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(FRIDAY NOVEMBER 22 | 15:30 - 18:00 MEDIA PREVIEW)

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MOTORSPORT NEWS

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THE TITLE FIGHT

McRAES DRIVE McRAE'S ICONS



THE ULTIMATE FAMILY GET TOGETHER P12

THE BRITIS

THE HOMETOWN HEROES P15

PLUS: ■ ROUTE GUIDE ■ ENTRY LIST ■ GB NATIONAL BATTLERS



EVANS GUNNING TO WOW HOME FANS



By David Evans

Home hero Elfyn Evans has been told to push his brand new Ford Fiesta WRC to the limit in pursuit of an M-Sport hat-trick at Wales Rally GB this week.

The advice to Evans – himself chasing a second home win in three years – came from M-Sport managing director Malcolm Wilson.

Wilson told MN: “Elfyn’s done it before, he can do it again. He’s got the speed and so has the car. It’s going to be a fantastic event.”

Full story, p2-3



THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS



LEWIS GATECRASHES FERRARI'S RUSSIAN ROUT

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Evans and co-driver Scott Martin (r) have already scored two podiums during the 2019 campaign



Welshman's last outing was on Rally Estonia

EVANS: I'LL ANOTHER

Returning Welshman gunning for a glorious

By David Evans

Back from injury and competing for the first time since July, hometown hero Elfyn Evans will go route one in pursuit of a second Wales Rally GB victory this week.

The Welshman admits he might be short on match practice having missed the last three rounds of the World Rally Championship, but his absence from a title fight has given him clarity ahead of the Llandudno-based event.

"I don't care what's going on at the front in terms of the championship," he told Motorsport News. "I'm ninth or something like that, so I'm just going to go for it. I'm only interested in what I'm doing."

Asked what sort of tactics he expected from the trio of title protagonists – Ott Tänak, Sebastien Ogier and Thierry Neuville – Evans replied: "It's hard to know. Seb and Thierry need to push to make up the gap, but there's three rallies left and nobody will want to be throwing

any points away. They can do what they want, I've just got to get on with what I'm doing. I've had a bit more time than usual to prepare for this week; usually it's a case of getting home from the previous round and fitting in as much work as you can before getting back in the car and heading to the rally.

"I've been able to spend some more time on the onboards and things. This is probably the longest I've been out of the car since I've been with M-Sport and I'm honestly really excited about getting back to it."

Evans injured his back at Rally Estonia three months ago, but was given the all-clear for a return last month. The 2017 Wales Rally GB winner drove a rally car again the week before last and was in Wales to test the Ford Fiesta WRC in the middle of last week.

"I did two half-days in the [Ford Fiesta] R5 car at Greystoke," said Evans. "That was great and the [R5] MkII felt fantastic, but it was so good to be back in the World Rally Car."

Testing close to Bala, Evans benefited from mixed weather, allowing him to test the full range of settings for the Fiesta.

"We got a full day in," he said. "We started at nine and ran into the darkness and I'm really happy with the way it went. We found a good mix of corners on the road we were on – there was some quick stuff and some more tight and twisty bits."

Evans admitted he's hoping to end an apparent Welsh test jinx on M-Sport winning its home round.

M-Sport managing director Malcolm Wilson joked: "I told him,



BEHIND THE WHEEL OF McRAE'S LEGENDARY CARS

HEADLINE NEWS

Photos: mcklein-imagedatabase.com



Evans will be pushing to the limits this weekend

BE FLAT OUT FOR GB VICTORY

comeback to M-Sport's line-up

when we win, it's because we tested in Cumbria. It's true. It was that way with Marcus [Gronholm] and when Elfyn won a couple of years ago."

Ogier did manage a victory for M-Sport last year, having tested in Bala.

"I know all about that story," said Evans. "And if I don't win this year I think I'll listen to MW and never test in Wales again!"

Ninth into Friday's first loop of forest stages, Evans knows the weather could work against him this week, with the preferred place on the road somewhere in the top three.

"I'm not thinking about that," he said. "I can't change it, so what's the point? If the weather is wet and sh*tty, it'll be tough, but like I told you before, I started from a crap place on the road last year and I was running second after the first loop on Friday. I'm just going to get on with it."

M-Sport chief Wilson said the Cumbrian factory team had done all it could for Evans.

"He's got a new car and we just

want him to go out there and use it," Wilson told MN. "We've seen the car's got the speed to win in Wales – we've done that for the last two years – and we've seen how Elfyn's matured and developed in the last few years. He knows what he's capable of. Basically, the advice from us is to go out, put the thing on its door handles and drive it as hard as he can. He's got nothing to lose and he's going to give it everything."

While Evans will revel in huge support at home, the Myherin test won't be quite the same with fans unable to reach 'Elfyn's Corner' this time around.

"That's a shame," said Evans. "It's a tricky one, the stretch of road we're using is fantastic with the hairpins down to the finish, but that was the car park for that corner in the last couple of years."

"I've been flattered [by the team behind Elfyn's Corner], but I'm so lucky to have amazing support all around this rally and it really does help. The lift from seeing the flags and seeing the people all around the place is really nice.

I have to thank them for that."

M-Sport team principal Richard Millener will be looking after three factory Fiestas this week, with Teemu Suninen and Pontus Tidemand joining Evans, but the start can not come soon enough.

"I have been looking forward to this one all year," said Millener. "There's always something special about competing at home and this was the first WRC event I ever watched – so to come here looking after the team is a really special experience for me."

"It's also fantastic to have Elfyn back with us. Teemu came into his own in Germany and Turkey, but there's nothing quite like Elfyn's experience – especially in Wales – and it's a big boost for us all to have him here. All three drivers have a pretty good track record in the Welsh forests."

Teemu won the event as part of the WRC 2 Championship in 2015, and Pontus has never finished lower than second in WRC 2. As for Elfyn, well we all know what he is capable of at home."



Evans claimed his first victory in the World Rally Championship on Wales Rally GB in 2017

2019 WALES RALLY GB PREVIEW

THE LINE-UP OF TALENT TO SHINE IN THE WELSH

We go through the leading lights of the WRC that are set to do battle. By **David Evans**

TOYOTA GAZOO RACING



Toyota Gazoo Racing Yaris has been the form machine



Ott Tanak

Nationality: Estonian
Age: 31
Co-driver: Martin Jarveoja
Car #8
WRC debut: Portugal 2009
GB starts: 8
Best GB result: 2nd (2016)
WRC starts: 103
WRC wins: 11

Until he retired, the Estonian dominated last year's Rally GB like he has dominated the World Rally Championship for the past 18 months. Has to start as a favourite and, if the car holds, then he should be expected to pick up where he left off (comfortably in the lead) in Sweet Lamb last season. He's found that place where he can win stages for fun and make winning rallies look entirely straightforward. On top of that, if it's wet he's in the best place on the road on Friday.



Kris Meeke

Nationality: British
Age: 40
Co-driver: Sebastian Marshall
Car #5
WRC debut: GB 2002
GB starts: 10
Best GB result: 2nd (2015)
WRC starts: 102
WRC wins: 5

As his late mentor Colin McRae did, Meeke enjoys huge support on his home round of the championship. And on paper this is an event that should suit the Dungannon man's attacking and committed style of driving – there is *some* grip in those roads if you're prepared to risk a little bit to find it. Second here four years ago, a win is overdue for the Toyota star – but his chances hinge, like those around him, on the conditions on the opening day.



Jari-Matti Latvala

Nationality: Finnish
Age: 34
Co-driver: Miikka Anttila
Car #10
WRC debut: GB 2002
GB starts: 17
GB wins: 2 (2011, 12)
WRC starts: 206
WRC wins: 18

Like Ari Vatanen and Markku Alen that have gone many years before him, Jari-Matti Latvala is a Finn who has found his way to the hearts of British rally fans. Why? It's probably something to do with the fact that there's barely enough room for sponsor's logos on his overalls, his heart takes up so much space... He's a hard trier and a survivor as well as a very, very fast rally driver. Not to mention a bobbler and the absolute gentleman of rallying.

HYUNDAI MOTORSPORT



Hyundai is desperate for a manufacturers' crown



Thierry Neuville

Nationality: Belgian
Age: 31
Co-driver: Nicolas Gilsoul
Car #11
WRC debut: Spain 2009
GB starts: 7
Best GB result: 2nd (2017)
WRC starts: 108
WRC wins: 11

Rally GB's about inconsistent grip and changeable conditions and, to get the best out of those sorts of characteristics, a driver has to be adaptable and pragmatic. Thierry Neuville grew up and cut his teeth on Belgian roads offering such challenges. Granted, that was on Tarmac, not gravel, but he's a driver on the same wavelength as GB and he's definitely a potential contender. And he's 30 points down on the championship lead, so he has absolutely nothing to lose.



Craig Breen

Nationality: Irish
Age: 29
Co-driver: Paul Nagle
Car #42
WRC debut: Portugal 2009
GB starts: 8
Best GB result: 4th (2018)
WRC starts: 60
Best result: 2nd

Like Hayden Paddon, it's utterly ridiculous to think that this bloke's been on the bench (apart from in Finland) this season. Twelve months ago he went into Sunday just 13.5s off the lead of Rally GB. A spin in Gwydir left him fourth at the finish, but the Irishman has real potential on these stages. The question is, will he be allowed to push? He's wearing blue and orange in Wales and he has a job to do for Hyundai this week and might have to look after others.



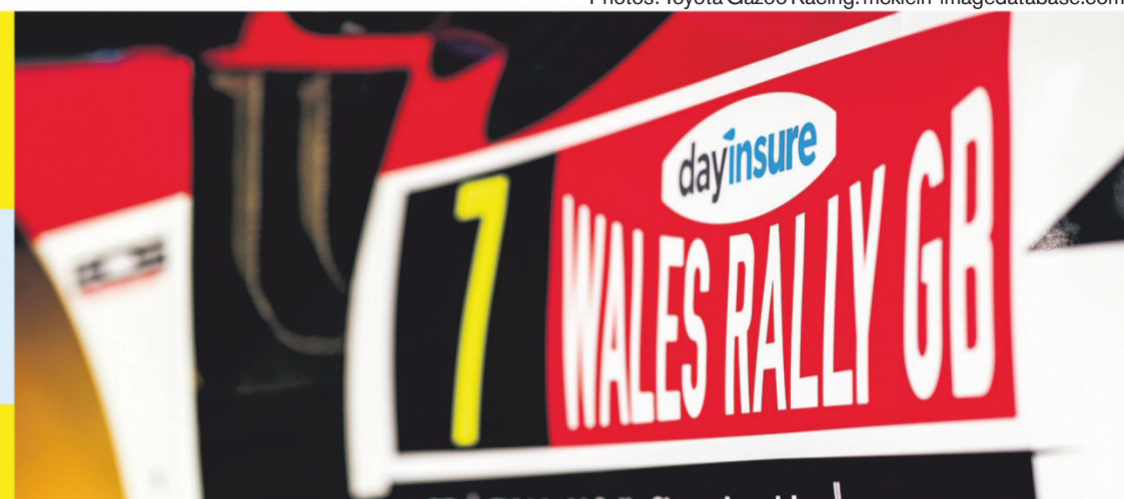
Andreas Mikkelsen

Nationality: Norwegian
Age: 30
Co-driver: Anders Jaeger
Car #89
WRC debut: GB 2006
GB starts: 9
Best GB result: 3rd (2015)
WRC starts: 109
WRC wins: 3

It's been something of a rollercoaster of a season for the likeable Norwegian, but he needs to cast being dropped for three rounds from his mind and get on with the opportunity in front of him. He was third last time out in Turkey, and a similar result in Wales would work very well for him – and Hyundai's efforts in the manufacturers' title race. Should we expect more from a driver who has lived on the fringes of the Clocaenog forest and knows these roads and conditions well? Probably.

