

CHRIS INGRAM SETS SIGHTS ON BRC IN 2017

Chris Ingram is targeting a spot in the British Rally Championship in an R5 after signalling his intent to step up from R2 machinery.

The Manchester driver missed out on the European Rally Championship Junior category championship in his works Opel Adam after an electrical issue ended his Rally Latvia assault earlier this month. The championship went to German team-mate Marijan Griebel.

Now the 22-year-old wants to compete on home soil next year and return to the UK.

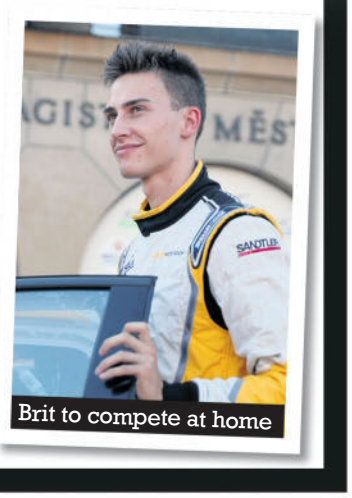
"It's been the best year of my career, five podiums in a row, European two-wheel-drive champion, but we've been on the limit of R2 for a while," said Ingram. "We definitely want to go R5, we need to stay in with a manufacturer and raise some budget, but I think driving-wise I'm ready for it."

Ingram believes the rebirth of the British championship has proven successful enough to attract drivers from Europe.

"I think the BRC will be even better next year," he said. "It has TV coverage, a great calendar with Ypres being back next year, it's a great place to learn four-wheel drive. I think WRC2 is too much of a step and ERC has gone downhill [in the R5 class]. I think we could do well but we need to find a good manufacturer link."

Ingram wouldn't confirm which car he hopes to run next year, but he's intrigued by the Hyundai i20 R5, as-yet unseen in Britain.

"It will be interesting to see how the Hyundai gets on in Corsica [WRC]," he added. "The Skoda Fabia looks like the car to have at the moment but that could change."



Brit to compete at home

Tour revealed in honour of Mort

The 2300 Club has organised an event to pay tribute to one of its members – Andy Mort – who died on the Mull Rally last year.

The Andy Mort Tour will take place on October 22, and takes in parts of Lancashire and Yorkshire.

The event is classed by the MSA as a touring assembly, so non-competition cars are welcome to enter.

The event will total around 140 miles and starts from the Best Western Hotel at Mytton Fold. The entry fee is expected to be £50.

Stuart Pye, a member of the 2300 Club and one of the event organisers, said: "He became part of our organising team, he was one of those people who you could trust to do any task. He was one of those bubbly characters.

"Immediately we wanted to recognise Andy's efforts at the club after his death and we thought the event should be in his name. I think there's a lot of people who knew Andy who want to come together again and to talk and remember his life."



Hill is planning a campaign in the Fiesta ST Trophy and BRC

Hill to split BRC and ST Trophy in Fiestas

MSA Asphalt B10 champion William Hill will step up to the Fiesta ST Trophy and British Rally Championship next year.

Hill, 23, is in his first full year of rallying and has impressed in his Ford Fiesta R200 and will run the car on selected events in the BRC in tandem with his ST Trophy campaign.

"I've only ever done Tarmac before so the idea is to get into gravel and the ST Trophy is a good championship to enter," said Hill. "We'll still pick and choose BRC events to do on Tarmac too. After this year we've been really happy with how it's gone, we don't want it to come to an end now."

Hill and co-driver Richard Crozier sealed the class championship with a round to spare on the Patriot Stages last Sunday.

Hill's father Tim was a regular rally competitor and ran cars for BRC drivers Gwyndaf Evans and Phil Collins.

Wilkes makes Jersey return in Vauxhall

Julian Wilkes will return to Jersey for the first time since 2011 later this year in his giant-killing Vauxhall Nova.

Wilkes – the 2012 and '13 BTRDA 1400 champion – will return to the event with Guernsey native co-driver Will Rutherford-Child in an event home to what he describes as his best performance on asphalt.

"We've been trying to do it for a few years," said Wilkes. "Will lives on Guernsey so for him it's his home event. I did it back in 2011 and it's just awesome: closed road rallying, narrow granite walled-lanes. It's a great event.

"I think that event was our best ever result on asphalt. We finished sixth overall and it was good competition with so many Millington Ford Escorts. That was our best year."

Wilkes and Rutherford-Child last competed on the Somerset Stages, winning the 1400S element of the BTRDA. They won't compete on this year's Wales Rally GB, but will return to the Wyedean Rally, where he finished third overall in 2012.



Wilkes ran at Rally GB last year

GROUP NATIONAL EDITOR

JACK BENYON

"Debunking forest deal myths"



During the next few weeks, the forestry cost crisis is going to come to a head in England, Scotland and Wales.

Attending multiple events in the past week, numerous people have made me aware of their disdain that Wales Rally GB has been saved with a new three-year deal and national rallying is still without a deal.

In actual fact, the press release announcing the deal proved misleading. NRW and the MSA have signed a new access agreement for three years for national rallying, not just Rally GB. GB will be costed as all rallying in Wales has been since the last master agreement lapsed; on a case-by-case basis. Therefore, the agreement isn't a metaphorical two fingers up to national rallying, quite the opposite. In fact, it's a sheet of paper necessary for bureaucracy. Insurance, land usage, things like that. GB and national rallying are in the same boat with costs still up in the air. Obviously national rallying is still very much the weaker of the two in standing; it isn't an FIA-sanctioned WRC round.

But hopefully a result is around the corner for national rallying in Wales. Rally4Wales has worked tirelessly up until this point, and *MN* understands that the MSA and NRW are happy with its terms. A final meeting to flesh out the details is imminent and, hopefully, a conclusion is nigh.

While I admit that there have been many issues with the process of how we've arrived at this point, I feel that focusing on the past at this time is unhelpful.

Rueing moves that were made two years ago is a waste. When a deal is done and we have a new agreement, then analyse why this happened and how we move forward. Sniping at the MSA, NRW or Rally4Wales is a waste of everybody's time. It could be channelled into solving the problem.

With England and Scotland getting a five per cent increase per annum for three years, there's a very realistic chance that Welsh events could be subject to a lower rise than English and Scottish counterparts.

So those complaining about the results of last week, take heed. We may go full circle, after the spotlight has been on Wales and its progress over the past six months, we may see it paying less for gravel rallying than England and Scotland.

And something tells me that won't go down well over the border(s).

On to happier plains, and a quick nod to the Irish Tarmac Championship, which concludes in Cork this weekend.

If you'd have told me a year ago this many R5s would be turning out all year, I wouldn't have believed you. But it's proved to be one of the most entertaining national championships in the UK and Ireland this year. Kudos to the organisers for moving to the R5-at-the-front formula which has proved a success.

AGREE/DISAGREE?
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RALLY NEWS

VATANEN AND MOUTON JOIN RALLY GB

By David Evans

Group B winners Ari Vatanen and Michele Mouton will join Miki Biasion to headline the Cholmondeley Castle RallyFest stage at this year's Dayinsure Wales Rally GB – and they'll be joined by one of the biggest collections of Group B cars ever assembled in Britain.

Organisers of the October 27-30 event have been astonished at the response from the owners of some of the world's finest period rally cars, with more than 40 likely to line up for the final European WRC round of the season.

Vatanen recently confirmed his attendance alongside Italian star Biasion. He told *MN*: "I have such good memories of Britain. I lived there at the start of my career and I always enjoy going back – it's fantastic to meet such enthusiastic fans and it will be a nice opportunity to look back at some of our sport's greatest cars."

The 1981 world champion will be joined by Frenchwoman Michele Mouton with further stars of the Group B era expected to be announced ahead of the event.

Two of the primary attractions at Cholmondeley on Saturday October 29 will be the very cars that finished first and second on the 1986 Fram Filters International Welsh Rally: Hannu Mikkola's Audi quattro Sport and the Prodrive-run MG Metro 6R4 Jimmy McRae used to finish second to the Finn.

Apart from those two, there's an original Ford RS200, Lancia 037, Nissan 240RS and a Renault 5 Maxi Turbo. Outside the Group B class, there are a brace of Lancia Stratos and plenty of Ford Escort RS1800s.

As well as Cholmondeley, the stars and cars will be present at the Chester control at 1900hrs on Friday October 28.

Photos: mcklein-imagedatabase.com



McRae finished second on the Fram Filters Welsh International Rally

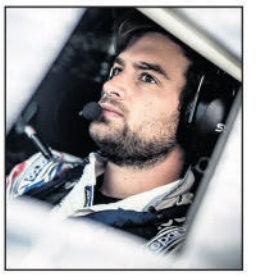
Hunt gets Peugeot for 2017 Dakar

Britain's Harry Hunt will become the first privateer to drive a Peugeot 2008 DKR on the Dakar when he joins the PH Sport team for next January's South American marathon.

Hunt announced his switch from the Mini team earlier this week and will compete in the car Cyril Despres used to win the Silk Way Rally earlier this year on next week's Morocco Rally.

Hunt finished 10th on his Dakar debut earlier this year. This will be Hunt's first time competing in a rear-drive buggy-type car, having run a four-wheel-drive Mini All4 Racing previously.

He said: "It's actually only the first time that I'm repeating an event I've done before, so it will help me a little bit to know what's coming. I'm also delighted that Andy [Schulz, co-driver] will be joining me once more on this latest adventure. His experience is going to be absolutely vital."



Hunt: Dakar return

Khalid Al Qassimi will join Hunt in the PH Sport team for Morocco (October 1-7). The UAE rally star has no current plans to take one of the ex-works PH Sport-run machines to Dakar next season, but he is understood to be thinking about it. Al Qassimi and Kris Meeke tested a 2008 DKR in France last month.

RALLY REPORTS

Photos: Carwyn Lothian - Ralliphotos Wales



Cole/Morris took the Asphalt title

COLE TAKES ASPHALT TITLE WITH PATRIOT WIN

Patriot Stages Rally

By Simon Gronow

Organiser: Forresters Car Club, South Wales Automobile Club **When:** September 25 **Where:** Caerwent Training Area, Monmouthshire **Championship** MSA Asphalt Championship; CMSG Stage Rally Championship; FMP Rally Challenge; ASWMC Sealed Stage Rally Championship; ACSMC Rally Championship; AWMMC Heart of England Rally Championship; WAMC Mixed Surface Stage Rally Championship; WAMC Historic Championship; F1000 Junior 1000 Championship; F1000 Senior 1000 Championship **Stages:** 6 **Starters:** 95

Pre-event favourite Damian Cole lived up to expectations as he won the Patriot Stages in his Ford Fiesta RS WRC securing another MSA Asphalt Championship in the process, as co-driver Paul Morris took his first championship win.

After overnight rain, John Stone made the most of the slippery conditions and the local knowledge of Ian Davis to set fastest time on SS1 in his Ford Fiesta S2500, nine seconds quicker than Cole, who tied with Martyn and Dawn England in their Ford Fiesta R5+. Early retirees were multiple Caerwent winners Dave Willett/John Davies following front suspension failure on their Ford Escort.

With Stone unable to repeat his stage one success, it was the Englands who were fastest on the second test, taking three seconds out of Cole to move into the lead with David Tinn/Giles Dyke moving into third on their first Caerwent visit in their MEM Proton Satria Neo S2500.

It wasn't a good start for reigning MSA champion Simon Mauger, who was driving the Spencer Sport Mitsubishi Mirage when a driveshaft broke. Also, leading two-wheel-drive runners Carl O'Grady/Ellie Williams suffered a maximum following injection problems in their Nissan Sunny. Phil Turner/Simon Anthony retired their Mitsubishi Lancer E9 with turbo problems and Bob Fowden/Paul Wakely lost time with launch control problems on their Subaru Impreza WRC.

Cole took his first fastest time of the day ahead of the Englands on SS3, only for the latter crew to set quickest time on the next stage, leaving the championship leader with a slender one second advantage. Tinn was making light of his experience at the venue to hold third ahead of Stone and Fowden, with leading Group N runners Wynne Watkins/Ashley Trimble in sixth.

Fastest time on stage five allowed Cole to extend his lead, while England was subsequently forced to retire his Fiesta R5+ with calliper problems. Another quickest time on the final stage enabled Cole to win the event and championship, the happy winner stating: "That's my sixth championship win, halfway to equalling John Price," as he celebrated his success.

Tinn blotted his copybook with a stage five excursion, which meant he dropped behind Stone, who gratefully held on to second position. The Proton driver was content with third after a good run. By now, Mauger was more in tune with the Mirage and setting some promising times.

The afternoon got better for Fowden who held on to fourth ahead of class winners, Jeremy Straker/Neil Harrison who flew over the drier later stages in their Darrian T9. It was a successful day for Watkins/Trimble who secured the Group N title in their Subaru with sixth place, with Lee Edwards/Mike Roberts' Escort Mk3 RWD finishing seventh. Thomas Cooper/Paul Williams could have done with more power in their Mitsubishi, but the young driver still finished in a creditable eighth place ahead of the first time pairing of Oliver Hopkins/Andy Moss who survived hitting a gatepost to finish in ninth place in their Lancer.

Christopher Stanfield/Sarah Edwards took 10th and won the 1600cc class in their Peugeot 106 Maxi after early leaders William Hill/Richard Crozier were slowed with gearbox problems in their Fiesta R2.

Christian and Ceiran Prynne took their Peugeot 205 GTi to a clear class win as Rod and Kevin Haven won the historic class in their Ford Escort RS2000.

The Junior 1000 Championship provisional winners were Josh McErlean/Damien Duffy in their Peugeot 107, though Zak Evans/Chris Evans were fastest on five of the six stages only to drop to second with a poor stage two time in their Citroen C1. Results were provisional as *MN* went to press due to technical checks by the organisers.

RESULTS

Patriot Stages, September 26, MSA Asphalt Championship, Round 6/7

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Damian Cole/Paul Morris	Ford Fiesta RS WRC	1h16m05s
2	John Stone/Ian Davis	Ford Fiesta S2500	+1m16s
3	David Tinn/Giles Dykes	Proton Satria Neo S2500	+2m18s
4	Bob Fowden/Paul Wakely	Subaru Impreza WRC	+2m29s
5	Jeremy Straker/Neil Harrison	Darrian T9	+3m40s
6	Wynne Watkins/Ashley Trimble	Subaru Impreza	+4m01s
7	Lee Edwards/Mike Roberts	Ford Escort Mk3 RWD	+4m51s
8	Thomas Cooper/Paul Williams	Mitsubishi Lancer E8	+4m53s
9	Oliver Hopkins/Andy Moss	Mitsubishi Lancer E9	+6m03s
10	Christopher Stanfield/Sarah Edwards	Peugeot 106 Maxi	+6m27s

Class winners: Gary Barlow/Nick Chapman (Vauxhall Corsa); Stanfield/Edwards; Straker/Harrison; Christian Prynne/Ceiran Prynne (Peugeot 205 GTi); Trevor Morgan/Jack Bowen (Darrian T90 GTR); Stone/Davis; Watkins/Trimble; Chris Hand/Ryan Jones (Escort Mk2); Rod Haven/Kevin Haven (Escort RS 2000).

RALLY REPORTS

Error gifts Tindall victory before Retson rebounds

Kames Autumn and Albar Trophy

By John FIfe

Organiser: East Ayrshire Car Club **When:** September 24/25 **Where:** Kames Motorsport Complex, East Ayreshire **Stages:** 16 **Starters:** 13

A rare mistake from Finlay Retson cost him the lead of the Kames Autumn Junior Rally at the halfway point and allowed Ewan Tindall to seize the initiative.

"I misheard a call at a junction," explained Retson, "I thought I was going right when I should have gone left and went straight on! There was no damage but I lost time trying to get traction on the wet grass and reverse out."

Retson lost 40 seconds in the incident and dropped to fifth before fighting back to snatch third place by five seconds from Harry Chalmers in his VW Up.

Prior to that point there was little between the Retson Citroen C1 and Tindall's similar car, the pair squabbling over single seconds on each stage. Josh Hislop provided the Peugeot 107 sandwich on the Citroen podium finishing just seven seconds behind the winner.

It was business as usual for Retson on the Sunday 'Albar Trophy' event but the winner's margin was a mere four seconds this time. Tindall scored the runner-up position ahead of Chalmers, despite constantly locking brakes on the morning stages.

Josh Hislop had again been on the pace but this time it was he who slipped up. He clipped a tyre barrier on the approach to the 'Chicken Run' which spun the Peugeot and flipped it over the barrier with two stages to go. Both crew members stepped out unhurt and the car was driven back into service.

The Senior events were rather poorly attended, but provided a win on Saturday for the Ford Focus of Michael Farmer and Lindsay Taylor's Ford Fiesta ST on Sunday.

Results

Kames Autumn Junior Rally (Saturday) 1 Ewan Tindall/Paul Hudson (Citroen C1) 25m14s; 2 Josh Hislop/Ellya Gold (Peugeot 107) +7s; 3 Finlay Retson/Andrew Falconer (Citroen C1); 4 Harry Chalmers/Steven Brown (VW Up); 5 Jude MacDonald/Michael Cruickshank (Nissan Micra); 6 Lewis Haining/Mark McCulloch (Toyota Aygo); 7 Lewis Winder/Mike Baird (Nissan Micra); 8 Cameron Russell/Ian McRae (Nissan Micra); 9 Johnnie MacKay/Gordon Reid (Nissan Micra); 10 Andrew Blackwood/Gordon Winning (Nissan Micra).

Albar Kames Trophy Junior Rally (Sunday) 1 Retson/Falconer 23m56s; 2 Tindall/Hudson +4s; 3 Chalmers/Brown; 4 MacDonald/Cruickshank; 5 MacKay/Reid; 6 Russell/McRae; 7 Winder/Baird; 8 Haining/Paterson; 9 Dan Curwen/Katy Mashiter (Peugeot 107); 10 Blackwood/Winning.

Photos: Roy Dempster, Pro-Rally Photography



Donnelly took victory on the Bushwhacker

DONNELLY FENDS OFF UNLUCKY, PUNCTURED HETHERINGTON

Bushwhacker Rally

By Brian Patterson

Organiser: Omagh MC **When:** September 24 **Where:** Omagh, County Tyrone **Championship** Northern Ireland Rally Championship **Stages:** 11 **Starters:** 92

The Bushwhacker Rally is ensconced in Omagh rallying folklore so it was a major landmark for Mark Donnelly and his co-driver Stephen O'Hanlon to take a well-deserved victory in their Ford Fiesta S2000.