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com

THAT'S READY FORESTS



M-SPORT FORD WRT



M-Sport man Evans will be seeking a maiden 2019 victory

CITROEN RACING



The troublesome Citroen has been a winner this year



Elfyn Evans
Nationality: British
Age: 30
Co-driver: Scott Martin
Car #33
WRC debut: GB 2007
GB starts: 7
GB wins: 1 (2017)
WRC starts: 84
WRC wins: 1

Forget the fact that he's missed the last three rounds of the championship (back injury); this most local of local heroes can do it. He doesn't necessarily know these roads any better than his rivals, but he's got the same sixth sense that serves Sebastien Ogier so well in the mountains around Gap. What Evans needs is self-belief. He's improved no end in this direction this season, but this week he needs to truly believe that he can win from further down the order on Friday. He can do it.



Teemu Suninen
Nationality: Finnish
Age: 25
Co-driver: Jarmo Lehtinen
Car #3
WRC debut: Finland 2014
GB starts: 4
Best GB result: 11th (2015)
WRC starts: 51
Best result: 2nd

Doesn't have massive experience of these roads, but Suninen has shown time and again that he's a driver who can make the best out of only having a rough idea of what to expect from a rally. Looks to have benefited from slotting the super-experienced Jarmo Lehtinen in alongside him and comes to Wales on the back of a couple of very, very strong performances in Germany and Turkey. The Fiesta's won GB for the past two years and this bloke could continue that trend.



Pontus Tidemand
Nationality: Swedish
Age: 28
Co-driver: Ola Floene
Car #7
WRC debut: Sweden 2012
GB starts: 3
Best GB result: 10th (2018)
WRC starts: 48
Best result: 7th

One thing is certain, Wales won't be quite the struggle Turkey was – the Swede looked all at sea trying to find a way around the rocks last time out. He may not have massive Rally GB experience, but he's finished each of his three starts on the podium in WRC2 and that will bring an understanding of what the roads are about. A steady run through Friday could serve him well and give him a better place on the road for the weekend. Top six would be a great result.



Sebastien Ogier
Nationality: French
Age: 35
Co-driver: Julien Ingrassia
Car #1
WRC debut: Mexico 2008
GB starts: 11
GB wins: 5 (2013, 14, 15, 16, 18)
WRC starts: 147
WRC wins: 47

The master. This bloke had no business winning last year's Wales Rally GB event, but he dug deep – quite possibly deeper than ever before – and matched his car's searing pace with the ultimate bravery in a final-stage display around the Great Orme that still beggars belief. The Citroen was at the races last time out in Wales, and if anybody knows how to get a C3 to the very top step on a Sunday afternoon, it's this six-time world champion.



Esapekka Lappi
Nationality: Finnish
Age: 28
Co-driver: Janne Ferm
Car #4
WRC debut: Finland 2011
GB starts: 3
Best GB result: 3rd (2018)
WRC starts: 53
WRC wins: 1

Introduced himself to Wales by backing a Skoda Fabia R5 into a tree on the Myherin opener three years ago. Since then he's knuckled down and worked really hard to understand what makes Rally GB tick. A podium position last year is a solid indication of two things: he's a fast learner (that was only his third start); and he's going to be in contention this time around... provided he can get the front of the car tuned in and doing what he wants.



Ogier was a Turkey winner



Champ won in GB last year



Lappi: three 2019 podiums

2019 WALES RALLY GB PREVIEW

TANAK 210PTS

DRIVERS' CHAMPIONSHIP

World Rally Championship standings
After 11/14 rounds

POS	DRIVER	CAR	POINTS
1	Ott Tanak	Toyota Yaris WRC	210
2	Sebastien Ogier	Citroen C3 WRC	193
3	Thierry Neuville	Hyundai i20	180
4	Andreas Mikkelsen	Hyundai i20	94
5	Kris Meeke	Toyota Yaris WRC	86
6	Jari-Matti Latvala	Toyota Yaris WRC	84
7	Teemu Suninen	Ford Fiesta WRC	83
8	Esapekka Lappi	Citroen C3 WRC	80
9	Elfyn Evans	Ford Fiesta WRC	78
10	Dani Sordo	Hyundai i20	72

MANUFACTURERS' CHAMPIONSHIP

World Rally Championship standings
After 11/14 rounds

POS	TEAM	POINTS
1	Hyundai Shell Mobis WRT	314
2	Toyota Gazoo Racing WRT	295
3	Citroen Total WRT	259
4	M-Sport Ford WRT	184



Tanak has a points lead to protect on Wales Rally GB

OGIER

HOW WALES RALLY GB BLOCK IN THE CHASE

David Evans examines the route that has got us to Wales Rally GB and the three-way

Turkeys don't vote for Christmas and, it would seem, World Rally Championship protagonists don't vote for Turkey.

For the second year in succession, the Marmaris-based event shoved a stick in the spokes of two of the three men chasing the top of the table.

Last year it was Ott Tanak who rose while Thierry Neuville and Sebastien Ogier fell. Last month Ogier was in the Asian ascendancy as the Turquoise Coast terrorised Tanak and Neuville.

Therefore, as we head to this week's Rally GB, Tanak is 17 points up on Ogier, with Neuville a further 13 back. There are three rounds – GB, Spain and Australia – remaining and a possible 90 points on the table. But let's look further into the numbers, and beyond the fact that Ogier is five-nil up on both Tanak and Neuville in terms of Welsh wins.

Citroen star Ogier has dominated Britain's round of the WRC for five of the past six years. And even on the one that got away, in 2017, he wasn't too stressed, as his third place meant he celebrated a fifth world championship title.

If we wind back to 2013 and the start of the Deeside-based era of Rally GB, Ogier has been fastest on 36 of the 128 stages. He's led for 93 of them – that's

72% of the stages run in the past six years. Between Jari-Matti Latvala's win in 2012 and Elfyn Evans hitting the front on the first run at Myherin in 2017, nobody except for Ogier had led this rally. That equated to a 1852-day rule at the very top of the timesheets.

That is exceptional, and is also the reason why Ogier is a favourite to make it six Rally GB wins from seven. Furthermore, he arrives on the back of that superb victory in Turkey. But the man himself is not so sure. "We won the last round," he says. "But that doesn't mean everything is right straight away. We still have work to do, we still have to find more pace and find a good set-up for the car for Wales."

Ogier's mood is balanced by the fact that, three weeks before champagne in Turkey, there was abject misery with seventh place and a country mile off the pace in Germany. The reigning champion is a realist – the Citroen C3 WRC is getting there, but there's a way to go yet.

His own team aside, Ogier is very well aware that the biggest hindrance towards keeping the crown on his head is Toyota star Tanak. The Estonian has won 21 Rally GB stages and led for 14 of them – and all 14 of those were last year, when he slaughtered the very best of the best. His Yaris WRC hit the front in Clocaenog, first thing on Friday morning, and his rivals didn't see him

for dust. He built a lead at will and was well and truly in control of the rally when he turned into a left-hander on the hill towards Hafren out of Sweet Lamb. The sumpguard of his Toyota dug in to the surface and sheared, slicing into the car's waterworks and forcing Tanak to stop on the other side of the corner.

That one really hurt – talk to him about it now, and the pain is still there. And that's another part of what makes Tanak so dangerous this week. He's fuelled by more than the chase for the championship – he wants revenge on the rally that broke his heart 12 months ago. Put this to him and he laughs, but it's true. And he knows it.

So the six-year Rally GB stats favour Ogier, but what about the indications of form we've had across the 2019 season? Since the start of the campaign in Monte Carlo, Tanak has won 61 of the 202 stages run, Neuville is next on 34, while Ogier has topped 21. Toyota struggled last time out in Turkey, where the Yaris WRC wasn't able to match the pace of its rivals, but that was a one-off.

"To be honest, we didn't expect to be the fastest in Turkey and now, hopefully, the difficult events are behind us," says Tanak. "The rallies coming now are the ones where we have been strong and we've had a good performance in the past. I'm looking forward to Wales – I like that rally. What happened last year, the team is confident it won't happen again.

We've been through enough corners similar to that without any trouble.

"The character of the roads [in Wales] is really nice, but it is difficult. The conditions can make it complicated – we've got some driving in the night coming, and when that happens you can always have the fog and the rain. It can be tough. It's also one of the most demanding when it gets muddy – the grip changes all the time, and trying to get a feeling and some confidence in these conditions is not so easy."

Prior to Turkey, Tanak was sitting pretty with a 33-point lead. An ECU failure on the second morning, allied to Ogier's masterful drive, cut that advantage by 16. "Of course Turkey was disappointing," says Tanak, "but at the same time maybe it only cost us four points. Like I said, we didn't expect to be fastest there, but that wasn't as hard as Sardinia [where the powersteering failed on the final stage and he fell from first to fifth]. That was bad. Now I'm looking to Wales, only forward. I won't give more pressure to the team. We know what we have to do."

Thirty points down on Tanak after he went off the road on the second morning in Turkey, Neuville has to be the outsider for the title, but what about his hopes for Wales this week? "I like it," he says. "It's a rally where you can attack and make some good time. It's a nice one."

But it's also an event Neuville has

never won. He's been on the podium two of the past three years, but the Hyundai driver has never genuinely threatened to show the rest of the field the way home. Hence, he hasn't led the event for the past six years and he's 'only' managed 14 stage wins.

What is it that makes Wales such a challenge? Ogier talks openly about how tricky he found the conditions in his early years – which you'd never expect considering his debut on the event 11 years ago. Driving a Citroen C4 WRC for the first time, he made the best of some of the worst conditions in recent memory to lead the first loop. Can't have been that hard... "But the next day we crashed," says Ogier. "Honestly, it was tricky to read the road and understand the grip changes. The weather that year was really crazy with snow, ice and rain and mud. Crazy."

"This rally can offer a very big difference in the conditions, and it's so important that you stay calm. We are going into the night again and sometimes, especially when you are in the fog, you are struggling to see the road, you really have the feeling that you are going too slow. But you must do the best with what you have and you need to remember the others are going to struggle as well."

Experience and maturity mean so much in Wales. As Ogier's has outlined, it's easy to get bamboozled by the way

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com

193PTS

Ogier's UK track record makes him the favourite

NEUVILLE 180PTS

Neuville's form on Rally GB hasn't been the strongest

WILL BE A BUILDING FOR THE BIG PRIZE

tug of war for the ultimate crown

the road looks. It can be deceptive, and not always in a bad way.

"In the end, sometimes the grip can be not too bad," says Ogier. "Even if it's wet, the rocky surface can give you good grip. But then suddenly you can come to some places where it changes a lot and grip can be very low – experience helps you to read that a little bit better. Early in the career you also struggle to find the right rhythm and you believe that you need to drive at 120% to be fast. It's maybe only later on, with some more maturity, that you understand that's not the way to win rallies; it's a way to be fast, but maybe not most of the time to go the total distance or to win the rally."

Going the distance is everything in Wales this week, but how the three title protagonists get there is open to debate. They all need a result, but Neuville needs what would be a maiden British win the most. "Everything is still possible," says the Hyundai man. "So we keep pushing. Nothing changes."

One thing Turkey highlighted was the need for a good wingman in what's turning out to be an epic fight for this year's title. Citroën's Esapekka Lappi backed Ogier up perfectly, and more will be expected from him this week. Lappi was on the podium in third place last year, and Finns always thrive on a fast gravel rally. But there's no shortage of support for Neuville or Tanak either.

Hyundai brings Craig Breen back to

the team (after his mid-season i20 Coupe WRC debut in Finland), and the Irishman was right in the thick of the fight for victory in Wales with Citroën last year. Between Breen, and that most Welsh of Norwegians Andreas Mikkelsen (he lived in Ruthin, in the middle of the GB route, through his late teenage years while he was starting out in the sport), the South Korean manufacturer puts forward a solid proposition for GB.

But the real strength sits with Toyota. Northern Irishman Kris Meeke is a man who knows what's needed to get the best out of these woods. He's been here – in various cars – 10 times before and finished second in 2015. Meeke and teammate Latvala both made their WRC debuts in Wales in 2002. Since then, the Finn has been ever-present and this week is his 18th start on Rally GB.

Latvala and Meeke both demonstrated their ability to drive for the team and for Tanak in Turkey. The Yaris wasn't at the height of its powers last time out, but neither driver pushed in the powerstage, not wanting to potentially lift points out of Tanak's total, while simultaneously safeguarding their positions for Toyota. A repeat of this summer's German 1-2-3, with Tanak out front, would be a dream come true for the Toyota squad. But Ogier, Neuville and the conditions are ready, willing and able to play their part. Get set for an absolute classic. ■



Neuville (l), Ogier (c) and Tanak (r) will do battle

How Rally GB is the tip of the iceberg for events in Conwy

The World Rally Championship is founded on venturing into some of the world's most beautiful terrain, taking the sport of rallying to the people and whether it's rain or shine, summer or winter, the stars are expected to perform at the highest level.

It's one of the reasons Wales has accepted Rally GB as its home, and has become one of the key events on the Welsh sporting calendar, a unique challenge for a group of drivers truly at the top of their game.

The reason the drivers love the event so much is the reception of the fans of all ages who travel to the area from as far afield as Barbados, and the unique quality of the Welsh forest roads, many of which contained within CONWY County Borough Council area.

This year the event also has a new home in Llandudno where fans will be able to get closer to the stars and cars than ever before from October 3-6.

The council identified the benefits of the event when it moved north in the early 2010s, and has played a key role in helping the event to run – and other rallies like the Cambrian, part of the British Championship – year round. It has become the unofficial county of the rally fan, and without the support of the pioneering and punch-packing CONWY County Borough Council, it wouldn't be possible.



“We see events like Wales Rally GB and the Cambrian Rally which we are the headliner sponsor of as key in promoting the area and all the wonderful things people can enjoy whilst visiting the county,” says Conwy's Corporate Event Manager Rachael Gill.

“Both events also attract much needed visitors in the winter months which is in line with the Conwy County Economic Growth Strategy ambition to grow winter tourism and encourage visitors to see we are open for business all year round.

“Major events are part of the DNA of Conwy County because they are key to our economy and create a lively and dynamic experience for residents and visitors.

“Over recent years Conwy County Borough Council's events team have attracted numerous national and international events, bringing hundreds of thousands of visitors to the area and tens of millions of pounds into the local economy.”

It's unique to find a council providing quite the amount of support to rallying events, let alone the extensive event portfolio it also boasts in helping to boost the economy year round, and ensure the people of Conwy are proud to be part of a county which may not be anywhere near the biggest in the UK, but it punches well above its weight.

The next event on the calendar following Wales Rally GB will provide different monsters to those of the cars. A procession of myth and mystery through Llandudno on November 16 will bring fire and light – much like the machines in the World Rally Championship, in a new event supported by fire: Winter Light.

2019 WALES RALLY GB PREVIEW

Photos: mcklein-imagedatabase.com

HOW TO MAKE THE MOST FROM THE STAGE SIDE

Nobody knows the route for this year's Wales Rally GB like the man who drew it. We've asked route coordinator **Andrew Kellitt** to give us the inside line



Spectators are set to flock to Wales Rally GB this year

So, David Evans tells me I've got the next four days off. All he wants me to do is tell him where to go. That, I can definitely do...

In terms of forests used this year, there's nothing radically different from in recent years. There can't be. We've used every inch of every forest road available to us in the top half of Wales. We're missing Gartheiniog due to the presence of Phytophthora Ramorum (that's a tree disease to the rest of us – not harmful to rally fans, but bad news for the trees) and we're not going into Clocaenog for the first time in a good few years. That's because of the continued windfarm developments going on in the area.

But, the rest of the roads are all in there.

One of the biggest changes is moving the service park from Deeside to Llandudno. This gives Wales Rally GB the first chance to run a central service park right in the heart of a town. OK, we did something like this when we had Ford and Citroen outside the Millennium building in Cardiff, but I think the buzz will be much better in Llandudno. We've got Rally HQ, service, hotels and restaurants right here in one place – finally we've got a rally town to enjoy.

Also new for this year is the start in Liverpool, which is very exciting. Starting the rally outside the Royal Liver building means we wave the crews away in England for the first time in 20 years and it's great to have the chance to really take the rally to the people.

That's where I'd start my spectating experience in my virtual four-day holiday. Actually, one of the real treats will be on the way to the

ceremonial start, when all those World Rally Cars go through the Wallasey Tunnel; I'd imagine that noise will be quite spectacular.

The ceremonial start's always a great place to listen to the drivers' thoughts ahead of the event, when they're interviewed on the ramp, but personally I'd soak up a bit of the atmosphere, grab some autographs – and possibly the odd selfie or two – and then I'd be on my way to Oulton Park.

Oulton's back on the schedule for the first time since 1993 and there's no end of spectating possibilities here. That's the great thing about running a stage at a race circuit, they're tailor-made to get fans in and out with minimum fuss, while offering great access and viewing. Don't forget, if you can't make Liverpool, there's an autograph session at Oulton too.

Friday, October 4

It's SS3 and Penmachno 1 first up for me. But I'll be in there very early and going to the left in the main car park (take the

hairpin left where the car park splits). This takes you up to the main quarry area of the stage, which offers great viewing for quite a long time. There's space to move about safely in the quarry and enjoy the cars from a few angles.

Getting from Penmachno to either of the stages in the next loop – Dyfnant or Aberhiraant – is not possible, so don't even try. Instead, take a break, get some lunch in Betws-y-Coed and then go into Elsi (SS6). You can see a good three or four corners from the stage access out of the head of the car park.

If you want a longer lunch, why not go straight to Slate Mountain (SS8)? Spectators are well catered for in this short stage carved out of a slate quarry. There's plenty of standing room on the elevated platforms.

After that, it's up to Llandudno for service or down to Dyfi to bed down in the car and get ready for a long day on Saturday.

For those who want to do Dyfnant (SS4/9) and Aberhiraant (SS5/10), the good news is that they're in fantastic shape. Dyfnant has the usual spectating along what used to be Irish Corner and into the hairpin left closer to the car park.

Aberhiraant second time through will be special. Head for car park H and get as far up the hill as you can. This is about as high as the event goes in terms of altitude and if the cloud's come down, it'll be incredibly atmospheric; you'll be able to hear the cars coming for miles with the odd flash of headlights, then they'll just appear out of the mist before you.

If it's a clear night, don't worry, it'll be just as special – you'll be treated to an amazing WRC light show with the spotlights dancing across the sky. Like I said, either way, it'll be a great place to go.

continued on page 11



Welsh forests provide plenty of viewing opportunities for spectators



The service park will move from Deeside to the centre of Llandudno this year

“Finally we've got a rally town to enjoy”

Andrew Kellitt



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2019 WALES RALLY GB PREVIEW

Photos: mcklein-imagedatabase.com

Saturday, October 5

Like yesterday, I've got to make your choice here – there's no way of jumping between stages. If it's Dyfi, there's a couple of choices for the car parks with good viewing from both. For me, the car park on the west is preferable – it offers a good view of the cars 200ft below you in what is one of the classic mid-Wales stages. We're running at full length this year and the road's in perfect condition.

Dyfi will be busy, it always is. If I wanted somewhere a bit quieter, Myherin's the place. Spectating in this one has changed quite a lot for this year. For the last couple of years we've brought fans in off the A44 and up through the hairpins towards the windfarm and Elfyn's Corner. I'm afraid to say Elfyn's fans will have to find a new corner this year – the hairpins are going to be used as part of the stage.

Because this is going to be Saturday's live TV stage, we've decided to run the cars down through those famous Pikes Peak hairpins – that'll make for an exciting end to a great stage. It also makes it easier to get the cars out and across the road and into Sweet Lamb Hafren.

We've moved the spectator car park down to the arch on the south side of Myherin and this is why it could be the quietest place in the woods this week – it's the furthest south the event travels. I'd say, if you get down there, take a picnic and stay down there for both runs of the stage, which won't be too long. The good thing is that this area of Myherin is one of the first places that we put a serious spectator infrastructure into seven or eight years ago. The footpath runs alongside the road for almost a mile and a half with lots of good places to watch – staying for both stages will offer you a great chance to explore.

A longer lie-in would mean me going directly to Sweet Lamb Hafren and exploring the amazing opportunities on offer in the bowl and up the hill a bit further. As ever, this place will be packed full of people with great facilities on offer. Sweet Lamb's become an iconic stage and it does offer the chance to watch rally cars almost continuously.

To combine the two loops, you could do Dyfi in the morning then head to Sweet Lamb in the afternoon.