Adrian Hetherington/Gary Nolan did lead for much of the day in their Toyota Corolla WRC, but had to settle for second at the end while Niall McCullagh/Ryan McCloskey, in a hired McKinstry Motorsport Subaru Impreza, had a strong run towards the end to capture third place.

The fast, open and smooth Bushwhacker stages have long been a great attraction for the drivers. That was again the case this year, even though it was a thoroughly wet day. Sadly chicanes are a necessary evil nowadays to keep average speeds down, but still the drivers enjoyed the rally.

The stages were short, which meant that only a second or two split the top drivers throughout the event.

Hetherington and Donnelly set an equal fastest time on the opening stage. On the very fast second stage, Lough Braden North, Hetherington edged ahead. It was then nip and tuck between the two, Donnelly perhaps hampered by the lower top speed of his S2000. On the other hand, the car might have been more nimble through the tight chicanes.

At first service outside Castlederg, Hetherington had 7s in hand over Donnelly, with Martin Cairns in his Fiesta WRC a solid third, but 25s behind the flying Corolla WRC.

Through the early afternoon stages Hetherington kept his lead fairly constant, and was 10s ahead going into SS9 Slieveadoo. Unfortunately for Hetherington his Corolla WRC incurred a puncture, the flailing tyre wrecking a mudguard before stage finish. He did well to only lose 20s. In SS10 Glenderg, Donnelly was fastest, which meant victory was his. There were 11 stages due, but the final one didn't run as a tow truck slipped into a ditch and it was unsafe to run past the obstacle.

While all the drama was going on at the front, McCullagh, in only his second outing in a WRC car, was closing in on the leaderboard. He had lost time in stage four when he out-braked himself on a six-right into a square-left and stalled the Impreza. During the afternoon McCullagh set a couple of fastest times, which meant he jumped Cairns for the final podium place.

Darren McKelvey had a fine run to fifth place in his Lancer, while Pat O'Connell in a similar Mitsubishi made the trip from Tipperary worthwhile by taking sixth. Seamus O'Connell was top two-wheel-drive in eighth overall.

Those not so fortunate included Patrick O'Brien in his Mitsubishi Lancer, whose woes included breaking a driveshaft, which brought the car grinding to a halt in stage three.

Coincidentally, and rather spookily, his brother Francie in his Ford Escort broke down at the exact same corner, also with a broken shaft!

Also out with a broken driveshaft was Kyle White in his Citroen C2R2 Max. Both Josh Moffett and Paul Barrett were non-starters.

Liam Regan hasn't driven on a rally for two years and was going well on this one until his unique Peugeot 206 4x4 lapsed onto three cylinders for three stages. Liam fixed the problem at service and finished 17th.

Derek McGarrity's Ford Fiesta WRC suffered intermittent ECU problems. He kept going and finished 10th, but still should be on course to claim another NI rally champion's title. Derek's young son Michael was competing in a Fiesta R2 and spent 3m in a stage three ditch and finished 58th.

Results

1 Mark Donnelly/Stephen O'Hanlon (Ford Fiesta S2000) 29m57s; 2 Adrian Hetherington/Gary Nolan (Toyota Corolla WRC) +12s; 3 Niall McCullagh/Ryan McCloskey (Subaru Impreza S14 WRC); 4 Martin Cairns/Gary McElhinney (Ford Fiesta RS WRC); 5 Darren McKelvey/Graham Henderson (Mitsubishi Lancer E9); 6 Pat O'Connell/Mark Wiley (Lancer E9); 7 Kenny McKinstry/Noel Orr (Impreza S14 WRC); 8 Seamus O'Connell/Sean Magee (Ford Escort Mk2); 9 Cathan McCourt/Brian Hoy (Lancer E9); 10 Derek McGarrity/James O'Reilly (Fiesta WRC). **Class winners:** Neil Harron/Mark Thompson (Toyota Corolla); Paul Britton/George Tinsley (Subaru Impreza N12); Mervyn Galbraith/Aine McGuigan (Vauxhall Nova); Alan Smyth/Mac Kierans (Suzuki Swift); Bryan Jardine/Lloyd Cochrane (Escort Mk2); John Gordon/Thomas Wedlock (Escort Mk2); O'Connell/Magee; McKelvey/Henderson; Hetherington/Nolan; Donnelly/O'Hanlon.

FORD PAIRING ARE HEROES AT WEETON

Heroes Stages Rally

By Phil James

Organiser: Pendle & District Motor Club; Garstang & Preston MC **When:** September 25 **Where:** Weeton Army Barracks, Nr Blackpool **Championship:** ANWCC; SD34 **Stages:** 12 **Starters:** 39

James and Chris Ford took an emphatic victory on the Heroes Stages Rally in their Subaru Impreza WRC, eventually finishing more than a minute clear of the Ford Escort Mk2 of Ian Woodhouse/Paul Rowland.

It was James Ford's first experience of driving the ex-Chris Atkinson car and following a couple of early spins he set a string of fastest stage times to head the standings from SS2. Mark Roberts/Stephen Landen had been fastest in SS1, but a crank seal failure put their Ford Escort Cosworth out.

Woodhouse survived an SS8 altercation with a kerb to finish ahead of the similar car of Mark Kelly/Andy Baker that ended with the steering rack held together by jubilee clips. A pair of Subaru Imprezas completed the top five with Tim Finch/Darren Riley heading James Massey/Matthew Broadbent who survived a trip into the bushes on SS4.

Barrel bashing aside, Rob Hughes/Sion Cunniff had a smooth run in their Ford Focus Millington to finish sixth ahead of the Mitsubishi Lancer E9 of Darren Martin and Peter Johnson, who suffered brake failure on SS8. It was a testing day for Nick Stamper/Matt Daniels with their Impreza breaking a driveshaft on SS1 and the crew then having to complete the following three tests with no power steering. They made it home eighth ahead of Tom and Jack Darbyshire's Impreza whilst Neil Marshall/Dave Scrimgour completed the top 10 in their Peugeot 205 GTi.

Andy Leech/Craig Sharpe-Simkiss retired their BMW M3 on the final stage whilst lying fourth overall as only 17 cars made the finish.

Results

1 James Ford/Chris Ford (Subaru Impreza WRC) 1hr29m01s; 2 Ian Woodhouse/Paul Rowland (Ford Escort Mk2) +1m02s; 3 Mark Kelly/Andy Baker (Escort Mk2) +3m15s; 4 Tim Finch/Darren Riley (Impreza); 5 James Massey/Matthew Broadbent (Impreza); 6 Rob Hughes/Sion Cunniff (Ford Focus Millington); 7 Darren Martin/Peter Johnson (Mitsubishi Lancer E9); 8 Nick Stamper/Matt Daniels (Impreza); 9 Tom Darbyshire/Jack Darbyshire (Impreza); 10 Neil Marshall/Dave Scrimgour (Peugeot 205 GTi). **Class winners:** Andy Evans/Nikhil Evans (205 GTi); Kelly/Baker; Woodhouse/Rowland.



James Ford won on first event in ex-Chris Atkinson Subaru

ROAD RALLY ROUND-UP

Despite securing the HRCR Clubman Championship on the previous round, Matt Warren/Andy Pullan showed no sign of easing off as they took their eighth victory of the series on Saturday's **HERO Challenge**. Once again Howard Warren/Iain Tullie were the bridesmaids, taking the runner-up spot.

The Challenge included a well-supported Clubman rally; this utilised a shorter route and tests were penalised on a class improvement system. This rally was won by the Porsche 911 of Nigel Perkins/Pete Johnson, who led throughout the day. Steve and Julie Robertson recovered from being delayed by a non-competing car and a horse on the first section to take second place eventually.

Richard Hemmingway/Sam Collis secured a last-minute win on the **Clitheronian Rally** after erstwhile leaders Tony Harrison/Paul Taylor struck car problems on the final section. Hemmingway/Collis had led for most of the night but were reeled in by Harrison/Taylor before the latter's engine went sick with just four miles remaining.

Ian Mills

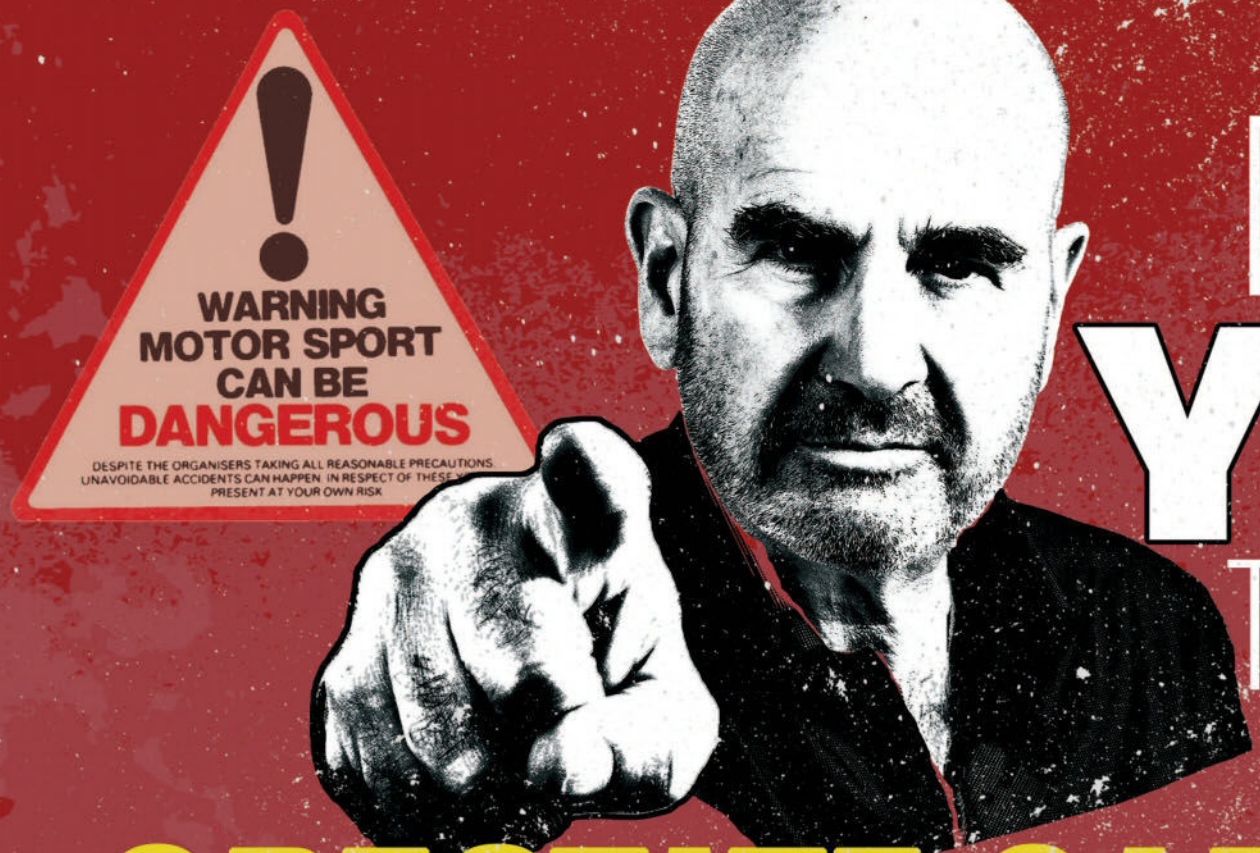
Results

Organiser: HERO **When:** September 24 **Where:** Throckmorton **Championships:** HRCR Clubman **Route:** 135 miles and 9 tests **Starters:** 83

National B Results

1 Matt Warren/Andy Pullan (Ford Escort) 15m37s; 2 Howard Warren/Iain Tullie (Porsche 911) +31s; 3 Paul Crosby/Ali Proctor (Porsche 356B); 4 Mike Vokes/Matthew Vokes (Ginetta G15); 5 Darell Staniforth/Nicky Staniforth (Mini Cooper S). **Class winners:** Crosby/Proctor; Staniforth/Staniforth; Paul Bloxidge/Ian Canavan (Porsche 911 Carerra 2.7); Harvey Steele/Martin Pitt (Volvo 144). **Clubman winners:** Nigel Perkins/Pete Johnson (Porsche 911SC) 1m05s; 2 Steve Robertson/Julia Robertson (Triumph TR3) +33s; 3 Tim Lawrence/Adam Tibbs (MGB GT); 4 Will Calvert/Adrian Bramley (Mini Cooper S); 5 Dominic Anghileri/Thomas Anghileri (Sunbeam Talbot 90).

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RALLY FUTURE

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REVIEW: RALLYDAY

Photos: Rallygallery, Carwyn Lothian - Ralliphotos Wales

RAC HEADLINES RALLYDAY

Celebration of 1976 and 1986 stars as M-Sport brings the current flavour. By Jack Benyon



Camilli did donuts for the crowds

Current cars to Group B favourites were enjoyed by fans

When people from abroad come to Rallyday, there's always one common denominator. They will always say: "We don't have anything like this in our country".

The UK is lucky to boast an event as big as Rallyday. Each year at Castle Combe, some of the sport's best cars, drivers, teams and fans gather at the Chippenham circuit to revel in the sights and sounds of rallying.

This year the headliner was Juha Kankkunen. The only driver to win in a WRC, Group A and Group B car, the 57-year-old was on top form under interrogation from British co-driving champion-turned presenter Howard Davies. He wasn't driving but admitted to enjoying a rest after some Pirelli tyre testing in Italy. Plus it was a chance to create mischief with old co-driver Nicky Grist.

The Finn was in attendance with a host of drivers to celebrate the 1976 and 1986 RAC rallies, which both visited nearby Bath and provided the theme for this year's event (*see sidebar below*).

While the RAC provided a new theme, there was a welcome recurring one in the M-Sport team. But the Cumbrian-based World Rally Championship outfit know how to shake things up, too. Instead of just bringing home favourite and newly crowned British Rally champion Elfyn Evans, Frenchman Eric Camilli was also in attendance with the duo sharing a Ford Fiesta R5. The Frenchman has crashed a lot in the WRC this year, but who wouldn't in their first appearance in a World Rally Car, eight years into their rallying career? He's had a tough press this year but there's no doubting his pace. *MN* was treated to a ride in the passenger seat and the 27-year-old's car control is second to none. He was just as impressive in the paddock, signing autographs and making time for every fan who approached.

MN asked the driver from Nice to pick a favourite car: "A Toyota Celica, Repsol. Carlos Sainz. Maybe 1992/1993. He's my hero. I liked rallying since I was young so in 1992, I was maybe four and he was probably the best."



M-Sport: Evans and Camilli starred

When this *MN* reporter admitted an affinity for Didier Auriol, one of Sainz's closest rivals, he replied in jest: "Well I like Sainz. We fight?"

Evans was also on good form, despite a busy couple of weeks. While he attempts to conclude his future plans for Wales Rally GB and for next year, he had the Manx the weekend before last, Rally GB media day last Thursday and now Rallyday before flying out to Corsica on the Sunday after the event. He was still committed to his fans.

Perhaps as brilliant as the addition of Kankkunen and stars past and present involved with Wales Rally GB and the WRC, was the presence of the British Rally Championship at the event. The championship didn't run in 2015 and one of the first formative meetings deciding what the 2016 championship would look like was held at the same venue, the day before Rallyday. Since then the series has attracted a host of star names, with many in attendance. Jamie Anderson – one of the series' most improved drivers this year – was out for a spin in his Ford Fiesta R5, and Neil Simpson gave his Simpson's Skoda guests a drive they wouldn't forget around the circuit.

British Junior Rally champion Vauxhall Motorsport was also there after winning the championship with Rob Duggan this year, at the venue it announced its intention to compete in the championship one-year previously. Rallyprep joined the club with its BRC 3-class R3 Toyota GT86. It was steered by Will Corry.

Another driver who has appeared in the British championship this year is Osian Pryce, who won his class on the season opener in Mid Wales. He's competed in the Drive DMACK Trophy this year in the WRC, which concludes with Rally Spain on October 13. Pryce is hoping to secure a deal for a Ford Fiesta R5 for Wales Rally GB, but there's more needed for that deal to come off. He drove a Spencer Sport Fiesta R5 on this event instead.

A new addition to the event for 2016, which happily stayed dry, was of title sponsor Cooper and the Rallycross cars it brought along too. As well as British championship cars, an Audi A1 Supercar was also on display. British Touring Car driver Andrew Jordan was in attendance after driving the Audi at Goodwood earlier this year.

All in all it was another brilliant and unique event at Rallyday. After begging the question 'where have all the spectators gone?' in my column last week, it seems all we need to do is persuade a quarter of the Castle Combe attendees to some national rallies and the sport would be on for a bright future.

But in the meantime, it's right to celebrate another great show.

The only question left is to wonder what can the organsiers possibly do to improve the event next year?

RAC Rally Celebration draws the masses to Combe

The RAC Rally. Everyone still calls it that, don't they? Rallyday elected that 30 and 40 years on since the significant 1976 and 1986 events, it was time to celebrate. And when Rallyday celebrates, it does it the right way.

Among the headliners was Jimmy McRae. He made his RAC debut in 1976, finishing second in class in a Vauxhall Magnum, a car in which he still competes today. His current co-driver, Pauline Gullick, was joining him at the show, whipping the stars into shape making sure the timetable for the event runs smoothly. She was there with Jill Robinson, her driver when she claimed the honours as top lady crew on the 1976 RAC in a Ford Escort. McRae also famously competed in 1986 with the Rothmans Racing MG Metro 6R4, but myriad punctures meant he was eighth. Harri Toivonen, a 6R4 team-mate on the day, joined McRae for another trip to Rallyday.

The Scot is always good for a story and was on good form during the day.

Louise Aitken-Walker was another driver out to celebrate. She had an accident on her RAC debut in 1986 but recovered to finish 15th in a Nissan 240RS. It didn't affect her career much, she went on to become British Ladies champion.

The car she drove in 1986 was on display around the circuit, and another 240 RS exponent – Terry Kaby – was another driver in attendance along with Andy Dawson and Dan O'Sullivan.



Many cars used on the 1976 and '86 RACs (and others) gathered for Rallyday's 'Feature' stage

FEATURE: RALLYING AS A NOVICE

MAKING A

With little preparation, group national editor Jack Be



Bringing the car home in one piece was the aim

Our man enjoyed rally experience

"You'll get a million people offering you advice, but here's the most important. Don't make any mistakes. That's where all the problems start."

That's John Goff of rallyme, probably responsible for bringing more people into rallying than any single person in the sport over the past 20 years. He's letting me take a look around the weapon I'm about to make my rallying debut in.

The Ford Fiesta ST is in purple-blue Escort Cosworth colours, which adorned my bedroom wall as a child. Only this car has my name on and is fettled for me. My car. For this event anyway.

We're in Ludlow, Shropshire, for the Woodpecker Rally. Having covered the BTRDA for *Motorsport News* for over a year, it's my favourite. Or at least on a shortlist of three. It contains Radnor, the famous Wales Rally GB stage Richard Burns dominated in the fog all those years ago. The mystique surrounding that stage was enough to have me leap at the chance to compete.

Thanks to the ST Trophy, I am. Goff has built the two-litre Fiesta ST as a clubman version of M-Sport's mid-2000s ST which has been so popular in rallying since its inception. The ST Trophy – the brainchild of John Pritchard and Ian Arden – boasts the M-Sport cars at the front, but they cost around £10-15,000. Goff has built the clubman-spec version for £6000. It's a great way into the sport (*see sidebar, right*).

The aim? To find out what it's all about. Having followed these drivers around for a year, it's time to see if the book of rally driver excuses is actually justified...

So I've had a look round the car, and it's time to settle down with my co-driver and get acquainted. Paul 'Rocky' Hudson is the man stupid enough to agree to sit with me, but his role as a qualified BARS instructor at Chris Birkbeck's rally school means he's the perfect co-driver for entry-level rallying. Once Carl Williamson – the UK supplier of Simpson equipment and a proven co-driver himself – has been over with a Simpson frontal head restraint and a full face helmet (which prompts a few jokes likening me to Ari Vatanen who famously wore a full-face helmet) we're ticking off all the things you do pre-rally.

There's so much to do. More than I expected having not competed before. Aside from the obvious sorting out the car, tyres and service crew etc, there's the decision of which pacenotes to use, gathering all the equipment, making sure you have membership and license cards. All stuff easily overlooked when you're nervous.

Thanks to Patterson Pacenotes, I went with number first, six fastest. That means the number is the first thing the co-driver delivers, and the fastest corner being a six, hence a tight corner is one. In layman's terms, it's the system *Colin McRae Rally* uses on the Playstation, and I'd logged hours of 'simulator work' on that to understand the system.

So once everything is checked over it's time to get ready. It's lucky the camaraderie in the ST Trophy is such that I'm put at ease. "Don't make me look silly," says Cameron Davies. After the event he's declared the inaugural ST Trophy champion. In performance seeding he's regularly in the top 40. I'm starting at Car 134. I tell him he has nothing to worry about.

Time to leave and get out on the stages.

One of the strangest parts is the road section. In a competition vehicle it seems only natural to drive it on a circuit and alien to take it on a normal road!

Rocky and I have a little chat on the road section up to the first stage. The only way to describe the weather is like the movie *The Day After Tomorrow*. It isn't far off monsoon weather. Not only am I heading into this event with only a couple of experiences of gravel rallying in enclosed rally schools, I'm doing it in what one driver referred to as "the worst weather I've competed in for 18 years". A brilliant way to start.

It's up until this point I've been completely calm. I'm not the type of person to flap around under pressure. But queuing for the startline as we put our safety equipment on, all the nerves arrive at once. Emotion and pride at following in the footsteps of some of the sport's best. Knowing I'm going to disappoint them massively, and the fact that if I crash, it's not just me I could hurt. Rocky is in the firing line too. All things you don't necessarily think about as a journalist.

"Thirty," says Rocky, counting me down. The weather is awful, I can see the tramline in the stages where cars have started (and struggled) before.

"Ten".

Clutch, revs, steering to get off the line. Lights, rain, mud, stones.

"Go!"

The feeling is sensational. All of the pre-event nerves disappear in the drop of the hammer and the grin on my face is instantaneous. Rocky said it would happen. All the nerves would fade and they did.

The stage is a tricky one, with asphalt sections as slippy as the gravel, and a host of uphill hairpins. I focus on keeping it tidy and bringing the car home. That's all I'm after.

We get to the end of the first stage and it's straight into the second. The weather is causing a lot of trouble. The grip is so changeable that learning anything is difficult. It feels like one minute I'm on the M6 toll road, and the next I'm on a specially designed skid pan. Lots of grip. No grip.

The second stage, I'm a bit happier. In terms of competition it's my best stage of the rally. The first stage was technical with tricky uphill hairpins. The second test is more fast and flowing. I'm settling down and starting to enjoy it. By the end of the stage, I'm used to Rocky's voice and able to decipher his notes, pushing a touch harder each corner.

Then, stage three is a nightmare. Now I know what drivers mean when they say they can't find a rhythm or have no feeling. I have no confidence to push the car to the edge as it feels like it will fall off a cliff if I do. There's nothing wrong with the car. It's my mental set-up and reactions, which on my first event aren't up to scratch. I hit a heavy rut which winds me a touch, and then I'm caught by a rapid Hillman Avenger just at the end of the test. Time to head back to service and hit the reset button.

A lot of that reset was thanks to former competitor James Wozencroft, who works with the ST Trophy in his role at the MSA Academy. He's talking to me about braking points, turn-in and things like that. I'm not skilled enough to feedback exactly what I'm feeling in the car. Another thing that's second nature to the heroes out on the stages, but difficult to communicate for a beginner. But Wozencroft at least eases my frustrations at the SS3 performance.

Anyway, back to the interesting flat-out stages bit; only it doesn't quite go to plan. At the start-line of Radnor I'm about to realise a dream. To drive one of my favourite stages. Or so I thought.

About a third of the way in we hit a rut and the ECU forces the car into limp mode. There's power in first gear but nothing at all further up. Not ideal when trying to look after the driveshafts. Accelerating uphill with lock on the steering wheel in first can destroy the Fiesta driveshafts.

We limp through. It's an experience, and 50 per cent of me is happy for it. I had no idea what to do, I was the equivalent of a flapping bird in the car, not knowing what to do to fix the issue. "Nothing you can do, let's get her to the end," reiterates Rocky for the third time. Tensions are high (with me anyway) as I want it fixed. I want to attack Radnor. But it wasn't to be.

As we roll into the control at the end of the stage, we switch the car off and on again. It's fine, problem solved. It could happen to any car, rally or not. It's just simple cruel coincidence it happens to us in one of Britain's best stages.

Not to worry. We get through stage five after service and there's one to go. Haye Park. "It's a lovely stage, isn't it?"

WOODPECKER STAT FILE

STARTERS 162 FINISHERS 124 MILES 37.45

STAGE	BEST	BENYON/HUDSON
SS1 Bringewood (3.25 miles)	Luke Francis/John H Roberts (Mitsubishi Lancer E9) 3m57s	5m58s
SS2 High Vinnalls (8.76 miles)	Stephen Petch/Michael Wilkinson (Ford Fiesta R5+) 8m57s	13m08s
SS3 Hopton (4.27 miles)	Petch/Wilkinson 4m49s	6m42s
SS4 Radnor (10.38 miles)	Jamie Anderson/Ross Whittock (Ford Fiesta R5) 10m27s	17m24s*
SS5 Hazel Coppice (2.09 miles)	Anderson/Whittock 2m18s	3m25s
SS6 Haye Park (8.7 miles)	Anderson/Whittock 8m57s	13m13s

*Time affected by limp mode, ECU issue

Photos: Kevin Money, Writtle Photographic

RALLY DEBUT

enyon is thrown in at the deep end for his first experience of rally competition



Benyon and Hudson finished the gruelling event





The inaugural ST Trophy season has proved a success with crews



Conditions were appalling but Paul Hudson reined Benyon in

Mike Broad asks me after the rally. Boy, is it ever. It had dried by the time we arrived at car 134, and it was to a driver what the Crucible tables are to a snooker player. Rocky and I push on and the euphoria at the finish is immense; what a stage. In that short test, I realised that the highs of the sport can erase the lows. The tyres, supplied by DMACK are working perfectly in tandem with the car, it's a great feeling.

And just like that, the event is over. What an emotional rollercoaster. I can see why many people told me I'd be the bank manager's best friend after getting my first taste of rallying.

In many ways, rallying is one of the cruellest and most challenging parts of motorsport. But when you can push and are satisfied with your performance, the feeling is like no other, and most importantly, we got the car back without a scratch.

I'm hooked. Anyone have an R5 car I can borrow? ■

ST TROPHY

In its first year, the ST Trophy has proved to be one of the highlights of the BTRDA season, providing a step on the junior rally ladder for young drivers while supplying a home for older drivers looking to compete in the still popular Ford Fiesta ST built by M-Sport.

What the championship does is provide one of the best steps on the junior ladder for young drivers in the UK. Lets get one thing straight: the ST Trophy isn't the cheapest rally championship to go and do. But what it does do is provide a pretty unique learning experience.

When drivers come out of the Formula Junior 1 000 Championship, they're sent into stage rallying almost alone. What the ST Trophy does is provide support. The MSA Academy is on hand to coach and nurture the young drivers in everything from driving styles to on-event support. There's also prize incentives from DMACK and Mintex to step into the Junior British Rally Championship.

If you take the clubman option, you can learn at almost half the cost. You may not be a frontrunner, but you will learn.

Over time, the championship will have to adapt. As with all older-spec cars, the M-Sport ST will become rarer and more difficult to source parts for. But right now, and at least in the near future, it all adds up to a great package.

In an impressive first year, the championship has offered plenty to competitors as I witnessed first-hand on the Woodpecker. The only complaint would be the persistence of championship co-ordinator Ian Arden, who filled my phone, email and Facebook inboxes before the event. But Arden is well aware of the banter surrounding his persistence. And it's dynamos like him that make championships like this work. Bravo.

● *For more information on the ST Trophy, visit its social media page: facebook.com/fiestasttrophy*

RALLYME

Perhaps it has been overlooked in the past but John Goff has been one of the most consistent elements of national rallying for many years and is almost certainly responsible for bringing more people into the sport than anybody else in the UK.

He's a unique character, but one responsible for truly nurturing the grassroots of the sport. He understands that the likes of Elfyn Evans and Kris Meeke are the ones who attract people to rallying, but Goff is focused on providing that entry-level step on the ladder.

There's one quote John gave me which perhaps sums him up best: "I think it's great what Elvis [John's nickname for Elfyn Evans] does for the sport. But there's got to be foundations and I think in this country we spend far too much time worrying about the roofing tiles and not enough time on getting the footings right."

And he's right. Every sport needs its heroes at the top. But there's always those heroes down at the grassroots too.

Rallyme, which provided me with the car for the Woodpecker, hires cars on all sorts of events from gravel rallies to single venues. Goff has a fleet of production and R1-spec cars available and at a fair price. If I was going to compete regularly, there's no doubt building your own car is the most cost effective way. But if you're mechanically inept like me, going with John provides the car and the service which you simply wouldn't get running the car alone.

● *For more information on rallyme and hiring a car, visit rallycarsforhire.co.uk or call 08452309861*



Goff runs Tony Simpson's Fiesta

Advertising enquiries: 0208 267 5865

Photos: Jakob Ebrey

BTCC BRANDS HATCH PREVIEW



Tordoff (1) leads the BTCC points



STANDINGS

British Touring Car Championship 2016

POS	DRIVER	TEAM	POINTS
1	Sam Tordoff	WSR BMW 125i M Sport	278
2	Gordon Shedden	Team Dynamics Honda Civic Type R	267
3	Matt Neal	Team Dynamics Honda Civic Type R	265
4	Rob Collard	WSR BMW 125i M Sport	261
5	Mat Jackson	Motorbase Performance Ford Focus	257
6	Andrew Jordan	Motorbase Performance Ford Focus	247
7	Colin Turkington	Team BMR Subaru Levorg	241
8	Jason Plato	Team BMR Subaru Levorg	220
9	Adam Morgan	Ciceley Racing Mercedes-Benz A-Class	210
10	Tom Ingram	Speedworks Motorsport Toyota Avensis	200

Maximum score at the final round: 67 **Showdown venue:** Brands Hatch GP

THE GREATEST SHOWDOWN

Eight drivers will go toe-to-toe for the British Touring Car Championship trophy this weekend. By Matt James

The temperature of the pressure cooker environment of the British Touring Car Championship title climax has been turned up over recent seasons and this year it has reached its highest point yet.

Eight drivers will go in to this weekend's three races at Brands Hatch in with a chance of claiming the crown. Sam Tordoff leads the points in his BMW, ahead of Honda Civic duo Gordon Shedden and Matt Neal. Next up is Tordoff's team-mate Rob Collard and the Motorbase Ford Focus pair of Mat Jackson and Andrew Jordan. Rank outsiders are the Team BMR Subaru Levorg racers Colin Turkington and Jason Plato.

Since 2012, when the championship revised its points system to award 20 for winning and offered points for any driver finishing in the top 15, the season finales have been played out between multiple drivers. Aside from 2014, when it was only Colin Turkington and Jason Plato going for the title, there have been at least four drivers in the mix for the overall honours since the points tweak – even going right back through to 2012 (*see sidebar*).

Only four drivers in their 20s have lifted the BTCC crown since the advent of the two-litre one-class formula in 1991. Tordoff stands on the cusp of breaking in to that group, but there is a long way to go before that happens.

There is just shy of 110 miles of racing left in the BTCC this year, and the pressure will be on. But Tordoff has a very relaxed frame of mind coming in to the weekend.

"Whatever happens at the end of this season, whether I win the title or not, I have still had the best year [of my career] to date," says Tordoff. "I have gone from being a top six driver to fighting for the championship and I have led the standings for a long time now."

That is true, but the WSR BMW 125i M Sport driver is knocking on the door of landing his biggest trophy to date. The only thing standing in his way is the other drivers, and notably Shedden and Neal.

"They have won the title before, but that doesn't mean they will be any less disappointed not to win this year. They already have a title in their pocket," says Tordoff. "I don't, so I am hungry for it."

He isn't the only one. At the midpoint of the season, Shedden was 50 points adrift but he has really turned it around, including collecting a raft of points at Silverstone last time out to put himself firmly back into Tordoff's slipstream.

For Tordoff, that is a worry, because Shedden and Neal can help each other in the hustle and bustle of the tin-top pack.

"I have halved the gap to the top of the championship, which is pretty incredible," says Shedden. "I'm going to Brands Hatch confident, we were quick there last year.

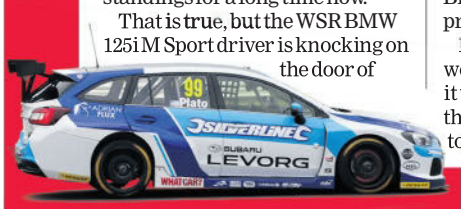
"Both Matt and I have been there, we have won it and we know how it goes. We know what to expect. Sam had an up and down weekend at Silverstone and now he has got to convert what he has into a trophy. Looking at the points, the ball is still in his court. It is up to the rest of us to get on it."

And the Honda pairing has already talked about helping each other. "Even before the second race at Silverstone, we had already spoken about me helping Matt, being ready to assist as and when possible, but that never really played out," says Shedden.

"It shows you how fast it can change around. The opportunity to help Matt wasn't there, and then we left Silverstone with me ahead of him in the points – it just goes to show you how mad the whole thing is."

It will be mad. And the winner this season will deserve it. This year has been a record-breaking season so far with 12 different winners in the 27 rounds, and Brands Hatch has the potential to provide even more.

But any fresh winners in Kent won't be grabbing the headlines: it will be all about those eight men that are still in the hunt for the top accolade. ■



Plato is an outsider for the crown



Silverstone points haul has put Shedden in the hunt



Neal can help his Honda team-mate, or vice versa



Veteran Collard trails both Tordoff and Honda duo



Mat Jackson still stands slim chance, but must push



Former champ Jordan will need some good fortune



Colin Turkington has led the charge from Subaru

BRITISH TOURING CAR CHAMPIONSHIP SHOWDOWNS

Since 2001, when dropped scores were removed from the championship. Championship winners in bold.