Lunchtime on the mid-Wales day means a remote tyre zone in Newtown, which is always a great place to see the drivers and co-drivers in the regroup right in the middle of the town centre. There's potential to slot Newtown in between Dyfi and Sweet Lamb.

Don't forget the option of getting into Colwyn Bay to see the cars running down the promenade at what's a new and exciting stage for this year. If you're coming into the town for the final action on Saturday night, come via Rhos-on-Sea, park up and walk to the far end of the stage for a hairpin.

This one's designed for the spectators

and, with the headlights on, it'll be a real seaside show. The action starts from early with the Red Bull Matadors, a display of Group B rally cars and all sorts of other good stuff to entertain until the World Rally Cars arrive.

Straight into Llandudno for service after that. I know I'm not going to catch the leaders, but it's always great to watch the WRC 2 and Junior WRC cars coming in.

Sunday, October 6

I'll join the majority of rally fans bound for the B4501 this morning. The Broad that runs down the middle of Llyn Brenig and Alwen Reservoir is a big car park for the final day. And it's the perfect place to base yourself.

The ideal is to go in Alwen first thing in the morning. Given that it starts at 0728hrs, I'll be looking at a very early departure from service to get in position for the cars coming through.

After that, it's over the road for the second running of Brenig. As was the case two years ago, this one's the powerstage, which means there will be the chance to see plenty of champagne celebrations from the driver who grabs the extra five points.

Brenig runs to the same configuration as before, with lots of viewing potential from the dam at the south end of the lake.

Anybody who wants a steadier day away from the woods is very well catered for in Llandudno. The Great Orme stage starts at 0926hrs and is an easy drive out of town up to the car park on the top of the Orme. From there, there's a whole range of opportunities to watch one of the most dramatic asphalt stages around. And it's a beautiful place to spend a sunny Sunday morning...

From there, you're down and into the town centre where you can wait for the crews to arrive at the finish on the promenade. There will be plenty of rally-related activities going on in the middle of Llandudno and around the service park on Sunday and on every day. But, if you're planning to base yourself more in Llandudno, don't forget the cars are away from the coast for the whole day, from six in the morning until after seven in the evening on Saturday.

The finish ramp has been a great place to be in recent years, with Sebastien Ogier celebrating on five of the last six years – and Wales' own Elfyn Evans celebrating with a few donuts two years ago.

The one thing I will be aware of this year is the time it takes to move around in north Wales. We're relying heavily on the A470, the main north-south, Llandudno-Cardiff road is the spine of this year's event, if you like. Traffic can be steady there and on all the roads heading away and into the stages. Make sure you give yourselves plenty of time to get where you're going and be realistic when planning the route. ■



Fans are urged to spectate safely and obey restrictions

LEADING ENTRIES

Wales Rally GB

NO	DRIVER/CO-DRIVER	CAR
1	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Citroen C3 WRC
3	Teemu Suninen (FIN)/Jarmo Lehtinen (FIN)	Ford Fiesta WRC
4	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Citroen C3 WRC
5	Kris Meeke (GBR)/Seb Marshall (GBR)	Toyota Yaris WRC
7	Pontus Tidemand (SWE)/Ola Floene (NOR)	Ford Fiesta WRC
8	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC
10	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC
11	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC
33	Elfyn Evans (GBR)/Scott Martin (GBR)	Ford Fiesta WRC
42	Craig Breen (IRL)/Paul Nagle (IRL)	Hyundai i20 Coupe WRC
89	Andreas Mikkelsen (NOR)/Anders Jaeger (NOR)	Hyundai i20 Coupe WRC

WRC2 Pro

21	Kalle Rovanpera (FIN)/Jonne Halttunen (FIN)	Skoda Fabia R5 Evo
22	Mads Ostberg (NOR)/Torstein Eriksen (NOR)	Citroen C3 R5
23	Gus Greensmith (GBR)/Elliott Edmondson (GBR)	Ford Fiesta R5
24	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5 Evo
25	Hayden Paddon (NZL)/John Kennard (NZL)	Ford Fiesta R5

WRC2

41	Benito Guerra (MEX)/Jaime Zapata (MEX)	Skoda Fabia R5 Evo
43	Pierre-Louis Loubet (FRA)/Vincent Landais (FRA)	Skoda Fabia R5
44	Ole Christian Veiby (NOR)/Jonas Andersson (NOR)	Volkswagen Polo R5
45	Kajetan Kajetanowicz (POL)/Maciej Szczepaniak (POL)	Volkswagen Polo R5
46	Alberto Heller (CHL)/Jose Diaz (ARG)	Ford Fiesta R5
47	Fabio Andolfi (ITA)/Simone Scattolin (ITA)	Skoda Fabia R5
48	Henning Solberg (NOR)/Ilka Minor (AUT)	Skoda Fabia R5
49	Marco Bulacia Wilkinson (BOL)/Fabian Cretu (BOL)	Skoda Fabia R5
50	Paulo Nobre (BRA)/Gabriel Morales (BRA)	Skoda Fabia R5
51	Rhys Yates (GBR)/James Morgan (GBR)	Hyundai i20 R5
52	Simone Tempestini (ROU)/Sergiu Iutu (ROU)	Hyundai i20 R5
53	Adrien Fourmaux (FRA)/Renaud Jamoul (BEL)	Ford Fiesta R5
54	Oliver Solberg (NOR)/Aaron Johnston (GBR)	Volkswagen Polo R5
55	Petter Solberg (NOR)/Phil Mills (GBR)	Volkswagen Polo R5
56	Guillaume de Mevius (BEL)/Martijn Wydaeghe (BEL)	Citroen C3 R5
57	Gaurav Gill (IND)/Glenn MacNeall (AUS)	Ford Fiesta R5

LIVE WRC TV TIMES

Wales Rally GB, BT Sport

Friday
■ End of day 1 review: 2230-2300hrs, BT Sport 1

Saturday
■ SS14: 1400-1500hrs, BT Sport 3

Sunday
■ End of day 2 review: 0200-0230hrs, BT Sport 2
■ SS22: 1200-1330hrs, BT Sport 1

■ End of day 3 review: 2100-2130hrs, BT Sport 1

Channel 5
Saturday
■ End of day 1 review: 0040-0105hrs

Sunday
■ End of day 2 review: 0040-0100hrs
■ SS22: 1200-1330hrs

Red Bull TV
■ End of day 1 review: Friday, 2200-2230hrs
■ SS15: Saturday, 1450hrs
■ End of day 2 review: Saturday, 2200-2230hrs
■ End of day 3 review: Sunday, 2200-2230hrs

5Spike
■ Highlights: Monday, 1855-2000hrs

ITINERARY

Thursday, October 3

TIME	EVENT	LOCATION
0800	Shakedown	Gwydir (2.90 miles)
1600	Ceremonial start	Liverpool
1908	SS1	Oulton Park (2.22 miles)

Friday, October 4

0610	Service	Llandudno
0718	SS2	Elsi 1 (7.23 miles)
0746	SS3	Penmachno 1 (10.06 miles)
0956	SS4	Dyfnant 1 (12.05 miles)
1053	SS5	Aberhantant 1 (6.37 miles)
1307	Service	Llandudno
1440	SS6	Elsi 2 (7.23 miles)
1508	SS7	Penmachno 2 (10.06 miles)
1557	SS8	Slate Mountain (0.99 miles)
1603	Light-fitting zone	Llechweidd
1811	SS9	Dyfnant 2 (12.05 miles)
1908	SS10	Aberhantant 2 (6.37 miles)
2111	Service	Llandudno

Saturday, October 5

0540	Service	Llandudno
0806	SS11	Dyfi 1 (16.06 miles)
1008	SS12	Myherin 1 (14.23 miles)
1102	SS13	Sweet Lamb Hafren 1 (15.93 miles)
1218	Service	Newtown
1408	SS14	Myherin 2 (14.23 miles)
1502	SS15	Sweet Lamb Hafren 2 (15.93 miles)
1619	SS16	Dyfi 2 (16.06 miles)
1913	SS17	Colwyn Bay (1.49 miles)
1949	Service	Llandudno

Sunday, October 6

0600	Service	Llandudno
0728	SS18	Alwen 1 (6.46 miles)
0808	SS19	Brenig 1 (3.99 miles)
0926	SS20	Great Orme (2.94 miles)
0942	Service	Llandudno
1110	SS21	Alwen 2 (6.46 miles)
1218	SS22	Brenig 2 (3.99 miles)
1332	Finish	Llandudno



Cars running first on stages are likely to have an advantage



Oulton Park stage will return to the route

2019 WALES RALLY GB PREVIEW



Three iconic Colin McRae cars being driven by three McRaes

BRINGING ALL THE STRANDS DYNASTY BACK TOGETHER

David Evans went to Wales to watch rallying's greatest family enjoy some of Colin

There's a little bit of pushing, a little bit of shoving, but in the end Jimmy comes out smiling. The other two look a little miffed. But there's no shifting the father – and grandfather – of rallying's greatest dynasty.

We're in Rheola forest in Wales and have gathered three generations of the McRae family and three cars that helped bring that family name to prominence.

British Rally champions Jimmy and Alister McRae, father and brother respectively of 1995 World Rally champion Colin, are well-known in rallying circles. But what about Max? Max is McRae Jr Jr: Alister's 15-year-old son.

With the boys all out to play, Mrs McRae has come along to keep an eye on them.

Margaret raises an eyebrow at the scene before her. The three of them are finally ready for the picture. Her husband, the five-time British Rally champion, is standing on the biggest rock. Looking down on the other two.

"Oh, he would be, wouldn't he..." she says, smiling the smile of one who sees his sort of patriarchal locking of horns on a regular basis. Jimmy's grin gets a bit wider.

The cars – owned by rallying philanthropist Steve Rimmer – are all from Colin's career. And they're all things of absolute beauty.

There's the Subaru Legacy RS he used to finish second on the 1992 Swedish Rally; an Impreza WRC from Argentina five years later and his Ford Focus RS WRC01 from the 2001 Sanremo Rally.

The plan is a simple one: drive the cars, make some memories and remember the legend.

Odd as it sounds, this is the right *wrong* week to do it. We've gathered just days on from the 12th anniversary of a day when the rallying world darkened, when Colin died in a helicopter crash. But being here, being in the woods with cars that will be forever Colin's cars and being privileged enough to be among his family felt like it brought him closer again.

Looking back with these cars was inevitable, but the day was also very much about looking forward to the future of the McRae story. Is Max that future? It's too early to say, but the signs are looking very, very good.

Max's arrival into Rheola was rock and roll – especially for a 15-year-old. He'd gone from 120mph in a Radical race car at Barbagallo, north of Perth to 17h45m at 550mph aboard a Boeing 787-9 Dreamliner from Western Australia direct to Heathrow. Landing as the sun said good morning to west London, he was whisked directly down the M4, slinging a right onto the A470 towards Merthyr Tydfil and then west once more into Walters Arena.