2015

POS	DRIVER	POINTS
1	**Gordon Shedden**	**325**
2	Jason Plato	302
3	Colin Turkington	293
4	Matt Neal	288
5	Andrew Jordan	261

Maximum score at the final round: 67
Showdown venue: Brands Hatch GP
Eventual champion: Gordon Shedden

2014

POS	DRIVER	POINTS
1	**Colin Turkington**	**417**
2	Jason Plato	367

Maximum score at the final round: 67
Showdown venue: Brands Hatch GP
Eventual champion: Colin Turkington

2013

POS	DRIVER	POINTS
1	**Andrew Jordan**	**378**
2	Matt Neal	344
3	Gordon Shedden	343
4	Colin Turkington	330
5	Jason Plato	329

Maximum score at the final round: 67
Showdown venue: Brands Hatch GP
Eventual champion: Andrew Jordan

2012

POS	DRIVER	POINTS
1	**Gordon Shedden**	**364**
2	Jason Plato	349
3	Matt Neal	333
4	Andrew Jordan	303

Maximum score at the final round: 67
Showdown venue: Brands Hatch GP
Eventual champion: Gordon Shedden

2011

POS	DRIVER	POINTS
1	**Matt Neal**	**225**
2	Jason Plato	220
3	Gordon Shedden	220
4	Mat Jackson	189
5	James Nash	181

Maximum score at the final round: 52
Showdown venue: Silverstone National
Eventual champion: Matt Neal

2010

POS	DRIVER	POINTS
1	**Jason Plato**	**224**
2	Matt Neal	207
3	Gordon Shedden	203
4	Tom Onslow-Cole	200

Maximum score at the final round: 52
Showdown venue: Brands Hatch GP
Eventual champion: Jason Plato

2009

POS	DRIVER	POINTS
1	**Colin Turkington**	**249**
2	Fabrizio Giovanardi	236
3	Jason Plato	221

Maximum score at the final round: 52
Showdown venue: Brands Hatch GP
Eventual champion: Colin Turkington

2008

POS	DRIVER	POINTS
1	**Fabrizio Giovanardi**	**261**
2	Jason Plato	217

Maximum score at the final round: 52
Showdown venue: Brands Hatch Indy
Eventual champion: Fabrizio Giovanardi

2007

POS	DRIVER	POINTS
1	Jason Plato	265
2	**Fabrizio Giovanardi**	**256**

Maximum score at the final round: 52
Showdown venue: Thruxton
Eventual champion: Fabrizio Giovanardi

2006

POS	DRIVER	POINTS
1	**Matt Neal**	**265**
2	Jason Plato	230
3	Colin Turkington	216

Maximum score at the final round: 52
Showdown venue: Silverstone National
Eventual champion: Matt Neal

2005

POS	DRIVER	POINTS
1	**Matt Neal**	**291**
2	Yvan Muller	261

Maximum score at the final round: 52
Showdown venue: Brands Hatch GP
Eventual champion: Matt Neal

2004

POS	DRIVER	POINTS
1	**James Thompson**	**244**
2	Yvan Muller	240
3	Anthony Reid	196

Maximum score at the final round: 52
Showdown venue: Donington National
Eventual champion: James Thompson

2003

POS	DRIVER	POINTS
1	**Yvan Muller**	**210**
2	James Thompson	181

Maximum score at the final round: 35
Showdown venue: Oulton Park
Eventual champion: Yvan Muller

2002

POS	DRIVER	POINTS
1	Yvan Muller	157
2	**James Thompson**	**156**
3	Matt Neal	135
4	Anthony Reid	125

Maximum score at the final round: 34
Showdown venue: Donington Park GP
Eventual champion: James Thompson

2001

POS	DRIVER	POINTS
1	Yvan Muller	321
2	**Jason Plato**	**290**

Maximum score at the final round: 34
Showdown venue: Brands Hatch Indy
Eventual champion: Jason Plato

THE LOTUS 43-BRM AT 50

Photos: Paul Lawrence, LAT

CLARK'S SWEET 16



Middlehurst ran Lotus at Gold Cup

Paul Lawrence investigates the history behind one of F1's most curious cars

The BRM H16-engined Lotus 43 Formula 1 car only finished one race, and it was 50 years ago this week that Jim Clark took an unexpected win in the US Grand Prix at Watkins Glen.

The heavy, over-complicated and unreliable BRM H16 engine was the stop-gap for Lotus in the 1966 season as Formula 1 moved to a 3-litre engine formula. On paper, the unit looked promising with the prospect of 400bhp from an engine that revved to 10,500rpm. It was mated to a BRM gearbox and used as a stressed-member in Chapman's effective 43 design, but was only running 400 miles between rebuilds; assuming the unit actually lasted 400 miles without self-destructing.

Now, after a 10-year quest, the car and engine are back together and running again thanks to the dogged determination of racer and Jim Clark fan Andy Middlehurst.

The marriage between Colin Chapman's Lotus 43 design and BRM's ambitious H16 engine project was one of convenience. Climax withdrew from racing at the conclusion of the 1965 season and there were few options for the new 3-litre regulations. Chapman opted for the BRM unit, but it was not a success and the car only finished once, at Watkins Glen in early October. Even that race weekend proved to be a challenge as Clark's engine blew up in practice and the Lotus team had to borrow a spare from BRM and install it overnight.

To the credit of Clark's mechanical sympathy, he nursed it home to win the race. However, by the following spring Chapman had mated the all-new Cosworth DFV engine to the Lotus 49 chassis and the single BRM year was consigned to the file of bad memories.

Now, half a century later, chassis number 1 is running again with BRM H16 power and Middlehurst recently demonstrated the car at the Oulton Park Gold Cup. In September 1966, Clark only did practice for the non-championship F1 race at Oulton Park before the engine failed. Reportedly, work had been done on the gear linkage that weekend and as Clark went over Hill Top it jumped out of gear, blowing the engine.

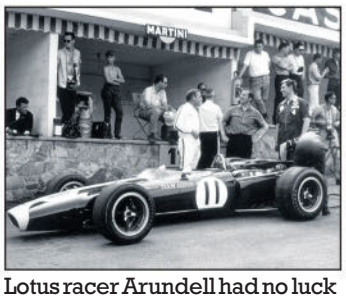
Clark reverted to a Coventry Climax-powered Lotus 33 for the race and finished third, but could not live with the Repco-engined Brabhams of Jack Brabham and Denny Hulme.

The journey undertaken by former saloon car racer Middlehurst to bring the project back to life is remarkable and the car has been painstakingly restored over 10 years. Sourcing one of only six H16s ever built was the biggest challenge in restoring a car that had been hidden for 40 years.

"My earliest memories are of my dad Phil racing against Jim Clark at Oulton in Lotus Cortinas," says Middlehurst. "I've had a thing about Jim Clark all my life and I remember his death when I was about five years old. But I never thought I'd end up owning a Formula 1 car."

Bit by bit, Middlehurst has traced the history of the car. When the pair of 43s left Lotus they were little more than tubs and were sold to Robert 'Robs' Lamplough in about 1968. The only use he could find for them was to make two Formula 5000s, a category that was just starting in Europe.

Lamplough kept one and sold one to quirky Scotsman Jock Russell. "He crashed it at Brands," says Middlehurst. "The tub was repaired in period by Maurice Gomm, but Jock moved on to other cars and left it in the back of a furniture lorry near Edinburgh. Forty years later we found out about it and persuaded my father it was a good idea for him to buy it. That was in 2004."



Lotus racer Arundell had no luck



Lotus-BRM: at last running again

It took several attempts to persuade Russell to part with the car but finally a deal was struck and Middlehurst collected chassis number 1. "Then the challenge was to get an H16 engine," he says. "I never thought I was going to get an engine. They only made six and we worked out where they had all gone to. We traced one to a BRM display car that ended up in a museum in Australia. Eventually the museum curator parted with the car. Once we got the engine, it was just a case of time and money to get the car completed and running.

"Information was very sparse and we contacted lots of the old Lotus and BRM mechanics and they all helped by remembering things."

Middlehurst even sought help from Bob Dance, the period Team Lotus mechanic, who still works with Classic Team Lotus 50 years on.

"Bob built the gearbox for me as he did in period," says Middlehurst. "The engine was rebuilt over many years and took a lot of working out. It was not really complete and we had to find many bits."

From start to finish, the rebuild took nearly 10 years with a lot of time spent on research. "LAT, the photo agency, came up with some old photos that helped us find out where things went," says Middlehurst.

Now it is complete, Middlehurst is running the Lotus in relevant demonstrations but has no plans to race this amazing 50-year-old piece of grand prix history. "I just like to take it anywhere people want to see it," he says. "You'd spoil it if you ever tried to race it. There are still a few little niggles, but it starts easily and makes a nice noise."

The other Lotus 43, chassis 2, remains as a bare tub in a private collection in London and is unlikely to run. Getting another H16 engine seems a near-impossible task.

However, thanks to the extraordinary determination of the Middlehurst team, fans can still get to see and hear this amazing project in action, half a century on from a time when it sorely tested the patience of Chapman and Clark.

"It is very special and I'm always very careful with it," adds Middlehurst. "Starting it has a fire risk as it dribbles fuel out of the trumpets and the exhaust is below. But it is a family heirloom now and it is one of the most beautiful cars of the era." ■

THE RACE HISTORY OF LOTUS 43 CHASSIS 1

DATE	EVENT	DRIVER	RESULT
June 12, 1966	Belgian GP, Spa	Peter Arundell	DNS
July 3, 1966	French GP, Reims	Peter Arundell	DNF
September 4, 1966	Italian GP, Monza	Jim Clark	DNF
September 17, 1966	Oulton Park Gold Cup	Jim Clark	DNS
October 2, 1966	US GP, Watkins Glen	Jim Clark	1st
October 23, 1966	Mexican GP, Mexico City	Jim Clark	DNF
January 2, 1967	South African GP, Kyalami	Graham Hill	DNF



US GP was sole finish, and win

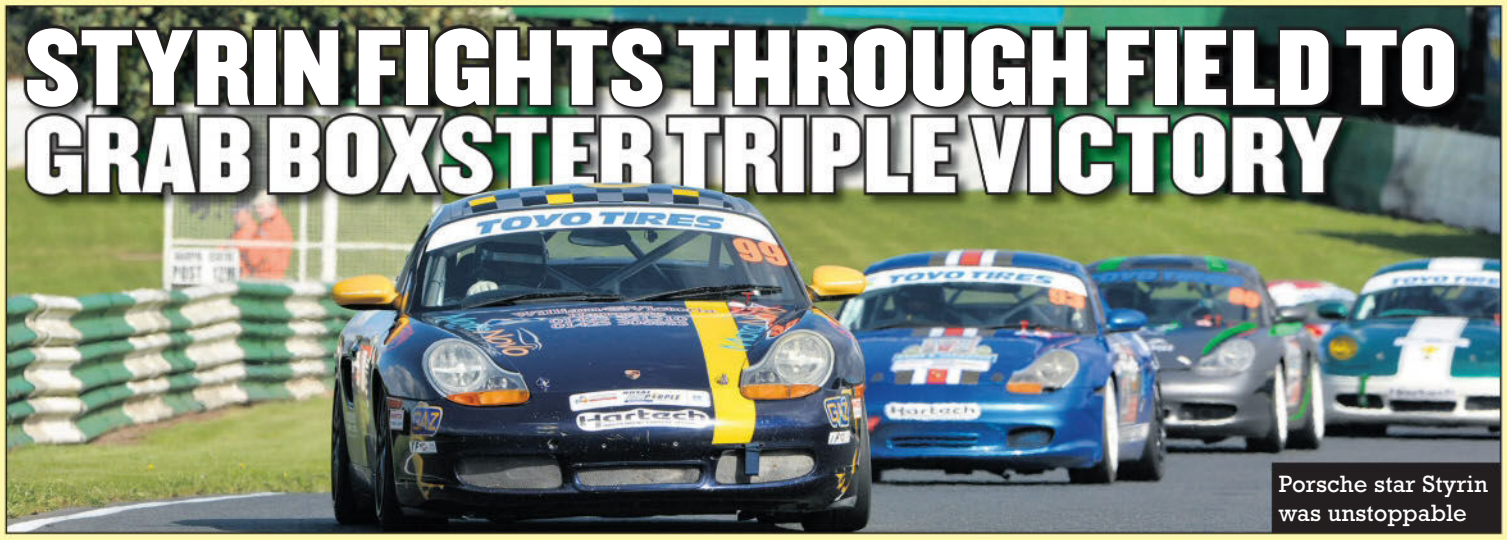
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RACING REPORTS

MALLORY PARK: BRSCC BY PETER SCHERER — SEPTEMBER 25

Photos: Steve Jones

STYRIN FIGHTS THROUGH FIELD TO GRAB BOXSTER TRIPLE VICTORY



Porsche star Styrin was unstoppable

Former champion and current points leader Rick Styrin took another step towards taking this year's Toyo Tires Porsche title, with a triple victory in his Boxster.

It was a lights-to-flag win in the first race, having shaken off all but James Coleman early on, as Garry Lawrence, Richard Avery and Kevin Molyneaux disputed third.

But Molyneaux spun at Gerards on the fourth lap, which left the lead quartet to pair off. Avery took the opportunity to press Lawrence and nosed alongside a couple of times.

During lappery Avery briefly edged ahead, before being boxed in at Gerards. Lawrence therefore completed the podium behind Styrin and Coleman, while Avery had to settle for fourth, over 30 seconds clear of fifth placed Angus Archer.

With Lawrence and Coleman duelling for second at the start of race two, Styrin was able to get away again. But soon it was four for second, with Lawrence fending off Coleman, Avery and Molyneaux again. Avery managed to squeeze up the inside at the Esses on lap seven to head Coleman into Shaws Hairpin, but it continued to stay close between all four.

With a backmarker spinning exiting the Esses, Avery backed off and both Coleman and Molyneaux surged past. It took two laps for Avery to recover fourth at the Hairpin, quickly followed by Coleman at the Esses.

Styrin was virtually home and dry, but having succeeded in his quest to oust Lawrence from second, down came the rain and Avery lost his second place tenure with a lap to go. Coleman and Molyneaux held station for fourth and fifth, with Nick Hull completing the top six.

With a reversed grid for the third race, action was guaranteed and early leader Hull was soon under pressure. He survived until running wide at the Hairpin on lap four, from where Styrin eased clear for win number three.

Lawrence was second again but had Avery, Molyneaux and Coleman line astern. Into the Hairpin for the 10th time Coleman dived for the inside, which put Molyneaux onto the grass.

"It was a lot wetter on the inside still than I had expected and I slid straight into Avery," Coleman explained. The safety car was in action to remove Avery's stricken car and Coleman was later excluded from third place.

Lawrence and Molyneaux also clashed over second, "we were side by side on the Stebbe Straight, touched and I went pirouetting," said Molyneaux, which left Lawrence in the clear and Hull completing the podium.

There was a double win in the **MR2 Series** too with Arron Pullan showing a clean pair of heels twice over. Adam Lockwood had been fairly secure in second in the opening race, but as a three-way fight for third between Peter Higton, Nathan Harrison and Daniel Bryant closed in, the pressure began to build on Lockwood.

Harrison scythed ahead of Higton into Gerards and took Lockwood for second at the Esses on the same lap, as Bryant left the equation with a spin.

Despite retaining second, a jump-start penalty put Harrison down to fifth place, with Higton classified in second after passing Lockwood three laps from the flag.

Lockwood stuck with Pullan for the whole of race two, as Harrison and Neil Stratton disputed third early on. Stratton had been alongside and finally made it through into the Esses on lap six. Although Harrison initially fell back, a storming finish helped him reclaim third at Gerards with three laps to go, while Bryant dropped back to a distant fifth.

Richard Hockley's Honda Civic was in the clear from the start of the first **Nippon Challenge/Deutsche Marques Cup** contest, with poleman Craig Tomkinson in a solitary second in his Opel Corsa.

Andrew Roberts' Civic was an early third, but had Kevin Middleton's wild Subaru Impreza challenging. He was on the grass at the Esses on the second lap and finally dived inside Roberts at Devil's Elbow, before a lurid tank slapper sent him right and left before making contact with Roberts and eventually spinning. "I tried to go either way and he still speared me," said the Civic driver.

Roberts still reclaimed third, aided by Paul Buckmaster's Mazda RX-7 blowing its turbo, while Tony Markham's Civic was a close fourth.

In the first of the **Monoposto Tiedeman Trophy** races Neil Harrison's Dallara ousted Terry Clark's Van Diemen into the Esses on the first lap. Chris Kite's Dallara briefly threatened Clark, who then eased away to consolidate second. Bryn Tootell's Van Diemen was promoted to third after Kite received a jump-start penalty.

On a damp track there was no stopping Shane Kelly's Formula Renault Van Diemen in the second race. He led from Gerards on the second lap, heading a cautious Harrison by nearly 25 seconds at the flag, with Ewen Sergison's Swift a distant third, after Ian Hughes' Van Diemen went off the road at Shaws.

Andrew Mitchell's Peugeot 205 GTi held off David Clark's determined Renault 5 GT Turbo win the **Tricolore Trophy** invitation, but when the Nippon and Deutsche Marques Cup joined in for race two, Richard Hockley's Honda Civic just edged out Mitchell for the win.

RESULTS

Toyo Tires Porsche (23 laps) 1 Rick Styrin (Boxster); 2 James Coleman (Boxster) +0.560s; 3 Garry Lawrence (Boxster); 4 Richard Avery (Boxster); 5 Angus Archer (Boxster); 6 Nick Hull (Boxster). Class winners Philip Waters (924); Andrew Baker (Boxster). Fastest lap Coleman 52.044s (93.38mph). Pole Coleman. Starters 14.
Race two (19 laps) 1 Styrin; 2 Lawrence +10.141s; 3 Avery; 4 Coleman; 5 Kevin Molyneaux (Boxster); 6 Nick Hull (Boxster). CW Waters; Baker. FL Styrin 52.316s (92.89mph). P Styrin. S 14.
Race three (21 laps) 1 Styrin; 2 Lawrence +8.419s; 3 Hull; 4 Archer; 5 Waters; 6 Jamie Callender (924). CW Waters; Baker. FL Styrin 52.722s (92.18mph). P Archer. S 14.

MR2 Race Series (16 laps) 1 Arron Pullan; 2 Peter Higton +7.262s; 3 Adam Lockwood; 4 Neil Stratton; 5 Nathan Harrison; 6 Philip O'Halloran. FL Pullan 56.775s (85.60mph). P Pullan. S 18.
Race two (16 laps) 1 Pullan; 2 Lockwood +0.639s; 3 Harrison; 4 Stratton; 5 Daniel Bryant; 6 Gareth Baxter. FL Pullan 57.770s (84.12mph). P Pullan. S 17.

Nippon Challenge/Deutsche Marques Cup (17 laps) 1 Richard Hockley (Honda Civic); 2 Craig Tomkinson (Opel Corsa) +25.835s; 3 Andrew Roberts (Honda Civic); 4 Tony Markham (Honda Civic Type R); 5 Mark Inman (Vauxhall VX220); 6 Paul Buckmaster (Mazda RX-7). CW Tomkinson; Roberts; Inman; Buckmaster; Nathan Harrison (Toyota MR2); Jason Jesse (VW Bora); Steve Harman (Subaru Impreza). FL Hockley 51.924s (93.59mph). P Tomkinson. S 17.

Monoposto Tiedeman Trophy (20 laps) 1 Neil Harrison (Dallara F302); 2 Terry Clark (Van Diemen RF00) +2.710s; 3 Bryn Tootell (Van Diemen RF99); 4 Chris Kite (Dallara F3); 5 Elliott Mitchell (Jedi); 6 Shane Kelly (Van Diemen FR). CW Clark; Kite; Mitchell; Ewen Sergison (Swift SC99Z); Geoff Fern (Van Diemen RF89); Ian Hughes (Van Diemen RF88). FL Harrison 44.352s (109.57mph). P Clark. S 13.
Race two (17 laps) 1 Kelly; 2 Harrison +24.970s; 3 Sergison; 4 Tootell; 5 Clark; 6 Fern. CW Harrison; Sergison; Fern; Mitchell. FL Kelly 51.627s (94.13mph). P Harrison. S 14.