In just over 24 hours he'd gone from the other side of the world to the driving seat of uncle Colin's Subaru Impreza WRC97.

Jet lag? Not a chance. Not when you've got the chance to step inside one of the

most beautiful rally cars ever created.

"It does look good, doesn't it," says Alister. "You wouldn't think it was 20 years old."

There's very little difference between today's car and the one Alister used to come closest to victory on a WRC round. Alister joined Colin at Subaru for the 1998 RAC Rally and was running in a comfortable second going into the final day. When...

"I forget the name of the stage [St. Gwynno], but the fog was really bad," recalls Alister. "We had a problem with the lights, they were cutting in and out. We came out of the twisty bit and the last part of the road was really quick. The lights were still going on and off, so I just turned them off. I must have just got slightly off line in the fast stuff and there was a log in a ditch. That flicked the car and it barrel rolled into oblivion. That was the end of that one. It's a shame – compared to the cars around it, that was the best I ever drove."

Alister's voice trails away as Jimmy wanders over to join us watching Max climb aboard the blue Subaru.

"I can't believe he's getting in there to drive that," Alister grumbles. "What was I driving at 15? Eh Pops? What did I get? I got a run around the field in a van... That's not fair."

Laughing at him doesn't help, but the mood lightens when he remembers escaping the field and making for the loose in a Sunbeam.

Alister says: "I'd got hold of a Talbot Sunbeam, I'd got it out the scrappy,

welded up the diff and got on with it. I was 15 and Colin had just started driving [on the road, aged 17].

"I'd got the Sunbeam up and running and we stuck it on the trailer. The pair of us were looking around for straps to tie it down – in the end we got a wee bit of rope on the front of it. I was looking at it and said to Colin, 'That gonna be all right, Col?' 'Aye Al, be fine. No bother. Fine.'

"It was my pride and joy. I'd been in the garage working on it for three months. Anyway, Dad knew this guy who had a quarry where we could take it to drive and that was where we were heading. The quarry was at the top of a hill, so when we turned off the main road I said, 'Right Col, come on let's take it off the trailer and I'll drive it in'. 'What?' he said. 'Don't be stupid. It'll be fine!'

"We drove all the way up this long, long hill, stopped and just as he said, 'Get the gate', he looked in the mirror and said: 'Oh...' I looked around and I could see the car slowly rolling off the trailer. I got out and there's me sprinting after it. I just got to the door and thought, 'Nah'.

"It went into the rock of Gibraltar; smash, boom! And, of course, I'm just standing there looking at it and Colin, being Colin, he gets out, walks over and says, 'That's f****d, Al'. That was it. Nothing else. Just that.

"We dragged it up into the quarry anyway and drove it like complete hooligans. After that, remember the Avenger that Colin borrowed to do his first rally? That shell ended up being completely knackered, so I took it,

stripped it out and rebuilt the Sunbeam parts into that for that winter's season racing around the field. That was me at 15.

"And look at him, getting into a Subaru World Rally Car!"

Max gives the flat-four just a few more revs. Just to make sure he can't hear his Dad grumbling as he climbs in alongside.

Then they're away. Leaving a big, wide open gravel area, Max gives it a few more revs to build some boost, while putting some lock on to get the car sliding. He looks like he's warming the tyres, but actually, he's living a dream.

Margaret starts busying herself with making a cup of tea, while Jimmy's grin couldn't get any wider.

"He was out with me this morning," he says. "We were in the Legacy."

"It's great to have him here in this environment. He doesn't get any of this at home in Australia."

Did he enjoy the ride?

"I think so, but I didn't get the chance to look at him – I was concentrating too hard on the driving. I didn't want to miss a gear. He might have given me that look."

With that, the Impreza flies into view over the famous crest that leads down to the famous lake. Margaret stirs the tea with a little more vigour and focus.

Jim laughs: "He's certainly getting into the swing of that thing."

A few more laps and the Impreza's back. Finally, Margaret can enjoy her tea.

The verdict from Alister? "A bit nerve-wracking," he says. "I asked him a couple of times if he had any idea how much that car's worth! It was fine, but you just never

Photos: mcklein-imagedatabase.com



From left to right: Alister, Max and Jimmy McRae were all present for a very special gathering of rally machinery



Jimmy enjoyed being joined by Max



Alister was reunited with an Impreza



Max relished trying the classic cars

OF A SPECIAL

McRae's greatest machines

know if there's a rock sticking out or something – it's so easy to damage one of these cars, especially when you're driving it on a proper stage like this."

The verdict from Jimmy? "I was very impressed, especially given that the fastest rally car he's driven before this is a fairly standard Citroen C2," he says. "Alister was over at ours for Christmas last year, so between then and New Year we went away up to Knockhill to give him a wee run. In the end he did the same distance as two Scottish Championship rounds – the poor guy from Knockhill came over and said, 'Is there any chance he might be finished soon? We've a medic here and he's got to go.' He would have been there all night going around the track and the rallyschool stage."

Max, his pillow and his cushion have already exited the Impreza. They're hunting down a new home, with the Legacy looking most likely.

"The noise was amazing," says Max. "And when it came on boost, the torque and power – that took a bit of getting used to. Dad was great, he didn't tell me to slow down, he just kept telling me how expensive the car is!"

Today is definitely a day of sounds as well as sights. The sight, if we're honest, is a little incongruous. The temperature's in the mid-20s and the sun dominates a cloudless sky. This is not how we remember Rheola.

The sounds are like that classic track that take you back to a magic moment.

Except the Impreza WRC97. The noise is sensational, with that harsher

edged tone, but it's what that noise came to mean.

"Aye, that noise probably cost us a championship," says Jimmy. He's not wrong. Continued engine issues – mainly centred on the cambelt – cancelled out McRae's five 1997 wins. He missed a second title by a single point to Tommi Makinen that year.

Talking of missing titles, four years on and another one was dropped just over the hill from here in the Rhondda stage, when Colin rolled spectacularly out of the lead. And the championship. Ironically, a couple of days after passing that destroyed Focus, Alister finished a career-best fourth in a Hyundai Accent WRC.

"The Focus is a good car," says Alister. "It's quick and really nice to drive and a bit quicker than the Legacy."

The Legacy was where McRae's Colin and Alister really started to move on up. Alister got a Group A car for the 1993 British Rally Championship, while Colin took his first WRC win in New Zealand in another Prodrive-built Legacy RS.

"You just get the feeling when you get into the Legacy, it'll go forever," he says. "It was always a really strong car – and that noise. OK, the Impreza is shorter, more compact and there was more development in the engine and gearbox."

Max chips in: "You have to be really precise with the gearbox on the Legacy. But maybe that's because it's a left-hand drive and we only have right-hand drive in Australia."

Alister offers the slightly withering look only a parent can manage. "That's because you're used to sitting in the middle... of a go-kart," he says.

"Handbrake works though," Max grins. Max is gone again, this time showing Gramps how to drive.

"It's great being able to bring him here," says Alister. "You look at lads like [Kalle] Rovnanpera or Oliver [Solberg] and they're totally immersed in this world. Max doesn't see any of this. To give him a glimpse into what we did and where we did it is fantastic."

Nothing, not even a head several time zones away, is enough to dim Max's enthusiasm. As the end of the day nears, he's still walking among the cars with a look of absolute wonder.

This really is half a world away from chasing a season in Formula 1000 back home.

"I just want to drive," he says. "I really want to go into rallying, but if it's racing I don't mind. It's tough at home, we don't have the chances to go rallying like you do in Europe, but I'll keep practising on private roads. I really look up to Oliver [Solberg], he's not that much older than me, but he's so quick in a car and he's really good at all that PR stuff."

But for now, maybe it's game time again. But which game?

"DiRT," Max fires back, quick as a flash and loyal as ever to uncle Colin. "Always DiRT."

And with that, the day's driving is done. Mission accomplished, memories made. ■

THE CARS



SUBARU LEGACY RS

After two attempts at the Swedish Rally – in a Vauxhall Nova and Ford Sierra XR4x4 in 1987 and 1989 – Colin McRae's third start in the WRC's snow round came at the wheel of this factory Subaru Legacy RS.

Predictably, the then 23-year-old turned heads, but not for the reasons you might immediately imagine. He finished the 1992 event as high as any other non-Nordic driver had managed until that point. More importantly, he drove with significant maturity to ensure a Subaru was at the finish after his team-mate Ari Vatanen destroyed his car on the opening stage.

Briefly, as he hauled half a minute out of Mats Jonsson's works-spec Toyota Celica GT-Four in a final-night snowstorm, it looked like he might even win. Second would do. For now.



SUBARU IMPREZA WRC97

The Subaru Impreza WRC97 marked Colin's first finish in three starts at Rally Argentina. He was second to Tommi Makinen, a minute down on the Finn's Mitsubishi. The Scot wasn't a fan of the car's wider track, especially on the narrower roads north of Cordoba around Ascocchinga, but his hopes of tracking Makinen down were really ruined by a hydraulic problem that affected the car's power-steering. Makinen's win moved him further ahead in the championship, but second for McRae in this car ensured he remained the current Toyota Gazoo Racing team principal's nearest competitor.



FORD FOCUS RS WRC

The Focus RS WRC looked slightly incongruous coming to Wales wearing Sanremo 2001 colours. Don't forget, by then the Italian classic was an all-asphalt event. A forgettable eighth was the result for Colin after transmission problems dogged this car's run through the Ligurian Alps.

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PENNOD 1 - 7PM 16 TACHWEDD

AR STRYD MOSTYN AR ÔL FFAIR NADOLIG LLANDUDNO

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DAW GOLEUNI AR STRAEON SYDD WEDI BOD YN LLECHU YN Y TYWYLLWCH ERS CANRIFOEDD

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2019 WALES RALLY GB PREVIEW

Photos: mcklein-imagedatabase.com

KEEPING THE HOME FLAGS FLYING HIGH

Craig Breen, Kris Meeke and the returning Elfyn Evans will lead the home line. By **David Evans**



Meeke: Experience will help



Meeke's start position will offer him an advantage over Evans and Breen



Evans (inset) knows all about the changing grip levels on Rally GB

Craig Breen thought about the question for a moment. Then smiled, there was no point. He wasn't about to fool anybody.

This is Rally GB number nine for the Irishman. That's one more than Welshman Elfyn Evans and two short of Northern Irishman Kris Meeke. The 'home' boys know where they're going this week.

"I'd be lying if I said I didn't know the rally well," says the Hyundai driver. "I know the combination of everything they've done with the stages over the last three years or so and it's a rally where I feel really strong and comfortable."

All three of the British and Irish frontrunners have spent a good while in Wales down the years. Meeke started his career in Dyfi and Evans lives just down the road from some of the most famous roads in rallying.

What does that mean? What is a home advantage on Wales Rally GB?

"It's nothing to do with the roads," says Toyota man Meeke. "Yes, we've done those stages a fair bit earlier in our careers but, once you get into the world championship, it's like every rally – you come back there once a year and drive them again. And you look at a driver like Jari-Matti [Latvala], he'll be coming back here for his 18th start in Wales. That's a bit more experience of this rally than we've got."

Evans agrees with that and he has to be constantly aware of where he's treading once the route is released. Being spotted anywhere near the stages could be interpreted as illegal reconnaissance, a matter taken very seriously by the organisers.

"I just don't go near them," says Evans. "Not on the bike, not at all. It's not a problem, we're not short of mountains to ride up in Wales!"

"It's not quite the same as when we were doing the British [Rally]

Championship and you'd maybe be in some of these stages on a BRC round or maybe a national event. We see them the same as everybody else, once a year.

"The difference with this rally for me is that I feel comfortable. There's no travel, no airport or time difference. There's no hassle – I'm just down the road and everything is really familiar. And, of course, there's the support. When we won the event a couple of years ago, the support was amazing at the side of the road on the road sections between the stages and then in the stages themselves. That was fantastic. I just hope the weather stays good for everybody out there watching."

Breen knows what M-Sport's team leader means. Thousands of fans will cross the Irish Sea to watch this week.

"It's the closest round of the WRC to home and it's great to see so many of them coming," says Breen. "For me, Wales is a little bit of home too. Having

'Jaffa' [Gareth Roberts, Breen's co-driver who died in an accident in 2012] in the car with me for so long... the people in Wales have taken me in as one of their own and it's still a very special feeling for me to come back here. I love the place and I love the rally.

"I think it is a little bit different for Elfyn. He's so switched on in those conditions, he's one of the strongest in that environment."

Undoubtedly, Evans has an ability to read the road and understand the grip. One thing he does know a little bit better is the way the weather works in this part of the world. It's a fair assumption that we might be in for a drop of rain this week and, depending on the wind direction, where the rain's coming from. That sort of scenario is where Evans' local knowledge might come in handy.

But, when the mist descends on the Aberhiraunt second time through on Saturday night, it's every driver for themselves – local knowledge can't

help you when you can barely see a hand in front of the bonnet.

Is it realistic to expect one of these boys to win? Absolutely. Maybe there's not quite the same expectation as when Colin McRae and Richard Burns were at the height of their powers, but those were different days. With the route moving around Britain much more, the invaders didn't and couldn't have the sort of intimate knowledge of the roads they do now.

The one possible hindrance to home rule is day-one running order. Meeke will be fourth in, with Evans and Breen ninth and 10th. The rule of thumb in Wales is that it's better to be higher up the order: less muddy, more grip. Meeke might be OK, but Evans and Breen could struggle.

"I'm not thinking about that," says Evans. "I started from a crap place on the road last year and was running second after the first loop on Friday. Let's just get on with it."

Couldn't agree more. ■



Breen (inset) says Rally GB is effectively a 'home' round




Chesterfield Transporters and Ross Brusby would like to thank Camilus Bradley at CBradley Motorsport, KGP Engineering, Nick at Carr Prep and Andy at Gravy Sport for all their help and support that made it possible to finish 1st in class at The Trackrod Forest Stages this weekend.



We would also like to thank Dave Robson for an amazing job on the Notes.


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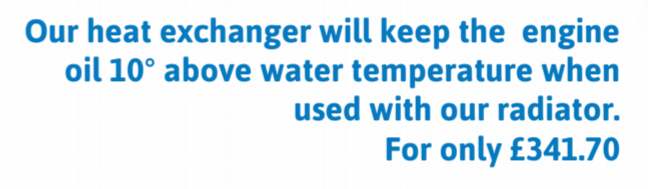
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C1-R would like to congratulate Scott and Gareth on coming 1st in class at the Trackrod Forest Stages, while also winning the BTRDA GpN Production cup this weekend.



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2019 WALES RALLY GB PREVIEW

Photos: Chicane Media, Jakob Ebrej, British Rally Media/Jamie Blandford



Ford Fiesta RS WRC crew of Preston/Williamson is a favourite



Preston will be aiming to repeat his 2017 National win

PRESTON LEADS THE NATIONAL CONTENDERS

Eight stages and more than 80 miles of action will determine the victor of Wales Rally GB National. By **Luke Barry**

Wales Rally GB National is an experience like no other for homegrown crews, as it offers competitors the opportunity to contest exactly the same stages as their World Rally Championship heroes.

Running directly alongside the fully-fledged WRC event since 2010, a total of 64 crews will tackle this year's contest, which takes in some of the best forest stages in the UK and perhaps even the world.

The contenders

The absence of 2018 winner Andrew Gallacher opens the door for John Wink and Roger Duckworth to progress from their second and third places respectively last year. But number one seed Thomas Preston is perhaps the favourite heading into the event in his Ford Fiesta RS WRC, after winning in 2017 aboard a Skoda Fabia R5.

"We're definitely going there to win, 100%, that's the aim," Preston says.

"We'll see how we are over the first few stages but I'll be pushing for the win. John Wink is a quick lad and he's been in the car a lot, but it's a shame Gallacher isn't doing it as it would've



Wink is another strong contender

been nice to have a battle with him.

"It's one of those events where anything can happen so everyone's a threat as far as I'm concerned.

"When you're doing the BTRDA events, you're up against the same guys all the time so you know where you are against them, but on the National there's drivers you haven't competed against before so it'll be interesting to see how we get on."

Wink, meanwhile, is aiming to be in the thick of the fight at the head of the field in his Hyundai i20 R5, having missed out on the top spot last year by just over a minute.

"We'll be trying hard, we would be disappointed to finish further back than last year [but] it's a long event with no service or management, so we'll need luck on our side too," he says.

"I think there'll be a few [different drivers] to watch and there's always a dark horse appearing on the timesheets. Tom [Preston] will go well in his World Rally Car and Roger Duckworth knows the stages well. We'll be concentrating on doing our best and running our race at our pace."

Duckworth starts the event third in his Subaru Impreza, with Matthew Hirst and Alan Dickson both bringing Mitsubishi Lancer E9s for what should be a fascinating comparison of pace between the BTRDA and Scottish Rally Championship. Welsh legend Wug Utting will also be in the mix aboard his Impreza, while Simon Hay (Lancer E6) and Theo Bengry (Proton Iriz R5) could spring a surprise or two.

Dylan Davies leads the two-wheel-drive contingent in his Ford Escort Mk1 from five-time British champion Jimmy McRae, who will compete in a Porsche 911 for the first time. Tony Jardine returns for his 24th bash at Wales Rally GB but his first at the



Lancia Delta Integrale will take to the stages in the hands of Steadman

TOP 10 WALES RALLY GB NATIONAL SEEDS

Wales Rally GB

NO	DRIVER/CO-DRIVER	CAR
201	Thomas Preston/Carl Williamson	Ford Fiesta RS WRC
202	John Wink/Neil Shanks	Hyundai i20 R5
203	Roger Duckworth/Alun Cook	Subaru Impreza WRC S6
204	Matthew Hirst/Declan Dear	Mitsubishi Lancer E9
205	Bob Ceen/TBA	Subaru Impreza WRC S9
206	Richard Ceen/Jeanette Kvick	Ford Focus WRC05
207	Paul Walker/Geraint Thomas	Subaru Impreza
208	Alan Dickson/Martin Forrest	Mitsubishi Lancer E9
209	Wug Utting/Bob Stokoe	Subaru Impreza
210	Mark Worley/Hamish Campbell	Subaru Impreza

National in a Lancer E9. Perry Gardener, Mathew Tordoff and Alex Waterman are set for a titanic tussle for R2 honours in their Fiestas.

WRGB National offers spectators the chance to watch some rarer cars in action and 2019 is no exception. Mark Ferreday brings his Volkswagen

Beetle and John Leckie his Proton Satria GTi, but it's Matthew Steadman's entry that is set to thrill. Steadman will try to tame a Lancia Delta Integrale akin to the ones Markku Alen and Juha Kankkunen took to Rally GB victory in 1987, '88 and '91.

THE STAGES

At just under 85 miles, the 2019 route sports some subtle changes from last year's schedule. The total number of stages is down from 10 to eight but the competitive distance remains the same, allowing drivers to get their teeth into longer, meatier tests.

The action starts early on Friday morning with a run through Elsi, a new stage to the national itinerary. In what is a carbon copy of the international field's second leg, the demanding Penmachno stage follows before the short one-mile spectator stage on Slate Mountain which returns for its second year.

After a refuel in Elfyn Evans' hometown of Dolgellau, it's off to the iconic Dyfnant and Aberhiant tests, which conclude the day's action.

Saturday's stages are further south and only three are on offer for the crews to tackle, but all three are absolute gems. Competitors are treated to a longer lie-in with the first car set to leave service in Llandudno at 1030hrs, before heading down to mid-Wales for the 15 miles of Dyfi.

A quick regroup in Newtown and a spot of lunch later and it's into the undulating rollercoaster of Myherin for one of the most demanding stages in the entire UK. The longest stage of the rally is left until last with an assault on the iconic 15.97-mile Sweet Lamb Hafren test bringing the event to a close.

The winner will be crowned in the centre of Llandudno safe in the knowledge that they've etched their name alongside legends that have conquered the unique challenge of Wales Rally GB.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Solberg Jr (l) is now ready to run event

SOLBERG JR OVERCOMES LAST-MINUTE RALLY GB PANIC

Teenager has to resit driving test to make dream debut in Wales alongside father Petter

By David Evans

Oliver Solberg will make his World Rally Championship debut in Wales, but the 18-year-old has told Motorsport News he feared his dream had turned to a nightmare last week.

Solberg had to pass his driving test in Sweden to be permitted to enter Britain's round of the World Rally Championship as part of a two-car team with his four-time Rally GB-winning father Petter.

Solberg Jr failed the theory section of the test on Tuesday and was forced to retake it after passing the practical driving test the following day.

He told Motorsport News: "I thought I knew a little bit about pressure before last week. I didn't. I knew nothing about pressure. That was a little bit crazy couple of days.

"I got one of the questions wrong on Tuesday and when I came out of the building and they told me I failed, the whole world fell apart a little bit. I couldn't believe it. It was my 18th birthday on Monday and I spent the whole day in my room just studying the book about the test.

"I was so upset. I thought about

everything we had planned: my first driving in the WRC – now I was not going to be able to drive those amazing stages in the [Volkswagen] Polo. And, of course, it wouldn't be the same for my dad, for us to drive in Wales together was so important for all of us."

Solberg returned home, spent another night revising and came back the next day and passed.

"The driving part went fine," he said. "But when I did that, then it was the theory again. Honestly, I walked to that room shaking. The pressure was huge, but I got on and did it."

To the delight of his father and team-mate Petter and mother Pernilla, Oliver passed.