Tricolore Trophy (15 laps) 1 Andrew Mitchell (Peugeot 205 GTi); 2 David Clark (Renault 5 GT Turbo) +1.204s; 3 Tony Hunter (Renault Clio); 4 Russ Thomson (Renault Clio); 5 Robert Buckland (Renault Clio); 6 Ian Collins (Renault Clio). CW Clark; Hunter; Thomson; George Goucher (Renault Clio); Steve Cutts (Citroen Saxo VTS). FL Mitchell 1m01.487s (79.04mph). P Mitchell. S 13.

Nippon Challenge/Deutsche Marques Cup/Tricolore Trophy Invitation (21 laps) 1 Richard Hockley (Honda Civic); 2 Andrew Mitchell (Peugeot 205 GTi) +0.677s; 3 Craig Tomkinson (Opel Corsa); 4 Tony Hunter (Renault Clio); 5 David Clark (Renault 5 GT Turbo); 6 Ian Collins (Renault Clio). CW Mitchell; Tomkinson; Hunter; Clark; Andrew Roberts (Honda Civic); Ash Bruneau (Renault Clio); Mark Inman (Vauxhall VX220); Russ Thomson (Renault Clio); Andy McLennan (Suzuki Swift GTi); Nathan Harrison (Toyota MR2); Steve Cutts (Citroen Saxo VTS). FL Mitchell 51.889s (93.66mph). P Mitchell. S 27.



Close battle in Tricolore Trophy

MALLORY PARK: VSCC BY MARCUS PYE — SEPTEMBER 24

Handicappers underestimated Ben Collings' prowess in ancient motor cars, for on its oldest machine – a thumping 9.2-litre four-cylinder engined 1903 Mercedes 60hp – he trounced 15 rivals in the Vintage Sports-Car Club's annual **Edwardian** jamboree for Pre-1918 cars.

Hunched over its lofty perch, Collings wrestled the 113-year-old car round the 1.35-mile circuit, cutting a remarkable 1m12.96s (66.61mph) best lap as he scythed past five bolides to build a sizeable lead.

Eclipsed only by previous winners Tony Lees (11.8 Vauxhall Viper Special) and Richard Scaldwell (16.4 De Dietrich Course), plus Duncan Pittaway (8.2 Monarch Special), all in the 69s, Collings took the chequer almost 12 seconds clear of Peter Wilson's Brasier.

Scaldwell was third, heading a quartet bookended by Pittaway and blanketed by 2.54s. Lees had been among them but was grateful for eighth having survived a scary gravelly ride when forced wide exiting Devil's Elbow in the scramble for the line.

Earlier Lees – aboard his beloved ex-Freddie Giles AC/GN Cognac Special – had won a **Vintage Racing Cars** photo-finish with Charles Gillett (Frazer Nash Super Sports). Tom Walker's glorious Amilcar-Hispano Special led initially, having blasted off from seventh.

Sue Darbyshire's Morgan Super Aero was fourth when the three-wheeler got out of shape on the descent from Devil's Elbow, shot right into the gravel and rolled, ejecting her. Tended painstakingly at the scene, as marshals treated a telltale line of oil, Sue was hospitalised but to universal relief was discharged.

Outgunned as the Union flag fell by Marcus Black's Talbot-Lago and Simon Blakeney-Edwards' FN Super Sports, poleman Andrew Mitchell jostled his HRG back to win the **Mallory Mug** race – part of John Guyatt's magical Owner-Driver-Mechanic series – from Black.

Mark Brett galloped his Ballamy-Ford V8 up to third, leaving SB-E to stave off Steve Smith's extraordinary road-driven Hotchkiss streamliner and Mark Groves' Nash. The effervescent Dougal Cawley's GN/Ford Piglet was too strong for Mitchell in their **Mallory Trophy** encounter.

Nick Topliss won the thin **Bob Gerard Memorial Trophy** race in ERA R4A. The car was Pat Fairfield's 1935-'37 mount which Leicester garagiste 'Mr Bob' owned from '45-'55. Last year's victor Duncan Ricketts, in David Baldock's Alta, chased Topliss home.

Nick won the closing **Sprint** race too, although Julian Grimwade set best lap in the imposing 3.5-litre Alvis-engined FN Norris Special he debuted in 2014.

Photo: Mick Walker



Lees (l) and Gillett had thrilling fight

Harry Painter won the **Novice Scratch** race in the MG Kayne Special.

Eddie Williams (Austin 7 Rolt Ulster) romped the first **Handicap and Burghley Trophy** prize. Feisty octogenarian Norman Pemberton led the second for five laps before his Talbot 95/105 was gobbled up. With Tony Seber's rasping Wolseley closing fast, Douglas Martin's Hillegass Sprint Car won from Steve Riddington's delightful Riley 12/4 Special.

Set free when challenger Stuart Roach's Alexis shed a wheel at Gerards, Chris Drake (Terrier) retained his **John Taylor Memorial Trophy Formula Junior** crown. Points leader Mark Woodhouse pipped title rival Mike Walker to second.

The **Morgan** guest race rewarded Scottish raiders Russell and Elliot Paterson, the father-and-son combo netting a fine one-two. Andrew Thompson and Tony Lees kept junior honest.

RESULTS

Bonhams Dick Baddiley & Edwardian Trophies Handicap Race (6 laps) 1 Ben Collings (Mercedes 60hp); 2 Peter Wilson (Brasier Voiture de Course) +11.93s; 3 Richard Scaldwell (De Dietrich 130hp Course); 4 Tom Walker (Hispano-Suiza Alfonso); 5 Leslie Murray (De Dion Bouton/Curtiss Ox); 6 Duncan Pittaway (Monarch Special). FL Tony Lees (Vauxhall Viper Spl) 1m09.04s (70.39mph). P Rob Hubbard (Sunbeam 16/20). S 16.

Vintage Racing Cars (7 laps) 1 Tony Lees (AC/GN Cognac Spl); 2 Charles Gillett (Frazer Nash Super Sports) +0.56s; 3 Dougal Cawley (GN/Ford Piglet); 4 Nick Leston (Lovell Elkhart Sprint Racer); 5 Chris Hudson (Bugatti T35B); 6 Bo Williams (Bugatti T35B). FL Lees 59.70s (81.41mph). P Gillett. S 11.

Mallory Mug Race for Standard & Modified Pre-War Sports-Cars (9 laps) 1 Andrew Mitchell (HRG 1½ litre); 2 Marcus Black (Talbot Lago T23) +1.53s; 3 Mark Brett (Ballamy-Ford LMB V8 Special); 4 Simon Blakeney-Edwards (Frazer Nash Super Sports); 5 Steve Smith (Hotchkiss AM80); 6 Mark Groves (Frazer Nash TT Rep Emeryson). FL Mitchell 1m03.69s (76.31mph). P Mitchell. S 23.

Mallory Park Trophy Race for Special Pre-War Sports-Cars (11 laps) 1 Dougal Cawley (GN/Ford Piglet); 2 Andrew Mitchell (HRG 1½ litre) +8.17s; 3 Richard Iliffe (Riley Kestrel 12/4 Spl); 4 Mark Brett (Ballamy-Ford LMB V8 Spl); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Alex Peacop (Frazer Nash AC). FL Mitchell 1m01.99s (78.40mph). P Cawley. S 18.

Bob Gerard Memorial & Robert Ashley Trophies Race for Pre-1961 Racing Cars (15 laps) 1 Nick Topliss (ERA R4A); 2 Duncan Ricketts (Alta 2-litre) +13.23s; 3 Terry Crabb (ERA R12C); 4 Julian Grimwade (Frazer Nash Norris Special); 5 Matt Ricketts (Cooper T41); 6 Tim Greenhill (Wolseley Hornet Spl 'Red Henry'). FL Topliss 56.29s (86.34mph). P Topliss. S 9.

Pre-War Scratch Race (10 laps) 1 Nick Topliss (ERA R4A); 2 Julian Grimwade (Frazer Nash Norris Special) +1.23s; 3 Charles Gillett (FN Super Sports); 4 Dougal Cawley (GN/Ford Piglet); 5 Tony Seber (Wolseley Hornet Spl); 6 Christian Pedersen (Austin 7 Monoposto). FL Grimwade 58.70s (82.79mph). P Topliss. S 13.

Novice Scratch Race (10 laps) 1 Harry Painter (MG Kayne Spl); 2 Michael James (Riley 12/4 TT Sprite Rep) +10.89s; 3 Tom Waterfield (GN Spl); 4 Hughie Walker (GN Thunderbug); 5 Jo Blakeney-Edwards (Austin 7 Spl); 6 Ralf Emmerling (Riley Brooklands). FL Painter 1m02.30s (78.01mph). P Painter. S 12.

Pre-War Handicap Race inc. Burghley Trophy for Austin 7s (8 laps) 1 Eddie Williams (Austin 7 Rolt Ulster); 2 Michael New (Riley 12/4) +6.73s; 3 James Ricketts (Austin 7 Monoposto); 4 Mike Painter (MG Kayne Spl); 5 Duncan Potter (MG Montlhery Midget); 6 Anne Boursot (MG PA). FL Painter 1m04.67s (75.15mph). P Robert Barbet (Riley Sports). S 18.

Pre-War Handicap Race (8 laps) 1 Douglas Martin (Hillegass Sprint Car); 2 Steve Riddington (Riley 12/4 Spl) +5.62s; 3 Jeffrey Edwards (Alvis Sports Spl); 4 Tony Seber (Wolseley Hornet Spl); 5 Nick Hayward-Cook (Austin 7 Monoposto); 6 James Ricketts (Riley 9 Monoposto). FL Seber 1m03.19s (76.91mph). P John Briggs (Aston Martin Ulster). S 17.

John Taylor Trophy Race for FJHRA Formula Junior (14 laps) 1 Chris Drake (Terrier Mk4); 2 Mark Woodhouse (Elva 100) +13.71s; 3 Mike Walker (Bond); 4 Andrew Tart (Bond); 5 Ian Phillips (BMC Mk1); 6 John Arnold (Elva 100). CW Pat Barford (EFAC Stanguellini); Richard Utley (Caravelle Mk1). FL Drake 53.41s (90.99mph). P Drake. S 16.

Morgan Challenge (23 laps) 1 Russell Paterson (+8); 2 Elliot Paterson (Roadster) +7.14s; 3 Andrew Thompson (ARV6); 4 Tony Lees (+8); 5 Phill Thomas (+4); 6 Craig Hamilton Smith (+4). CW E Paterson; Tim Parsons (4/4 Supersports); Henry Williams (4/4); Tim Ayres (+8); Michele Bailey (+4). FL R Paterson 52.19s (93.12mph). P R Paterson. S 18.

AND THE WINNERS ARE...

'Harvey won in JB Special'
750 Trophy



'Pullan did MR2 double'
Toyotas at Mallory



SNETTERTON: 750MC BY RORY MITCHELL — SEPTEMBER 24

Photos: Richard Styles



Allee took Locost crown by one point

ALLEE SNATCHES LOCOST TITLE AS RIVALS PAY PENALTY

Snetterton was the scene of the Locost Championship showdown, as Ian Allee triumphed despite he, Danny Andrew and Tim Neat all being set back by exclusions.

Coming into the weekend Andrew was leading the championship and started fourth in the first race. Steve Paddock won that affair but, having finished second on the road, Andrew was later excluded due to contact with Neat at Agostini while fighting for the lead. Neat was also excluded, and that handed Allee third, and the advantage going into the final race.

A big shunt at the start between Oliver Batten, Kevin McCarthy and Victoria Baldwin brought out the red flag. Then while sitting on the grid, 750 Formula regular Bill Cowley had to be pushed off because of a head gasket issue after inheriting fourth place in the first race on his Locost debut.

When the race did get going, the fight for honours looked to be between Andrew and Neat, who led in the closing stages while Allee and Jack Coveney dropped back. But on the penultimate lap Andrew and Neat made contact heading into Brundle after going three-wide with Martin West down the Bentley Straight, which allowed Coveney back into the lead.

West and Paddock collided on the run to the line, and while West was able to cross the line in second behind Coveney, Paddock stopped a couple of metres short. Neat was again excluded for contact, as was Allee after a separate clash – but with Andrew only managing fifth, that was enough to hand Allee the crown by a single point.

With the **Formula Vee** title already decided in favour of Paul Smith, it was all about the battle for second place in the points. Thwarted by red flags in qualifying, Smith still fought his way to the front after starting down the order and added another two race wins to his impressive 2016 tally.

David Hughes was his only challenger, when in the closing stages of the second outing the pair diced for the lead through Riches and Montreal. Hughes stuck the nose of his Bears GAC up the inside through Brundle on the final lap, but Smith was able to get alongside exiting Murrays. The pair finished just a hundredth of a second apart, with Adam Macaulay making it a three-wide finish.

Ian Jordan secured second place in the championship, despite retiring from the first outing after contact while defending from Smith caused his engine to seize – and also left a noticeable tyre mark on the front nosecone of Smith's AHS Dominator.

After changing his engine, Jordan had to rely on the misfortune of James Harridge in race two, who suffered the same gearbox problems he had at Anglesey all day. Harridge started the first outing from the front row, but a bad start coupled with contact through Oggies put him outside of the top 10 before he recovered to second.

Things didn't improve in the next outing when he dropped back from fourth on the grid and found himself in the clutches of Jordan. The pair battled for sixth position, but clashed at Hamilton, sending them both off. The pair both made it back onto the track and remained close until the end, with Jordan making use of the slipstream down the Senna Straight to get ahead into Riches before Harridge was able to repass him through the final twists of the circuit. In the end Harridge finished ahead, but Jordan did enough to stay ahead in the championship standings.

In the **Classic Stock Hatch** Andrew Thorpe beat Matt Rozier after a heated battle for the lead. The latter had a much better run through Agostini and Hamilton, but lost out when they went down the Bentley Straight. It was a reverse of that in the second race with Rozier fending off Thorpe throughout, who dropped to third behind Lee Scott late on.

Pip Hammond secured third in the first outing after exchanging positions with Lee Scott. After a few tries through Agostini and down the Bentley Straight, Hammond eventually snatched third from Scott into Riches and beat the lap record for the series by a second in the process. In the second race Hammond found himself on pole but after a few mistakes, including selecting the wrong gears, he dropped to fourth.

Rod Goodman took the both wins in the **Allcomers** races. Goodman didn't make a good start in race one, but retained the lead from Neil Constable-Berry, who finished second on his racing debut. In the Super Cooper part of the race Andy Knowlton and Eliot Dunmore shared the race wins.

Dunmore forfeited the lead on the opening lap of the first race, after pitting because he thought he had been asked to serve a penalty for a jumped start. It was only a few laps later that the stewards issued him a penalty (with 10s added to his time post-race), which dropped him to fifth, despite finishing second on the road.

Michael Harvey won the **750 Trophy** scratch race in his JB Special, while John Slatter took the spoils in the second Handicap race after snatching the lead from Jonathan Sadler through the Bomb Hole on the final lap.



Hughes led Smith for much of Vee R2



Rozier got crossed up chasing Thorpe

RESULTS



Goodman: winner

Locost (7 laps) 1 Steve Paddock; 2 Jack Coveney +1.53s; 3 Ian Allee; 4 Bill Cowley; 5 Martin West; 6 James Millman. Fastest lap Coveney 2m24.58s (73.93mph). Pole Coveney. Starters 38. **Race two (6 laps)** 1 Coveney; 2 West +8.18s; 3 Glenn Boyer; 4 Shaun Brame; 5 Danny Andrew; 6 David Boucher. FL West 2m23.36s (74.56mph). P Coveney. S 33.

Formula Vee (7 laps) 1 Paul Smith (AHS Dominator); 2 Adam Macaulay (Sheane) +0.35s; 3 Graham Gant (WEV FV01); 4 Jack Wilkinson (Sheane Mk3); 5 Paul Taylor (Bears GAC); 6 Ian Buxton (GAC Daghorn). Class Winner Wilkinson. FL Smith 2m10.68s (81.79mph). P Belsey. S 25. **Race two (7 laps)** 1 Smith; 2 David Hughes (Bears GAC) +0.01s; 3 Macaulay; 4 Gant; 5 Buxton; 6 Harry Webb (AHS Dominator). CW James Harridge (Maverick Vee) FL Paul Smith 2m10.99s (81.60mph). P Belsey. S 23.

Classic Stock Hatch (7 laps) 1 Andrew Thorpe (Citroen AX GTi); 2 Matt Rozier (Peugeot 205 GTi) +0.21s; 3 Pip Hammond (Vauxhall Nove GTE); 4 Lee Scott (Ford Fiesta XR2i); 5 Matthew Stubbington (Peugeot 205 GTi); 6 Martyn Fowdrey (Ford Fiesta XR2). FL Hammond 2m24.64s (73.90mph). P Thrope. S 23. **Race two (7 laps)** 1 Rozier; 2 Scott +0.31s; 3 Thrope; 4 Hammond; 5 Fowdrey; 6 Derek Rozier (Peugeot 205 GTi). FL Hammond 2m24.34s (74.05mph). P Hammond. S 19.

Allcomers/Super Cooper Cup (10 laps) 1 Rod Goodman (Radical SR3); 2 David Constable-Berry (BDN S3) +32.01s; 3 Kelvin Rawles (Arion S2); 4 Richard Gilmore (Mallock Mk18/25M); 5 Lloyd Chafer (BMW E36 M3); 6 Matt Cherrington (BMW Z3). CW Lloyd Chafer (BMW E36 M3); Ryan Steel (Citroen Saxo VTR); Andy Knowlton (Mini Cooper S). FL Goodman 2m02.54s. P Goodman. S 24. **Race two (10 laps)** 1 Goodman; 2 Rawles +48.18s; 3 Chafer; 4 Constable-Berry; 5 Cherrington; 6 Steel. CW Chafer; Steel; Eliot Dunmore (Mini Cooper S). FL Goodman 2m01.61s (87.89mph). P Goodman. S 21.

750 Trophy (6 laps) 1 Michael Harvey (JB Special); 2 Gregan Thruston (Rawson) +0.31s; 3 Martin Depper (Centaur MK4); 4 Paul Lawrence (Racekits Merlin); 5 John Davies (Rapide 750T); 6 Ian Grant (Austin 7 Pigsty Spec). FL Thruston 2m33.46s. P Thruston. S 14. **Race two (5 laps)** 1 John Slatter (Centaur Mk11); 2 Jonathan Sadler (Rosengart LR2 R5) +10.32s; 3 Lydon Thruston (DNC); 4 Michael Dorsett (Time MKIIIB); 5 Harvey; 6 Lawrence. FL Slatter 2m34.14s. P Thruston. S 13.

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THRUXTON: BARC BY MARK LIBBETER — SEPTEMBER 24

Photos:Ollie Read

SWAFFER WINS BMW TITLE AS NEEDELL STARS IN THRILLERS



Swaffer claimed two victories

Having finished runner-up in the series last year, Matt Swaffer clinched the Production BMW Championship at Thruxton on Saturday after battling his way to two hard-earned race victories.

In the opening race, Swaffer initially took the lead but was never given time to relax by the chasing Harry Goodman and Will Davison. All three drivers would enjoy spells at the front of a breathless encounter as they sought to take advantage of the slipstream on the approach to the Club Chicane. The trio was also being kept honest by the fight for fourth between Stuart Waite, Rob Cooper and TV presenter Tiff Needell, making a guest appearance.

A mistake at the Complex at mid-distance stymied Davison's momentum and enabled Goodman to take the battle to Swaffer. The duo continued to jostle for the remainder of the race but Swaffer defied his lack of circuit knowledge to secure the win. Davison held third, but a sideways moment exiting Club from Waite on the final tour delayed him and Cooper and enabled Needell to dive inside both and snatch fourth at the finish.

The 2014 champion, Waite, provided Swaffer with his toughest opposition for the win in the second event, but ultimately the champion elect would not be denied his second win of the day and his title success. "This is just fantastic, it will take a while for this to sink in," Swaffer said afterwards.

The lead battle though was eclipsed by an absorbing tussle for fourth between Needell and Goodman. To the delight of the crowd, the pair would swap positions numerous times as they braked as late as they dared for Club, the clouds of tyre smoke being a clear indicator of the ferocity of the battle.

On the final lap, the pair were handed an added incentive when third-placed Davison felt his car falter climbing Woodham Hill. Goodman led Needell as the pair approached Club, but the former F1 and Le Mans star muscled his way through exiting the chicane to steal the final podium spot.

The third race was a non-championship 'handicap' event, with drivers being released from the pits at specific time intervals with the faster runners being released last. Bryn Beaurain took victory ahead of Steve Carter and Senna Osman, with Waite finishing fourth despite needing to overcome a 70-second deficit.

Following victory in the St Mary's Trophy race at Goodwood and Andrew's race two win in the BTCC at Silverstone, Mike Jordan looked all set to continue his family's recent run of success in the **HRDC Touring Greats** and TC63 contest at the wheel of his Austin A40. After 10 laps, Jordan had built up a huge lead over the battle for second involving Mark Daniell's similar car, Neil Brown's Austin A35 and Roger Cope's Jaguar Mk1.

Yet, the race was red-flagged at this point and crucially, seconds after the mandatory pit-stop window had opened. The main beneficiary was Ding Boston in his Riley 1.5, who had pitted during this phase. It was to prove a crucial factor in the outcome of the race.

At the restart, Jordan was among several of the leading contenders to head to the pits to complete the compulsory stop. With Boston not needing to pit, he inherited the lead, leaving Jordan to embark on a heroic charge to close down a 50-second gap. Despite driving flat out around much of the circuit and lapping significantly faster than Boston, Jordan fell marginally short. Boston held on to claim a popular, if somewhat unlikely, win by just 0.480s. Behind the top two, Daniell held off Brown to take third.

There was a nail-biting finish to the first **Mighty Mini Championship** race too. Scott Kendall survived a last-gasp attempt by Adrian Tuckley to claim victory in the Super Mighty Mini class in race one, despite the pair making contact exiting Club. Tuckley was slowed sufficiently to allow Alex Comis to grab second on the drag to the line.

Kendall and Tuckley renewed their battle in race two but the former came out on top again, while Comis just held off Louise Inch to claim third. Greg Jenkins scored two Mighty Mini wins to strengthen his claim for the 'Class A' title, with Sam Tomlinson and Stuart Coombs taking a second each, despite the latter being concerned by fading brakes.

Former Porsche racing stalwart Pete Chambers took a lights-to-flag victory in the **HRDC Allstars, Academy and A-Series** in his Lotus Cortina Mk1. Despite the intervention of a safety car, John Spiers was unable to close the gap to Chambers in the closing stages and had to settle for second in his similar car. Ben Adams recovered from a spin on oil at Church on lap two to claim third in his Turner MkII, while James Colburn was the first Academy driver home in his Austin A30.

RESULTS

Production BMW Championship (10 laps) 1 Matt Swaffer (E30); 2 Harry Goodman (320i) +0.790s; 3 Will Davison (E30); 4 Tiff Needell (E30 320); 5 Rob Cooper (320i); 6 Stuart Waite (320i). Fastest lap Davison 1m34.725s (89.53mph). Pole Goodman. Starters 24. **Race two (10 laps)** 1 Swaffer; 2 Waite +0.313s; 3 Needell; 4 Goodman; 5 Andy Strong (E30 320i); 6 Justin Turner (E30 320i). FL Davison 1m34.283s (89.95mph). P Swaffer. S 24. **Race three (9 laps)** 1 Bryn Beaurain (E30 320); 2 Steve Carter (E30 318) +4.864s; 3 Senna Osman (E30 321); 4 Waite; 5 Edd Giddings (320); 6 James Vickers (E30 320i). FL Waite 1m33.808s (90.41mph). P John Stonehouse (320i). S 20.

HRDC Touring Greats & TC63 (9 laps) 1 Ding Boston (Riley 1.5); 2 Mike Jordan (Austin A40) +0.480s; 3 Mark Daniell (Austin A40); 4 Neil Brown (Austin A35); 5 Gavin Watson (Alfa Romeo Giulietta Ti); 6 Glenn Pearson/Peter Dorlin (Jaguar Mk1). CW Jordan; Watson; Pearson/Dorlin; Paul Unsworth/Antony Ross (Alfa Romeo Giulia Ti); Bruce Chapman (Austin A35 Academy). FL Jordan 1m36.128s (88.23mph). P Jordan. S 22.

Super Mighty Mini & Mighty Mini (12 laps) 1 Scott Kendall (Super Mighty Mini); 2 Alex Comis (Super Mighty Mini) +0.314s; 3 Adrian Tuckley (Super Mighty Mini); 4 Louise Inch (Super Mighty Mini); 5 Steven Rideout (Super Mighty Mini); 6 Ben Butler (Super Mighty Mini). CW Greg Jenkins (Mighty Mini). FL Inch 1m38.498s (86.10mph). P Tuckley. S 16. **Race two (12 laps)** 1 Kendall; 2 Tuckley +0.066s; 3 Comis; 4 Inch; 5 Rideout; 6 Butler. CW Jenkins. FL Kendall 1m38.138s (86.42mph). P Butler. S 16.

HRDC Allstars, Academy and A Series (18 laps) 1 Pete Chambers (Lotus Cortina Mk1); 2 John Spiers (Lotus Cortina Mk1) +4.275s; 3 Ben Adams (Turner MkII); 4 Chris Morgan (Austin Mini Cooper); 5 James Dorlin (Austin Cooper S); 6 Peter Crewes (Austin Cooper S). CW Adams; Morgan; Ding Boston (Riley 1.5); James Colburn (Austin A30 Academy). FL Chambers 1m35.559s (88.75mph). P Spiers. S 31.

ANGLESEY: BRSCC BY DOM D'ANGELILLO — SEPTEMBER 24/25

Photo: Rachel Bourne

The trooper livery plastered on the PW Racing car proved to be more than just aesthetics as the team demonstrated extreme perseverance and grit over the course of the **Fun Cup Championship** double header at Anglesey, earning a maiden victory and a second place in the wintery conditions.

After drawing pole for the first three-hour race, Anthony Reid was able to build a strong gap to the chasing Sheradize UK car heading into the first round of pit stops. The lead was extinguished as the weather worsened though, with PW Racing's Paul Wighton struggling for pace in the strong wind and rain. Their misfortune was Sheradize UK and JPR UVio's gain, the frontrunners slowly beginning to excel in the tricky conditions where others were starting to fade.

By the halfway point, PW Racing were as far back as seventh, but were poised with their fastest driver, Reid, and had a tactical advantage up their sleeve. Despite a stop-and-go penalty for a pit lane infringement, his lap times had put PW just behind the third placed masters of the wet, JPR UVio, by the final stop. While leaders Sheradize UK and UVio were required to refuel, PW Racing didn't, meaning they had a shorter stop, coming out in the lead and cementing their victory. JPR UVio at the hands of Farquini Deott had looked set to pass Sheradize for second, but it proved too difficult as the Silverstone and Snetterton winners settled for third.

As the Fun Cup headed into the night for its second race, it looked as though it would be the same top three. JPR UVio, who had led from pole for most of the race under the floodlit circuit, had built a strong lead to Sheradize UK by the penultimate stop, but as Marcus Clutton took the helm of the silver 251 car, he began to eat two-seconds a lap out of UVio's 30-second lead, a gap that became a handful of seconds by the final stop.

But a last stint climax was not to be; a mechanical failure forced Sheradize UK to retire, allowing JPR UVio to seal a third win in four ahead of PW Racing, and Track Torque 2 Dominos.

Texan Chase Owen was a three-time winner in the **Formula Ford 1600 Northern Championship**; the Cliff Dempsey driver then opted for an early departure from the paddock along with seven other drivers. This left just six entrants in the final, non-championship race, in which Juicie Bruceie narrowly pipped Ivor Mairs to the chequered flag.

There was also a hat-trick of wins for reigning champion Michael Heath in the **XR Challenge**, he had a much better weekend than championship leader Greg Speight, who suffered from reduced power after blowing a head gasket in race one.

Simon Horrobin led a Specialized Motorsport 1-2 ahead of Sam Priest in the first race of the **Fiesta Championship**. It was the same top two in the second race that became a five-minute sprint after a lengthy red flag period brought on following a dramatic collision involving Jamie Going, Nathan Edwards and Aaron Thompson.


Owen scored a FFord hat-trick

In the **Fiesta Junior Championship** there was a first time victory for Callum Hawkins-Row in race one, though his joy was blighted somewhat after he lost his front-right tyre coming out of Corkscrew in race two, ending up in the tyre wall. Eventual winner Harry Gooding added to his second place in the first race, as he continues to extend his championship lead heading into the final two races.

RESULTS

Fun Cup Championship (116 laps) 1 PW Racing (Anthony Reid/Paul Wighton); 2 Sheradize UK (Pete Belshaw/Marcus Clutton) +6.841s; 3 JPR UVio (Graham Roberts/Farquini Deott); 4 Eco Racing 209 (Paul Abraham/Tom Mills/Paul Turner); 5 JPR Team OBR (Mark Burton/Eugene O'Brien); 6 Team Lane Roofing Evolution (Nigel Griffiths/Geoff Fawcett/Christopher Weatherill). Fastest lap PW Racing (Reid) 1m20.632s (69.20mph). Pole PW Racing. Starters 24. **Race two (111 laps)** 1 JPR UVio; 2 PW Racing +49.842s; 3 Track Torque 2 Rent Dominos (Chris Hart/Henry Dawes); 4 CCS Media (Nigel Greensall/Ciro Carannante/Bob Tomlinson/Alan Honarmand); 5 Eco Racing 209; 6 DespatchBay.com (Andy Bicknell/James Littlejohn). FL Sheradize UK (Clutton) 1m27.408s (63.83mph). P JPR UVio. S 23.

Formula Ford 1600 Northern Championship – Pre-'90 & Post-'89 (14 laps) 1 Chase Owen (Ray GR14/15); 2 Matt Round-Garrido (Van Diemen JL016K) +19.645s; 3 Matthew Cowley (Van Diemen JL13); 4 Tom McArthur (Van Diemen RF 89); 5 Jaap Blijleven (Reynard FF88); 6 Jamie Jardine (Reynard 84FF). Class winners McArthur; Jardine; Mario Sarchet (Van Diemen RF91). FL Owen 1m24.610s (65.95mph). P Owen. S 17. **Race two (13 laps)** 1 Owen; 2 McArthur +3.187s; 3 Round-Garrido; 4 Blijleven; 5 Cowley; 6 Jardine. CW McArthur; Sarchet; Edwin Hannah (Reynard FF84). FL Owen 1m12.150s (77.33mph). P Owen. S 18. **Race three (13 laps)** 1 Owen; 2 Cowley +9.010s; 3 McArthur; 4 Nick Barnes (Van Diemen RF87); 5 Neil McArthur (Van Diemen LA10); 6 Michael Beaver (Mondiale 84s). CW Cowley; Sarchet; Hannah. FL Owen 1m12.525s (76.93mph). P Owen. S 14. **Race four (12 laps)** 1 Juicie Bruceie (Reynard FF84); 2 Ivor Mairs (Mondiale 84S) +0.172s; 3 Hannah; 4 Aled Pennant (Van Diemen RF85); 5 Andrew MacGregor (Van Diemen RF86); 6 Ian Cowley (Reynard RS88). FL Mairs 1m14.442s (74.56mph). P Hannah. S 6.

XR Challenge (13 laps) 1 Michael Heath; 2 Steve Poole +2.402s; 3 Ralph Fernihough; 4 Michael Blackburn (Fiesta XR3i); 5 Ben Atkinson; 6 Lee Bowron (Escort XR3i). CW Blackburn. FL Poole 1m33.530s (59.66mph). P Heath. S 15. **Race two (13 laps)** 1 Heath; 2 Blackburn +3.127s; 3 Fernihough; 4 Poole; 5 Justin Roberts; 6 Lee Shropshire. CW Blackburn. FL Blackburn 1m23.388s (66.91mph). P Heath. S 15. **Race three (15 laps)** 1 Heath; 2 Roberts +1.237s; 3 Blackburn; 4 Fernihough; 5 Peter Lancaster; 6 Atkinson. FL Blackburn 1m22.815s (67.37mph). P Heath. S 15.

BRSCC Fiesta Championship (13 laps) 1 Simon Horrobin; 2 Sam Priest +4.467s; 3 Nathan Edwards; 4 Aaron Thompson; 5 Ryan Faulconbridge; 6 Lee Dendy-Sadler. CW Alastair Kellett (Zetec S); John Bateman (Fiesta Si); Luke Bannister (Zetec). FL Horrobin 1m19.059s (70.58mph). P Horrobin. S 24. **Race two (4 laps)** 1 Horrobin; 2 Priest +1.034s; 3 Myles Baker; 4 Kellett; 5 Tim Glover; 6 Stuart Robbins (Zetec S). CW Kellett; Bateman; Bannister. FL Horrobin 1m19.260s (70.40mph). P Horrobin. S 24.

BRSCC Fiesta Junior Championship (15 laps) 1 Callum Hawkins-Row; 2 Harry Gooding +2.242s; 3 Danny Harrison; 4 Bradley Burns; 5 Lewis Kent; 6 Jack Davidson. FL Harrison 1m21.358s (68.58mph). P Hawkins-Row. S 12. **Race two (15 laps)** 1 Gooding; 2 Harrison +9.437s; 3 Burns; 4 Davidson; 5 Nicholas Reeve; 6 Kent. FL Gooding 1m21.874s (68.15mph). P Hawkins-Row. S 11.

SPORTING SCENE

DRAG RACING

Robinson claims fifth Pro Modified crown

Santa Pod
By Ivan Sansom

Organiser: Santa Pod Racers Club **When:** September 24/25
Starters: 10

The sixth and final round of the MSA British Drag Racing Championship in the featured Pro Modified category had leader Andy Robinson looking to add a fifth title, with Bert Englefield aiming to take his second.

Qualifying would be a serious affair as the 10 entrants would need to be in the top eight if they wished to progress to race day.

Visitor Marco Maurischat topped it with a 6.1362s/227.19mph from his supercharged 53 Corvette; Robinson and Englefield slotted in at two and three respectively with passes in the 6.1s range as well, Bert being on personal best pace with a 6.1921s run.

Eliminations proved to be a tense and dramatic affair as Maurischat, Robinson, Englefield and outgoing champion Kevin Slyfield all progressed to the semis, Slyfield with a new personal best of 6.2807s/220.36mph while Robinson recorded the quickest pass of the round with a 6.1845s/232.46mph.

The semis had Slyfield improve to a 6.2679s/215mph to defeat a red-lighting Maurischat, whilst Englefield defeated Robinson with a 6.4395s/220.26mph but a fuel tank explosion in the braking area prevented him from returning to contest the final against Slyfield and handed the title to Robinson.

Results
Pro Modified quarters: Marco Maurischat (GER) 6.7902s/196.31mph def Wayne Nicholson (GBR); Kev Slyfield (GBR) 6.2807s/220.36mph def Bobby Wallace (GBR); Andy Robinson (GBR) 6.1845s/232.46mph def Roger Moore (GB); Bert Englefield (GBR) 6.5455s/215.12mph def Jean Dulamon (FRA). **Semis:** Slyfield 6.2679s/215.13mph def Maurischat; Englefield 6.4395s/220.26mph def Robinson. **Final:** Slyfield staged for win def Englefield (no show).

Photos: mkpics.net, Ken Reay and Colin Casserley

SOUTH AFRICA JOINS WORLD RALLYCROSS

New circuit to be part of the WRX roster from the 2017 season

By Hal Ridge

A new rallycross circuit at Cape Town in South Africa will host the final round of the World Rallycross Championship in 2017.

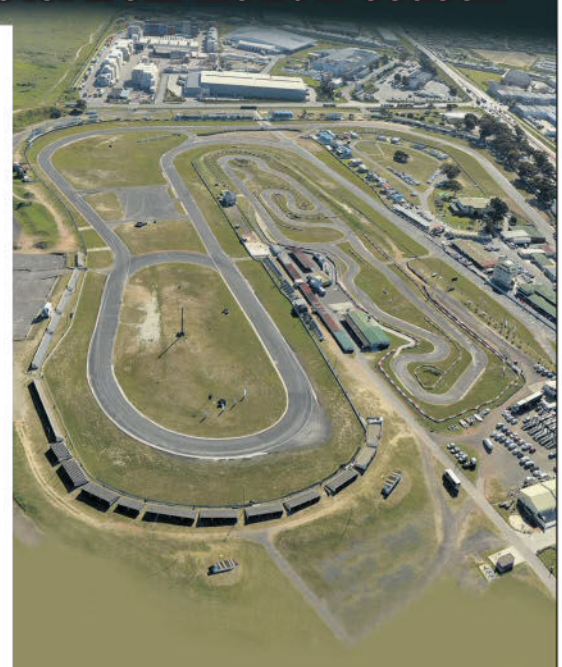
Series promoter IMG has revealed a multi-year deal with Killarney International Raceway to build a permanent rallycross track at the existing venue, situated near the famous Table Mountain.