"I will put this behind me now and I will look forward," said Solberg Jr. "I have the best 18th birthday present in the whole world waiting for me in Wales and I can't wait to get on with it. Competing with papa is going to be amazing; to have him with me on my first WRC round on a rally which means so much to him is really special for us all."

Solberg Sr admitted he was impressed with how his son had dealt with the pressure of the test.

"He was a little bit upset to begin with,"

said Solberg. "It was a tense moment, but this kind of pressure is part of the sport. He was calm when he started working again and he stayed with a good focus. It's no problem; now we think to the race and what we have ahead.

"This week is going to be a big adventure for the whole family. But what Oliver will have to remember is this is a tough event. It's much bigger than anything he's done before – longer days, longer stages and a lot of work in the recce."

Father, son, and brother/uncle Solberg – with Henning also starting in a Skoda Fabia R5 – will go over the ceremonial start ramp in Liverpool together. On Friday's opening full day of action, Solberg Jr (Volkswagen Polo GTI R5 #54) will lead the 2003 World Rally champion through the stages (Petter's Polo is #55).

Oliver has already made history this year, becoming the youngest ever winner of a European Rally Championship round in Latvia. In addition to that, he has competed regularly in America, winning twice for the Subaru Motorsports USA squad.

"Wales is all about experience for me," said Solberg Jr. "Since I can remember I dreamed of competing on this rally."



The pair will drive the Polo R5, which Solberg Sr ran in Spain 2018 (above)

TIN-TOP BATTLERS GO TO WAR AT SILVERSTONE

PAGE 30



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'Robinson edges to glory'
Trackrod Historics report, p37



TANAK OUT TO ERASE THE MEMORIES OF 2018 HEARTBREAK

Toyota man promises to right the wrongs of last year's retirement

By David Evans

Ott Tanak will begin the process of "finishing the job" of winning this year's World Rally Championship in Wales this week.

The Estonian, who heads to Llandudno 17 points ahead of Sebastien Ogier and 30 clear of Thierry Neuville, will chase a maiden Welsh win, while erasing the painful memory of a Sweet Lamb retirement 12 months ago.

"With the speed we've shown in Wales, things should be OK," Tanak told Motorsport News.

Asked about the 2018 issue which cost him victory, he said: "We have driven these kind of corners a few times and not had this problem, I think we can be pretty confident as a team [that it won't happen again]."

Tanak retired after the sumpguard on his Yaris WRC dug in to the surface of the road and damaged the radiator on the second afternoon.

"We're looking forward to this

one. Rally GB is something special – I like these fast roads with a nice flow. You need to have the confidence in the car to deal with the conditions and the grip level changing in virtually every corner."

Tanak, who is chasing his first title, said: "The gap in the championship is closer now, but we have three rallies to go and we know that we were fast on each of them last year. Now we just have to finish the job, starting in Wales."

Ogier is Rally GB's most successful driver ever, having won five of the past six events. He arrives in Wales on the back of victory last time out in Turkey.

He was clear in his intentions. He said: "The target at Wales GB will be to keep up the momentum from Turkey and continue to put as much pressure on Ott as possible. I've always done well at this rally. I'm determined to really go for it and have a say in the outcome, especially as the running order isn't an issue



Ott Tanak was leading last year until halted by a sumpguard

for those starting at the front."

Neuville is the only other driver capable of lifting this year's title. He admitted he is up for breaking his Welsh duck too.

The Belgian said: "Wales Rally GB can be one of the wettest rallies on the calendar, so we have to be prepared for an eventful weekend. I've been on

the podium a couple of times and I'm hoping to replicate that this year. The stages are quite flowing, very fast and we have some dark to light conditions too, which adds to the atmosphere. The itinerary is demanding with long days but it's what Wales is known for and I'm ready for the challenge."

WRC 2 chaser Yates swaps to a Hyundai i20 for Rally GB as he assesses cars

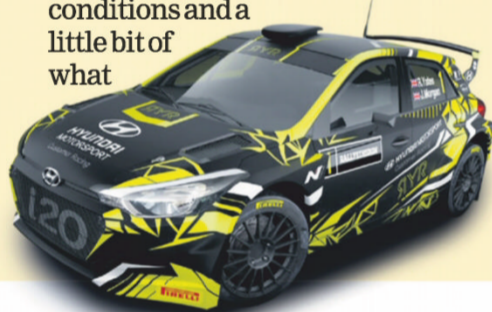
Briton Rhys Yates has switched from his usual Skoda Fabia R5 to a Hyundai i20 for this week's Wales Rally GB as he chases the right deal for his WRC 2 effort next season.

The Chesterfield driver is in his first season of WRC 2 competition and sees Rally

Yates's new machine

GB as the perfect time to make the switch.

Yates told MN: "I know the conditions and a little bit of what



to expect, which makes it a bit more straightforward when we go there in a new car.

"If I was going somewhere like Sweden or Corsica in a new car it might have been more complicated.

"We've been in the Skoda for the last couple of years. Now's the time to have a look around and see what else is

out there. The Fabia's a top car, but there are some really good R5 cars about."

Yates made his 'competition' debut at Gymkhana GRiD, where he impressed on his debut at the event.

He said: "Qualifying third behind the Solbergs was pretty mega, given that I'd never driven the car before."

Corsica, Spain and Australia dropped from 2020 WRC roster

Wales Rally GB will shift back towards its traditional late autumn date next season, running as the penultimate 2020 round from October 29-November 1.

The FIA revealed next season's much-anticipated schedule of events in a communication that confirmed Kenya, New Zealand and Japan return at the cost of Corsica, Australia and Spain.

MN understands Spain lost out to Germany, with the

Bostalsee-based event taking up Catalunya's usual October slot.

The first three rounds of the series remain unchanged with Monte Carlo, Sweden and Mexico running in their regular slots. Chile and Argentina remain just 10 days apart, but the Concepcion-based event opens the South American double-header this time around.

The Safari fills what had recently been the WRC's

summer break in July, while Finland moves back in August by a week.

The WRC returns to Auckland for the first time since 2012 for a late winter run through the classic North Island gravel stages. Turkey's September date goes back a fortnight, GB moves to the end of October (finishing on Sunday November 1) before the season reaches its climax at Rally Japan from November 19-22.

CALENDAR

DATE	RALLY
Jan 23-26	Monte Carlo Rally
Feb 13-16	Rally Sweden
Mar 12-15	Rally Mexico
Apr 16-19	Rally Chile
Apr 30-May 3	Rally Argentina
May 21-24	Rally of Portugal
Jun 4-7	Rally Italy
Jul 16-19	Rally Kenya
Aug 6-9	Rally Finland
Sep 3-6	Rally New Zealand
Sep 24-27	Rally Turkey
Oct 15-18	Rally Germany
Oct 29-Nov 1	Rally GB
Nov 19-22	Rally Japan

Weather expected to trouble GB runners

Rain is expected on every day of this week's Wales Rally GB as the tail end of Hurricane Lorenzo arrives on these shores.

Friday is thought to be the most likely day to be dry, but the weekend is looking wet. Temperatures will rise through the week, with the stages expected to run at between 13 and 17 degrees.

A dry Friday could frustrate series leader Ott Tanak, who knows wet weather works best for the man at the front of the field. There has, however, been enough rain since the sunny mid-20s which marked the middle to end of September, that a couple of dry days won't make a difference.

Citroen driver Esapekka Lappi said the changeable weather is part of the challenge this week.

He said: "You've got it all: dark, fog, rain and wind – it's always a serious challenge. You need to have guts too, because the stages are pretty fast and flowing. One of the key things will be having a car that isn't too sensitive to the changes in grip, because they are non-stop.

"We worked well in testing. Given our position in the running order, rain would be something of a disadvantage. Having said that, in Turkey I had a good feeling with my C3 WRC when it started raining on Friday's long stage."

Ingram battling for ERC title bid funds

Chris Ingram takes a 19-point lead to the final round of this year's European Rally Championship, but admits he still faces a battle to find the cash to get to Rally Hungary.

The Manchester driver's second place – allied to the retirement of his main rival Alexey Lukyanuk – at last weekend's Cyprus Rally allowed him to open his advantage ahead of the last round. Toksport Skoda driver Ingram said his strategy of a conservative approach to the Mediterranean rally paid off.

"It's been so hard," he said. "It was so hot in the car, rough and twisty."

Now, however, the work begins to find more backing.

Ingram added: "When I get home [we need a] big push to try to get the funding for the last one."

Rally Hungary (November 8-10) is a new Tarmac event based in the country's north-east. Ingram said a new event would suit him and co-driver Ross Whittock, adding: "That's perfect for us. Ross and myself work really well together on the notes."

● Ingram was fined €1000 for driving infringements after the final stage in Cyprus. The stewards also suspended the loss of any points awarded for the remainder of the season.

GROUP RALLYING EDITOR

DAVID EVANS

"Whoever wins JWRC needs to build a career"



Two world titles will be decided in Llandudno this weekend. The Junior WRC scrap comes to ahead in real time, while MIHALO will take on NEXL and seven others in the eSports WRC final on Saturday night.

Gamer or not, if you're in Llandudno at 1800hrs, Saturday, get to Venue Cymru and watch the nine finalists go head-to-head on 11 stages from the new WRC 8 game. I'm the first to admit I had very little interest in the virtual side of the sport until I went to last year's eSports final in Germany. It was mental. The pressure is insane and the excitement, off the charts.

Fortunately for the purist, Jon Armstrong – he's a proper real-time rally star from Northern Ireland – is one of nine drivers lining up this weekend. He won last season and has to be worth a punt for back-to-back titles.

Marko Raisenen could, however, be a dark horse. The 45-year-old Finn lists his occupation as 'student' and is honest enough to admit he spends 40 hours a week on the game. That's a lot of stage and screen time. Seems some things have changed since my own undergraduate days...

Twelve rallies ago 12,000 contestants started this year's eSports WRC and now we're down to the final nine chasing a first prize of a Hyundai i20 road car and the kudos of standing on top of the virtual world. Watch it, it'll be mega.

But, if you want to see the mud flung in a real-time world title decider then the JWRC's for you. As usual, the race for the Junior title's spiced up by double points for the finale (meaning just about everybody can claim to be part of the final-round thriller), but in reality it's going to come down to the year's pacemen, Tom Kristensson and Jan Solans.

Kristensson has accumulated more points, but dropped scores leaves the Spaniard out front. Essentially, Kristensson – a Swede who reckons this is a rally for him – needs to score two more points than Solans to secure the title.

Dennis Radstrom's third, but needs to lift around 20 points out of the boys ahead to play himself into contention.

Whoever celebrates longest and loudest on Sunday afternoon, the Junior WRC needs them to kick on and make an impact with the Ford Fiesta R5 they win next season.

Yes, the Junior series has helped develop the careers of Sebastien Loeb, Dani Sordo, Elfyn Evans and Craig Breen and co. but it's seven years since the Welshman won the WRC Academy (the 2011-2012 equivalent of JWRC).