The circuit is the 10th new venue that IMG has introduced to the sport since the creation of the World Championship for 2014. Away from its established homeland in Europe, so far World Rallycross has visited North America (Canada), South America (Argentina) and Asia (Turkey). Africa will be a new continent for the championship.

"Killarney is delighted to be hosting this first of its kind event in Africa. Our thousands of loyal fans and spectators, Cape Town and Table Mountain deserve no less," said Des Easom, executive manager of the circuit that hosted a non-championship Formula 1 race in January 1960.

"Rallycross is a thrilling, highly competitive form of racing with international appeal and media coverage," added Easom." We look forward to working with IMG and pooling our expertise and experience on the series of events. This is a great addition to our whole-year racing calendar and spectators can look forward to an international and world-class event."

It is not yet known if the new African round will replace one of the 12 existing events on the World RX calendar, or run as a 13th round. With the late addition of the Hockenheim round of the championship, the series had 13 events in 2015. This year's contest will be run over 12 rounds. The 2017 calendar is yet to be revealed.


The Killarney circuit in South Africa


Hines's BriSCA F1 racer

Hot Rod ace Christie to race F1 monster

Former National Hot Rod World Final winner John Christie will make his debut in a BriSCA F1 stock car at Birmingham Wheels in November.

The Northern Irishman, who won the Hot Rod title in 2013, will use the car of friend Paul Hines for the 2016 Gala Night event at the track.

"I had always wanted to drive an F1 car and then Paul found this chance for me – I am very grateful," said Christie. "We got to know each other when we were running cars at the Autosport Show one year. Now there is a chance."

Christie, who is second in the Northern Irish points, has never driven a 650bhp F1 stock car before. "It is going to be one hell of a baptism of fire," said Christie. "I am hopefully going to test the week before the event but I am not sure yet. I hope the rival drivers treat me gently, because some of the hits can be quite big. But racing an F1 car is something I really want to tick off my wish list."

Double champion Hylands considers his Hot Rod future after Tullyroan tyre slip up

British and National Hot Rod winner Adam Hylands has decided to sell his car and take a break from racing after picking up a two-event ban.

The Northern Irishman claimed the British title at Tullyroan recently to add to the National crown he won at Hednesford at the beginning of August. However, in the Leslie Dallas Trophy race at Tullyroan 10 days ago, Hylands was found to be running a non-registered tyre on his Vauxhall Tigra and he was pinged from the win and handed the two-race ban.

"I was going to try and qualify for next year's World Final at Ipswich because I love that event, but this ban makes it impossible now," said Hylands.

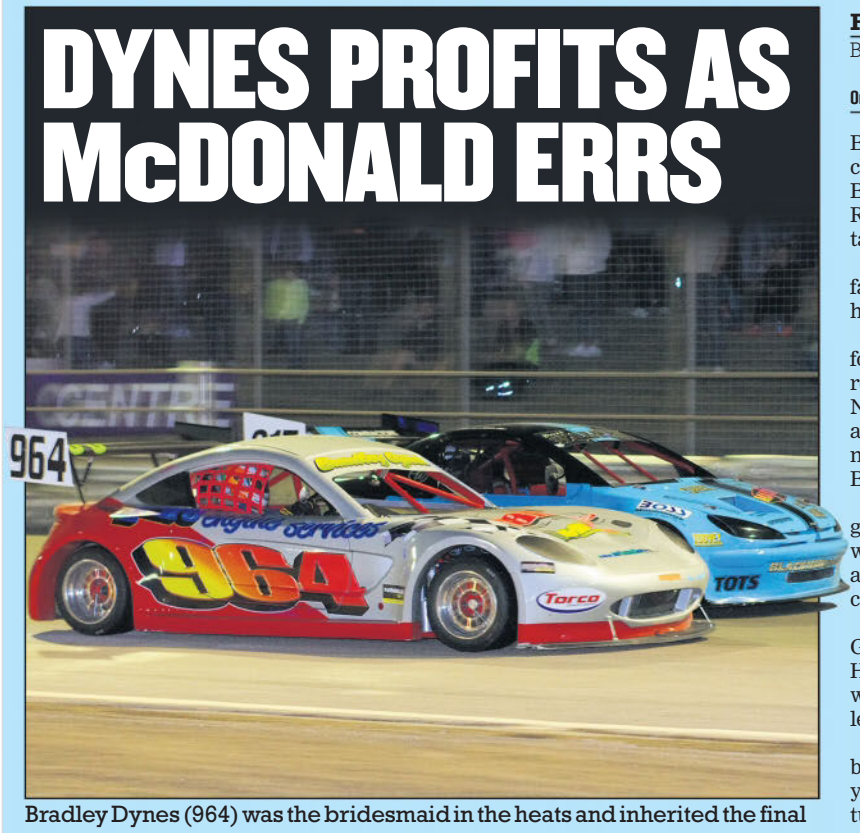
"I am gutted, as it was an innocent mistake as everyone was scrabbling around changing from wets to dry [tyres] just before the race. The penalty is pretty harsh. I am going to take some time out to think about what to do next."

● Rob McDonald also fell foul of the series' tyre rules at Foxhall Heath last weekend (*see report below*). McDonald had won the final on the road but was later thrown out in post-race scrutineering for running a non-registered tyre. McDonald has also picked up a two-event ban.


Hylands is selling his Hot Rod

NATIONAL HOT RODS

DYNES PROFITS AS McDONALD ERRS


Bradley Dynes (964) was the bridesmaid in the heats and inherited the final

Foxhall Heath
By Graham Brown

Organiser: Spedeworth **When:** September 24 **Starters:** 27

Brett Walter fought off a stiff challenge from the new Ginetta of Bradley Dynes to win both heats, before Rob McDonald bested both of them to take the final honours.

Within minutes however, McDonald failed a post-race tyre legality check, handing the win to runner-up Dynes.

Walter had his Peugeot planted on pole for the opening heat and ready to redress his disastrous day at Northampton last time out, while alongside him sat Dynes' immaculate new G40R, the latest offering from Carl Boardley's shop.

The duo disputed the lead from the green flag and remained at the head of what was to be something of a scrappy affair, with numerous spins and minor collisions marring the early going.

Several separate incidents left Mikey Godfrey in the barriers and Terry Hunn's Mazda limping around with what looked like a small fire in the left-front hub.

Walter had just started to gain a breathing space over Dynes when the yellows were out after a collision exiting turn four between Dave Garrett and Stuart McLaird sparked off a home straight crash that sent cars off in all directions.

Walter leapt away eagerly following the clean-up. But the hiatus seemed to have suited Dynes' car more than Walter's, and the Ginetta was swarming all over the Peugeot as they took the last lap board. Dynes was nearly past on the inside at turn two and put himself ahead at turn three, only for Walter to fight back and take the win by a matter of inches at the stripe.

It was much the same story up front for the second encounter.

Walter again got away first but with Dynes challenging hard until Walter began to draw clear. But when Walter began wading into traffic he struggled to get through, allowing Dynes to close in once more. Walter finally managed to escape the backmarkers and took the flag clear of Dynes again, their race-long chase having carried them half a lap clear of third man McDonald, although a penalty for contact put him back to fifth, elevating Ivan Grayson to third.

At the kick-off in the final Dynes managed to beat Walter away from the outside front row berth for the first time. McDonald – starting much closer to them this time – wasted little time in further relegating Walter as well.

Leaving Walter to try and fend off Gavin Murray and Carl Waller-Barrett, McDonald swiftly chased Dynes down, taking the lead with a confident swoop around the outside coming off turn two.

That was the end of it as far as the lead was concerned, with attention focusing on the intriguing places scrap for the rest of the race.

Murray and CW-B got the better of Walter and then spent many laps indulging in side-by-side racing, a battle which eventually allowed a charging Chris Haird to catch up and join in too. Waller-Barrett and Haird both got past and then closed in fast on Dynes' second place as the laps dwindled.

They had him all but boxed in behind a backmarker on the final lap but Dynes managed to escape the closing trap in sight of the flag to retain second spot and, ultimately, the win.

Results
Heat one: 1 Brett Walter (Peugeot 206cc); 2 Bradley Dynes (Ginetta G40R); 3 Danny Hunn (Mazda RX-8); 4 Shaun Taylor (Vauxhall Tigra); 5 Ivan Grayson (Vauxhall Tigra); 6 Rob McDonald (Vauxhall Tigra); 7 Shane Bland (Vauxhall Tigra); 8 Paul Frost (Vauxhall Tigra). **Heat two:** 1 Walter; 2 Dynes; 3 Grayson; 4 Dave Garrett (Vauxhall Tigra); 5 McDonald; 6 Gavin Murray (Vauxhall Tigra); 7 Bland; 8 Carl Waller-Barrett (Vauxhall Tigra). **Final:** 1 Dynes; 2 Chris Haird (Vauxhall Tigra); 3 Murray; 4 Walter; 5 Kym Weaver (Vauxhall Tigra); 6 Waller-Barrett; 7 Bland; 8 Taylor; 9 Colin Smith (Vauxhall Tigra); 10 Stuart McLaird (Vauxhall Tigra).
Points (after 4/17 rounds): 1 Haird 166; 2 Weaver 151; 3 Colin Smith 136; 4 Billy Wood 135; 5 Dick Hillard 131; 6 Layton Milsom 123.

Photos: Geoff Robinson, Colin Casserley, Hal Ridge

BRITISH HILLCLIMB CHAMPIONSHIP

MORAN AND MENZIES CLAIM WINS IN THE SEASON FINALE

Loton Park
By Eddie Walder

Organiser: Hagley and District Light Car Club **When:** September 24/25
Starters: 157

The man with nothing left to prove after 152 run-off wins over 13 completed seasons, six-times British Hillclimb champion Scott Moran, demonstrated his virtuosity by taking the penultimate run-off win of the season just as a short burst of rain threatened to snatch it from his grasp.

Later, a further shower did prevent him taking the last round of the year but a mere 0.02s separated winner Wallace Menzies, second place Will Hall and third place Moran to conclude a pair of thrilling shoot-outs.

Moran said: "It has been a hard season and I have decided only to partially defend the number one next year as my family deserve more of my time. That's not to say I won't try for title number seven at some time in the near future."

With the podium places already sewn up, the remaining top 10 numbers to be worn in 2017 were settled with only one change from post-Doune positions during the day as Eynon Price scored eight. That put him in to eighth overall, ahead of Ed Hollier, who could only manage two points. Price's co-driver Sean Gould achieved his first top 10 position since 1988.

Richard Spedding sealed his fourth spot during the first encounter and his is the highest number ever achieved in a modern motorcycle-engine car. Following the engine mounting fracture at Doune the entire rear bulkhead was replaced, with the same part taken from Jos Goodyear's similar car that has yet to be rebuilt after the severe crash in July last year.

Jason Mourant went into the event in 10th, only two points ahead of Alex Summers. Neither scored in the first encounter as each drove into the shortest of rain squalls on their respective runs. Later with the coveted 10 at stake, Mourant finished only one place behind Summers and that last number was his. He is the first Jerseyman ever to hold a top 10 place since the practice was introduced in the late 1960s.

Following his Doune shunt, Trevor Willis's car was not able to be fixed in time and with points now not vital, Will Hall kindly offered a guest drive in his brutal Force-AER. Willis was astonished by the car's kick-in-the-back acceleration and exceptional braking performance, but he was not entirely comfortable and his scoring was limited whilst Hall had his best result of the season.

Tin-top driver Colin Satchell retained the Hillclimb Leader's title for another year and scored the perfect nine points in each set of class runs. He added the bonus point for breaking the class record that had been set by Keith Murray in 2014. That record had been thought to be beyond a front-wheel-drive car as Murray drove a flat-floor turbocharged Audi 80 quattro built in the European Bergrennen style.

Results

Round 33: 1 Scott Moran (3.5 Gould-NME GR61X) 44.89s BTD; 2 Wallace Menzies (3.5 Gould-NME GR55) 45.05s; 3 Will Hall (2.0 Force-AER/XTec WH) 45.74s; 4 Dave Uren (1.3t Force-Suzuki PC) 46.09s; 5 Sean Gould (1.6 Gould-Suzuki GR59) 46.47s; 6 Trevor Willis (2.0 Force-AER/XTec WH) 46.54s; 7 Richard Spedding (1.6 GWR-Suzuki Raptor) 46.75s; 8 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 46.80s; 9 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 46.83s; 10 Eynon Price (1.6 Gould-Suzuki GR59) 46.86s; 11 Jason Mourant (4.0 Gould-Judd GR55) 47.75s; 12 Alex Summers (3.5 Gould-Cosworth GR55) 48.52s.
Round 34: 1 Menzies 46.44s; 2 Hall 46.45s; 3 Moran 46.46s; 4 Price 48.21s; 5 Uren 48.33s; 6 Spedding 48.69s; 7 Summers 49.46s; 8 Mourant 50.63s; 9 Gould 52.27s; 10 Willis 53.26s; 11 Tomlin 55.92s; Fail Simon Marsh (1.3s DJ-Suzuki Firestorm).
Class winners: Richard Brant (2.0 Renault Clio 172 Sport) 62.60s; Jamie Powell (2.0t Mitsubishi Evo 5) 58.15s; Allan Warburton (2.5 Caterham-Duratec) 55.69s; Brad Drowne (1.4 Citroen AX) 60.45s; Colin Satchell (2.0 Peugeot 205 GTI) 54.62s Rec; Mike Turpin (2.2s Vauxhall VX220) 55.88s; Ash Mason (1.3s Westfield-Suzuki) 53.37s; Derek Kessell (1.4 Maguire Mini) 58.98s; Allan McDonald (2.4t Morris Mini Evo) 54.07s; David Tatham (0.6 Terrapin-Honda M41A) 54.06s; Martin Jones (1.0 Dj-Suzuki Firehawk) 49.62s; Roger Moran (1.6 Van Diemen RF92) 59.24s; Spedding 46.20s; Tim Davies (2.0 Pilbeam-Millington MP88) 48.22s; Uren 46.41s; Scott Moran 45.20s.
Points (after dropped scores) round 34/34: 1 Scott Moran 271; 2 Willis 248*; 3 Menzies 238; 4 Spedding 159; 5 Uren 148; 6 Will Hall 123; 7 Gould 103; 8 Price 89; 9 Hollier 88; 10 Mourant 70.


Wallace Menzies won final run of the year

Scott Moran had nothing left to prove, but did so anyway with a stellar time in the first run-off

BRITISH RALLYCROSSS CHAMPIONSHIP

O'Donovan's day, but Rooke's title

Pembrey
By Hal Ridge

Organiser: BARC/LHC **When:** September 25 **Starters:** 58

Just seven months and seven events after stepping aboard a Supercar for the first time, 19-year old Dan Rooke became the youngest British Rallycross champion yet in only his second year in the category.

Rooke finished second to winner Ollie O'Donovan at the penultimate round of the series at Pembrey. Those points put Rooke far enough ahead of title-rival Julian Godfrey that even if he fails to start the final round at Croft next month, he cannot be beaten.

Rooke's age means that he beats the previous youngest champion Michael Shield, who won the title driving an MG Metro 6R4 in 1989 aged 23.

O'Donovan won his first event of the season at Pembrey, despite starting from the back row of the grid, on a weekend sandwiched between European Championship outings for the Irish driver. The 2007 champion took the lead at the first corner, as polesitter Dave Bellerby ran wide and four cars headed straight for the joker lap. They included Kevin Procter, Rooke, Godfrey and Andy Grant.

Rooke had to fight his way through the pack, having started on the outside of the front row due to a difficult run in Q1 and Q2 before setting fastest time in Q3.

O'Donovan led the final throughout. After taking his joker at the fourth opportunity, the Ford Focus driver had to fend off the attentions of Rooke in the closing stages. Not driving with the demeanour of a man carefully trying to wrap up the biggest prize in British rallycross, teenager Rooke pushed O'Donovan hard. The pair finished just 0.006s apart at the line.

Bellerby had his best appearance of his maiden Supercar campaign. He was inside the top three qualifying times all day and fastest of all in Q2. He completed the podium.

Steve Harris finished fourth with Steve Hill fifth and Godfrey, who has been beaten to the title for the first time in his six-year Supercar career, sixth. Procter's miserable run of fortune continued when his Ford Fiesta lost oil pressure in the final.

"I don't know what to say," said Rooke. "I'm absolutely over the moon about the championship but it hasn't really sunk in yet to be honest."

The **SuperNational** final was a frantic affair. Top qualifier Guy Corner won the race on track, ahead of Mike Howlin and Todd Crooks, but the result remains provisional.

Paige Bellerby had taken the lead early in the race but spun out of contention after contact and crossed the finish line fourth. Sam Jones extended his lead in the **Junior Rallycross Championship** with victory, while Chrissy Palmer sealed his second **RX150** title in a row by winning his seventh event in a row. Jack Brown won the **Swift Sports**.


O'Donovan heads Rooke

Results

British Rallycross (6 laps): 1 Ollie O'Donovan (Ford Focus) 5m30.589s; 2 Dan Rooke (Citroen DS3) +0.006s; 3 Dave Bellerby (Ford Fiesta) +3.363s; 4 Steve Harris (Citroen DS3) +11.994s; 5 Steve Hill (Mitsubishi Lancer) +12.640s; 6 Julian Godfrey (Ford Fiesta) +14.282s.
SuperNational Rallycross (6 laps): 1 Guy Corner (Peugeot 206) 6m03.799s, 2 Mike Howlin (Ford Fiesta) +7.539s; 3 Todd Crooks (BMW Mini); 4 Paige Bellerby (Lotus Exige); 5 Gary Dixon (Vauxhall Astra); 6 David Ewin (Ford Fiesta).
Junior Rallycross (6 laps) (All 1.3 Suzuki Swift): 1 Sam Jones 6m53.844s; 2 Matt Rainbow +2.634s; 3 Tom Constantine; 4 Tom Middleton; 5 Morgan Wroot.
BMW Mini (6 laps): 1 Kris Hudson 6m11.009s; 2 David Bell +1.961s; 3 Keifer Hudson; 4 Martin Hawkes; 5 Bradley Durdin; 6 Frankie Helliwell.
Suzuki Swift (6 laps): 1 Jack Brown 6m16.552s; 2 Simon Ovenden +1.425s; 3 Luke Woodham; 4 Chris Woollett; 5 Andrew Hawkes; 6 Ben Tuck.
RX150 (6 laps): 1 Chrissy Palmer 5m52.646s; 2 Osian Pryce +5.117s; 3 Stephen Jones; 4 Jake Harris; 5 Krik Langley; 6 Mitchel Flaherty.
Hot Hatch (6 laps): 1 Robert Potyra (Citroen Saxo) 6m24.755s; 2 Tomasz Wielgosz (Peugeot 106) +1.367s; 3 Michael Labedz (Citroen Saxo); 4 Graham Rumsey (Citroen Saxo); 5 Mark Henry (Alfa Romeo 156).
Super1600 (6 laps): 1 Paul Coney (Vauxhall Corsa) 6m02.019s, 2 Tristan Ovenden (Suzuki Swift) +8.470s, 3 Phil Chicken (Citroen C2), 4 Craig Lomax (Citroen C2).

BriSCA F1

Speak keeps his shootout hopes alive with win

King's Lynn
By Colin Casserley

Organiser: Trackstar **When:** September 24 **Starters:** 42

It was a case of deja vu at King's Lynn on Saturday night as Rob Speak collected his second consecutive Shootout win with Frankie Wainman Jr and Paul Harrison following him home, the same three drivers that made up the podium a week ago.

Adam Bamford grabbed the lead on the initial start but, following a yellow flag, John Dowson Jr muscled his way into the top spot.

Further back Speak was slicing his way through the field and just after the halfway point Speak barged Dowson wide.

With the laps winding down, Wainman moved into second but was unable to close the gap on the leader. Dowson crossed the line third but was docked two places when he was judged to have jumped the restart, handing third to Harrison.

"Two wins in a row: now that I am no longer the world champion, it seems that the gold-top jinx has been lifted!" said Speak. "I got a good start and managed to deal with Dan Johnson and a few others quickly. I didn't want to get caught up in a battle with them, that just slows you down and makes it hard to catch the lower graders. I had to deal with Dowson quickly, because it only tales a couple of bad corners and the following pack will soon catch up."

Wainman said: "I am made up with second place. I got caught up with Mick Sworder early on so I am well chuffed with that result. Starting right at the back of the field is hard. By the time I got through the traffic Speak was gone, I pushed as hard as I could but just couldn't get close to him."

Harrison, who is tied for first place in the Shootout with Wainman, said: "I feel for John Dowson: I have lost a few podium places like that, so I know how he feels. Sometimes it goes for you, sometimes it doesn't. My car was tight to start with but came good as the track dried out. It is early days in the shoot out, there is a long way to go but I am in the mix."

Results

1 Rob Speak; 2 Frankie Wainman Jr; 3 Paul Harrison; 4 Nigel Green; 5 John Dowson Jr; 6 Will Hunter; 7 Paul Hines; 8 Dan Johnson; 9 Mat Newson; 10 John Lund


Speak (318) took the King's Lynn win

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MN SAYS...

Breen's biggest challenge

Irishman will be under the spotlight this weekend



While most of the eyes on Rally France will be on Kris Meeke's charge for a third successive victory and his battle at the front with Sebastien Ogier, there will be just as much pressure on Meeke's Citroen team-mate Craig Breen.

He has already made a breakthrough with a podium in Finland, one of the toughest events on the calendar, but now he will be tackling his first event on asphalt in a World Rally Car. It will be a whole new challenge for him, and there are some envious eyes looking on at his performance.

Given the effort Citroen has put in to its 2017 challenger, it looks like it is going to be one of the hottest seats in the service park next season. The scramble to become Meeke's team-mate involves a number of drivers, and a lot with more experience than the Irishman.

But, if Breen can hit the ground running in France, he has just as much right to the drive as anyone else. This is probably the biggest rally of his career to date.

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

MN.LETTERS@HAYMARKET.COM

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



James Lomax was at Donington to snap Allcomers races



Vauxhall Nova gravel rallying action by Andrew Lees



Will Jones took this fine shot of a three-wheeling Escort



Rich Cranston spotted this unlucky Ginetta Jr moment



Neil Ormston caught Ingram and Cook's tight BTCC tussle



Two Novas on one page... this one is from by Nick Darkin

LETTERS



Motorsport News, September 21

Penalty kick

I have just seen that Triple Eight Racing is appealing against Josh Cook's exclusion from the opening British Touring Car Championship race at Silverstone (*MN, September 21*).

That made me think that there's potentially a problem with the current regulations where the results of one race have a direct effect on the next.

If, for example, this appeal was successful I presume Cook's result would be reinstated (potentially a race win here).

However, given that due to this exclusion on the day, he had to start race two at the back (with ballast) rather than the front row. This penalty in reality completely wipes out his day.

On this occasion the driver isn't really going for the championship but if it had been, for example, Gordon Shedden or Sam Tordoff and the same penalty was applied and subsequently successfully appealed, the outcome of the championship could be massive, especially when it's so tight between the leaders.

Is it time for each race to stand alone? With any penalties applying only to the race in question rather than having a potential day-ending knock-on effect?

Sam James
Via email

British joy

It's been really good to see the British Rally Championship back, and back with a bang this year.

After many years in the doldrums and falling entries, this year has been a breath of fresh air.

Ben Taylor and Iain Campbell, who've been the driving force behind the new series, the media team of Jonathan Gill and Ben Buesnel of MPA Creative, event organisers, officials and all the competitors should take a bow. It has shown that there's not much wrong with British rallying.

You've only got to look at the quality and quantity of the Manx entry list, when you had Craig Breen and Mark Higgins there to challenge Elfyn Evans, Fredrik Ahlin, Tom Cave and the rest to see the level of interest in quality events.

For one who grew up watching the likes of the legends, Ari Vatanen, Markku Alen, Hannu Mikkola, Bjorn Waldegaard and a host of other Scandinavian drivers here to do the quality events back then, its been good to see the same thing happening again. I hope this trend continues in 2017.

Paul Willetts
Via email

Benyon's travels

I presume someone paid for Jack Benyon to go to the Rally Isle of Man, in so much as the ferry or flight (*MN, September 21*).

As one who was at the event, would Jack please consider the cost that has to be faced by spectators in purely crossing to the Isle of Man.

Not a lot of change out of £200 for the return fare on the ferry, which in my case is equivalent to about 165 litres of fuel.

Based on my car averaging more than 12 miles per litre (54mpg), the ferry fare is the equivalent of travelling over 1950 miles to rallies or other motorsport activity.

While I live north of Watford, the mileage to an average rally, return, is less than 500 miles. Put simply, do I do four rallies across the mainland of England, Wales and Scotland or do I traverse the Irish sea to Douglas?

The spectator issue could be solved at a stroke, half the ferry prices during the event (and the Manx National), but as long as the ferry company can fill the limited number of ferries, they are happy and the spectators will stay away.

Bob Wright
Leeds

Fan zone

The sport has decided it doesn't want spectators. The rally fans have decided they don't want the sport as it has become.

The message has gone out that spectators are only allowed in official "spectator areas".

Unless there are permanent barriers, spectator areas (see Blue Book E 2.4) must be 60 metres from the track, not on corners and if anyone strays outside these designated areas the event has to be stopped.

Rally fans became fans precisely because they could get close to the action, spattered by mud and stones, and sometimes even drag cars out of a ditch.

Without that rawness, why would you bother?

Martin Shaw
Via email

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TV GUIDE

The Malaysian Grand Prix being held in October seems a bit out of place, following its switch from a traditional early season slot. To help you get into the mood for this year's edition, Sky Sports are showing two **F1 Classic races** on Wednesday and Thursday this week.

First up is the 2002 race, that featured a controversial clash involving who else but Michael Schumacher (2100-2315hrs, Sky Sports F1), while in 2003's instalment on Thursday you can see the first win of a future champion (2100-2315hrs, Sky Sports F1).

If you want an American theme to your single-seater action then there's highlights from the recent **Indy Lights** finale from Laguna Seca (Thursday, 1830-1930hrs, BT Sport 2).

For rally fans, there's coverage of the dramatic **BRC** finale. To see champion Elfyn Evans take on Mark Higgins on Rally Isle of Man tune in on Thursday (1630-1730hrs, BT Sport 1).

But if you want something a bit different then there are highlights from the recent **Super One** karting event at Shenington to see some stars of the future. Catch the action on Monday evening (1925-2100hrs, Motors TV).



Isle of Man: recapped on Thursday

LIVE TV



Petit Le Mans is live

IMSA: Petit Le Mans
■ **Race:** Saturday, 1600hrs, online at imsa.tv

European F3: Imola
■ **Race one:** Saturday, 1000-1100hrs, Motors TV
■ **All races:** fiaf3europe.com

NASCAR Sprint Cup Series: Dover
■ **Race:** Sunday, 1830-2230hrs, Premier Sports TV

Blancpain Sprint Series: Barcelona
■ **Race:** Sunday, 0800-0900hrs, BT Sport 2

British Touring Car Championship: Brands Hatch
■ **The day's action:** Sunday, 1015-1830hrs, ITV4

LIVE WRC TV

WRC on TV: Rally France, Corsica BT Sport

Friday
■ **End of day review:** Friday, 2200-2230hrs, BT Sport 1

Saturday
■ **End of day review:** Saturday 2145-2215hrs, BT Sport 3

Sunday
■ **SS10:** Sunday, 1100-1200hrs, BT Sport 1
■ **Highlights:** Sunday, 2215-2245hrs, BT Sport 1

Motors TV (end of day reviews)
■ **Friday:** 2235-2305hrs
■ **Saturday:** 2235-2305hrs
■ **Sunday:** 2235-2305hrs

Channel 5
■ **Highlights:** Monday, 1900-2000hrs

■ Daily reviews and live action available on plus.wrc.com

LIVE F1 TV

Malaysian Grand Prix Sky Sports F1 HD coverage
■ **Drivers' press conference:** Thursday 0800-0830hrs
■ **FP1:** Friday 0245-0450hrs
■ **FP2:** Friday 0645-0855hrs
■ **Team principals' press conference:** Friday 1030-1100hrs
■ **The F1 Show live:** Thursday 1100-1130hrs
■ **FP3:** Saturday 0645-0815hrs
■ **Qualifying:** Saturday 0900-1135hrs
■ **Race:** Sunday 0730-1030 hrs
■ **Highlights:** Monday 1700-1800hrs

Malaysian Grand Prix Channel 4 HD coverage
■ **FP1:** Friday 0255-0440hrs
■ **FP2:** Friday 0655-0840hrs
■ **FP3:** Saturday 0655-0805hrs
■ **Qualifying:** Saturday 0900-1130hrs
■ **Race:** Sunday 0700-1045hrs
■ **Highlights:** Sunday, 1650-1930hrs

GP2: Kuala Lumpur
■ **Practice:** Friday, 0905-0940hrs, Sky Sports F1 HD
■ **Qualifying:** Friday, 0855-0930hrs, Sky Sports F1 HD
■ **Race one:** Saturday, 0445-0615hrs, Sky Sports F1 HD
■ **Race two:** Sunday, 0415-0530hrs, Sky Sports F1 HD



Vettel aims to win again

GP3: Kuala Lumpur
■ **Qualifying:** Friday, 0930-1030hrs, Sky Sports F1 HD
■ **Race one:** Saturday, 0325-0425hrs, Sky Sports F1 HD
Race two: Sunday, 0300-0400hrs, Sky Sports F1 HD

LISTINGS

RACING

SATURDAY

■ **Castle Combe, Wilts**
Autumn Classic: Austin Healeys, 500cc F3, Pre-War Sports, FISCAR, Pre '66 Touring Cars, Pre '66 Jaguars, Aston Martins **Starts** racing from 1240hrs (qualifying from 0830hrs) **Admission** adult £15, child free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

■ **Oulton Park, Cheshire**
BARC meeting: Britcar Endurance, Britcar Production, NW Sports/Saloons, Karts **Starts** racing from 1140hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 900

■ **Silverstone, Northants**
MSVR meeting: Aston Martin GT, Inter Marque, Innes Ireland Cup, 50s Sports Cars, Pre-War Team Challenge **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** £10 **Web** silverstone.co.uk **Contact** 08704 588260

■ **Kirkistown, N.Ireland**
Martin Donnelly Trophy: FF1600, Saloon and GTs, Road Sports, Ford Fiestas, Formula Vee, Stryker Sportscars **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 child free **Web** kirkistown.com

SATURDAY /SUNDAY

■ **Brands Hatch, Kent**
BTCC meeting: BTCC, Formula 4, Porsche Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1400hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** adult £33, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Snetterton, Norfolk**
MGCC meeting: Four-Hour Relay, Morgans, Quaife Saloons, Tin Tops, MG Trophy, Peter Best MG, MG Metro, Midget and Sprite, BCV8, Thoroughbred Sports **Starts** Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Donington Park, Leics**
750MC meeting: Historic F3, Toyota MR2, RGB, Roadsports, Bike Sports, Civic Cup, Sport Specials, Stock Hatch, Hot Hatch, 5Club MX-5, Tegiwa M3, Classic Interseries **Starts** Saturday, racing from tba (qualifying from 0905hrs) Sunday, racing from tba (qualifying from 0905hrs) **Admission** adult £17 **Web** Donington-park.co.uk **Contact** 01332 810048

SUNDAY

■ **Knockhill, Fife**
SMRC meeting: Mini Cooper, Fiestas, FF1600, Classic Sports and Saloons, Legends Cars, Sport and Saloons, BMW Compacts **Starts** racing from 1100hrs (qualifying from 0900hrs) **Admission** adult £13, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

RALLYING

FRIDAY/SATURDAY

■ **Pickering, Yorkshire**
Trackrod Historic Cup Starts 1901 **Admission** free **Web** trackrodmotorclub.co.uk

■ **Pickering, Yorkshire**
Trackrod Rally Yorkshire Starts 0931hrs **Admission** free **Web** trackrodmotorclub.co.uk

SATURDAY/SUNDAY

■ **County Cork, Ireland**
Cork '20' International Rally Starts 0800 **Admission** free **Web** munstercarclub.com

SPORTING SCENE

SATURDAY

■ **Coventry Stadium, West Midlands**
BriSCA F1 Starts 1830hrs **Admission** adults £20, seniors £15, students £15, children (11-15) £5, children (under 11) free **Web** f1stockcars.com/coventrystox.com

SATURDAY/SUNDAY

■ **Anglesey, North Wales**
British Sprint Championship Starts tba **Admission** tba **Web** britishsprint.org

Details correct at time of press

NEXT WEEK — OUT WEDNESDAY OCTOBER 5

WHO WILL BE THE KING OF THE BTCC?

FULL REPORT FROM THE TIN-TOP SHOWDOWN





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H/D Bronze Bush Steering Rack	255.00
Grp4 Steering Joint Cast	15.00
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Bilstein Coil Over Damper	146.00
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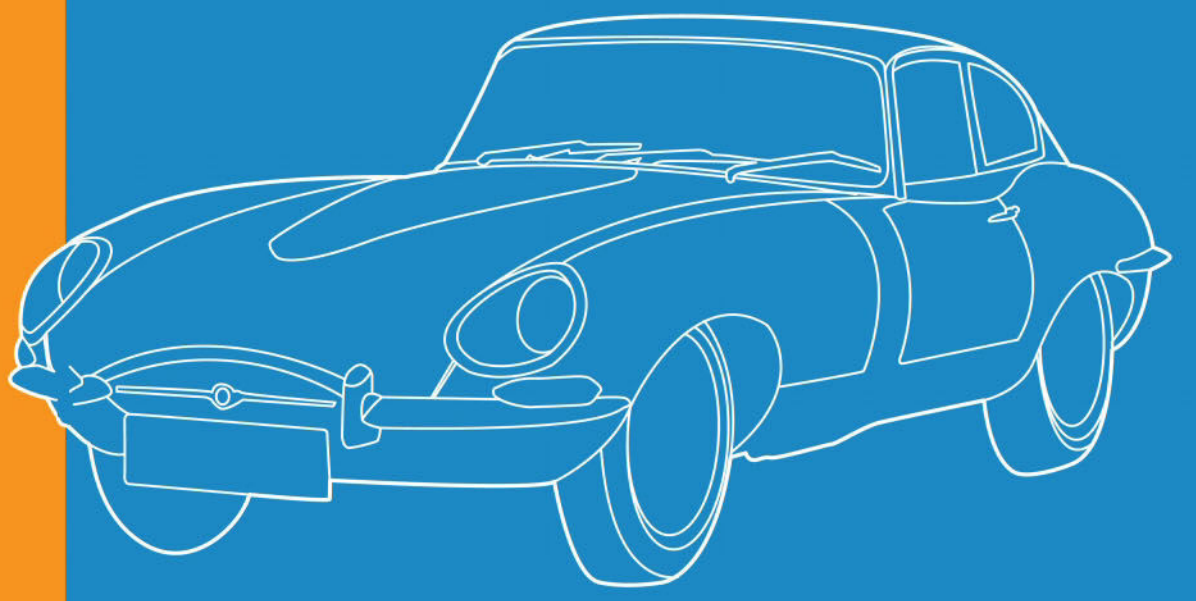
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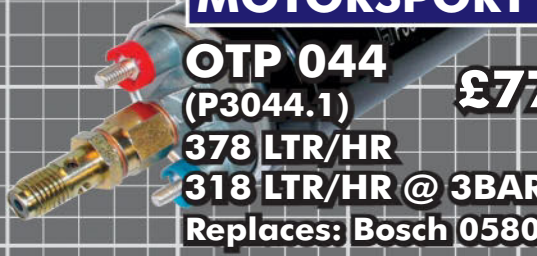
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