Pontus Tidemand and Stephane Lefebvre have won since and both have enjoyed factory seats at the sport's highest level – the Swede is part of M-Sport Ford World Rally Team's line-up this week in Wales – but they're not exactly regular participants.

Simone Tempestini, Nil Solans and Emil Bergkvist are the last three champions and none of them have managed to sustain their career trajectory. Probably the biggest disappointment has been Solans, who dominated his Junior campaign, but struggled to transfer those results – for whatever reason – into WRC 2.

For the sake of the JWRC, Sunday's champ needs to make something of next season.

RALLY NEWS

Photos: Roy Dempster

Low entries cause rally cancellation

The Harold Palin Memorial Stages, which was due to take place this weekend, has been cancelled due to a lack of entries.

The event has been held continuously since 1994 with past winners including Kevin Procter, George Lepley and Arron Newby.

Due to be staged this year at Fulbeck Airfield on Sunday, organisers hope it will return next year.

A statement from Eastwood Motor Club, which organises the event, said: "Unfortunately, owing to a lack of entries, the 2019 Harold Palin Memorial Stages has been cancelled. The organising team would like to thank all those that had entered and all the marshals and radio crews that offered to help with this year's event. We will be back in 2020."



O'Brien impressed in Fiesta R5

R5 car the aim for 2020 title campaign

Patrick O'Brien says that his recent R5 debut has made him even more determined to put a deal in place that will allow him to challenge for the Irish Forestry Championship title next season aboard one.

The 22-year-old drove a Ford Fiesta R5 on the last round of the Northern Ireland Championship – the Bushwhacker Rally. He performed well on the loose-surface event and was challenging for the lead prior to the turbo failing on the McKinstry Motorsport car.

Although O'Brien admits that he is unlikely to be back out in the Fiesta again before the end of the year, he believes that a package can be put in place in time for 2020.

"I am determined and I am working hard on a deal," he told Motorsport News. "I have an incredible group of sponsors around me and my family help so much too, but right now I don't have the money to switch to an R5 car. We have some meetings scheduled in the weeks ahead, so never say never."

"If I had to pick a series now for next year then it would have to be the Irish Forestry Championship," he added. "For me it is very competitive and very well run, so that is where I would like to go."

O'Brien's pace on his R5 debut was all the more impressive as he clocked up only a handful of test miles prior to the Bushwhacker Rally.

"The team around me got the Fiesta dialled in pretty quickly," he said. "I am confident in my own ability and when the car felt good I knew that I could be fast in it."



Debut test came last week for McErlean



McErlean ran 40 miles in the Hyundai i20

McERLEAN GETS FIRST TASTE OF HYUNDAI R5

Junior BRC champion preparing for Wales Rally GB outing this week

By Jason Craig

Josh McErlean has had his first taste of the Hyundai i20 R5 he will use on this week's Wales Rally GB, and believes he is now fully ready for this weekend's challenge.

The Junior British Rally champion spent last Thursday in the south of France testing the car, which included a two-

hour session covering around 40 miles on a loose surface.

The 20-year-old from Kilrea is getting the opportunity to take part in the 12th round of the World Rally Championship this weekend as reward for lifting the JBRC title on the Ulster Rally in August.

The deal, which McErlean has likened to being handed "a golden ticket", has been spearheaded by British Rally

Championship boss, Iain Campbell, with support from Hyundai Motorsport.

"We had a good feeling with the car from the very first corner," McErlean told Motorsport News. "It's a fun, comfortable and strong car and we got progressively quicker as the day went on."

"Going there, the priority for me was to learn as much about the car as I could and

get a better understanding of how a four-wheel-drive like that works.

"On reflection, I think we accomplished all of our targets and more on the trip."

Wales Rally GB will be the first time McErlean has made an appearance in the R5 class but, having liaised closely with Hyundai Motorsport engineers during the test session, he is quietly confident.

"The car, and the team especially, are something else," he said. "They look in depth at things and have an answer for you straight away. The chance to work with people like that was a great experience."

"Getting quicker in the car was the target for us and we achieved that. On the rally itself we will do our own thing, stay out of trouble and make it to the finish."



Motorsport News would like to issue a correction with regards to a picture in last week's issue (September 25). In the Motorsport UK Asphalt Championship report of the Cheviot Stages, and in the contents, a picture of Damian Cole's Ford Fiesta WRC was mistakenly used instead of Jason Pritchard's Ford Focus WRC (left). We apologise for the error.

Photo: rallygallery.com

WEBSTER AND ROGERS SEAL BHRC TITLE

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8TH & 9TH NOVEMBER
WWW.MANXAUTOSPORT.ORG/
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POKER STARS
RALLY

ENTRIES FOR THE RALLY OPEN 1ST AUGUST

The 100 plus miles stage rally will take place over many of the Isle of Man's iconic stages that have just been used on this year's National event. They include Keristal, Ronague, St Marks, Druidale, Starvey and everyone's favourite Baldwin's.

VOLUNTEERS WANTED

PIRELLI RALLY REPLACED BY CLUBMAN ONE-DAY EVENT

New Kielder Forest Rally will be held next year after Italian tyre manufacturer pulled its backing

Photos: Jakob Ebrey, EDPPhoto



New routes could be used in 2020

By Stefan Mackley

A new one-day event aimed specifically at club competitors has been announced, which will replace the Pirelli International Rally for 2020.

The Italian tyre manufacturer had sponsored the Carlisle-based rally since 1992 but has decided to pull its backing from the event.

The Cumberland Sporting Car Club, which organises the event, has now unveiled plans for the Kielder Forest Rally to be held on April 25, 2020.

Many of the organising team remain and are joined by incoming clerk of the course, Steve Waggett.

"There's no animosity between us and Pirelli, it was

probably one of the longest deals in rallying," deputy clerk of the course, Andy Smith, told Motorsport News. "Things change and people have to accept that."

"The key core of team are still there. We have got the skills there to produce an event for what people want."

The intention is to base the event in the Kielder Forest to reduce road mileage and make use of previously ignored routes, such as in the Falstone and Redesdale areas, to create an event of approximately 40-stage miles.

The Pirelli International had previously been a mainstay of the British Rally and British Historic Rally championships, and the new event will remain a round of the latter.

"It will be part of the BHRC but they have different demands than the BRC so we're re-looking at the format and trying to cut the road mileage down and offer something that is good value for money," added Smith.

"If we can base it in Kielder we're talking zero road mileage which makes a huge difference. That's what we're trying to look at."

"Three or four stages [could be used] depending what we can use sensibly. We have had competitors complain about the number of chicanes we have put in [previously] but we had that many for the BRC and R5 cars because they're quick for the Kielder roads. So we're going in re-looking at what is available to us."

RETURNING JIM CLARK RALLY ATTRACTING HUGE INTEREST

Organisers of the Jim Clark Rally are pleased with the interest shown in the return of the event as entries for the November 8-9 rally have almost filled within a week.

The rally has not run since 2014 following the deaths of three spectators but alterations to the Road Traffic Act, which brought Scottish legislation in line with what England and Wales has facilitated, has allowed for the event to return.

Entries opened on Thursday and 109 places had been taken when MN went to press with a maximum of 120 crews able to start the event.

"It's definitely good to see the interest is there in the event," deputy clerk of the course Colin Smith told MN. "The support we're getting from competitors and locals alike is just tremendous."

"Most people were adhering to the regulations where it says that the first 100 entries will definitely get a run and you had to pay within the six days and most of them have complied with that so [we're] really, really pleased with the initial interest."

"[With] the type of interest we've had we expected the Thursday night to be really, really busy and it was so it's lived up to expectations. We've had a lot of entries from down south and from Ireland as well which is good for us."

A plethora of Scottish drivers have entered including David Bogie, Euan Thorburn and Alan Kirkaldy but several other top asphalt drivers have been attracted too with Hugh Hunter, Stephen Simpson and MN Circuit Rally champion

Chris West all lodging entries.

Four stages in Abbey St Bathans, Langton, Blackadder and Fogo comprise the 2019 route with 61 miles on offer to competitors across two days. While Smith is delighted the event is able to return, he admitted plans are ongoing to return the rally to its traditional three-day format.

"Our aim has always been to get the event back to where it used to be," he said. "Whether it's included in any bigger championships, that's all to be discussed yet."

"Certainly we'd like to get the event back to running the Friday, Saturday and the Reivers on the Sunday. That is our plan, whether we can reach that goal it will depend on the amount of support we get this year and how things go for us."



Popular event was last held in 2014 and returns this year

ROAD RALLY ROUND-UP

Novices Will Hughes and Ian Devine emerged victorious on the **JD Romain Novice Rally** – named in honour of Rhyll & District Motor Club's founder and president Jack Romain – in their Ford Fiesta.

They finished over two minutes better off than Arwyn Williams and Jamie Atherton (Toyota Corolla) with Gethin Jones and Carwyn Evans a further two minutes adrift in their Mazda MX-5.

Winners of the Beginner class were Deio Hughes and Rhys Owen (Fiesta) over five minutes up on Jay Davies and Zack Cummins in a Peugeot 206 GTI.

Although not classified overall, the Experts class was won by Ian Lloyd and Cyril

Jones with Brynmor Pierce and Michael Jones taking Semi-Expert honours, both crews in Ford Escorts.

Dave Thomas

Results

JD Romain Novice Rally
Organisers: Rhyll & District MC Where: Wales
Championships: None Starters: 45.
1 Will Hughes/Ian Devine (Ford Fiesta) 5m19s; 2 Arwyn Williams/Jamie Atherton (Toyota Corolla) +2m32s; 3 Gethin Jones/Carwyn Evans (Mazda MX-5); 4 Jason Nixon/Matthew Pendleton (Fiesta); 5 Deio Hughes/Rhys Owen (Fiesta); 6 Lee Rainford/Ian Clapham (Ford Sierra); 7 Jay Davies/Zack Cummins (Peugeot 206 GTI); 8 Mark Jones/Mike Jones (Ford Escort); 9 David Barrowclough/Mark Atherton (Escort); 10 Jamie Davies/Jamie Owen (Ford Puma).
Class winners: Experts: Ian Lloyd/Cyrl Jones (Escort); Semi-experts: Brynmor Pierce (Escort); Beginners: Hughes/Owen; Novices: Williams/Atherton.

ATROCIOUS CONDITIONS FAIL TO DAMPEN SELF AND DAVIS'S CHARGE FOR VICTORY

Patriot Stages

By Ian Harden

Organiser: Forresters Car Club When: September 28
Where: Caerwent MoD Training Area, nr Chepstow
Championships: Cotswold Motor Sports Group, ASWMC Stage Rally, AWMMC Heart of England, WAMC Welsh Historic, Classic Mini Challenge Stages: 6 Starters: 91.

Ford Fiesta R5 pairing James Self and Ian Davis had to make full use of their four-wheel-drive machine's grip and

power to take their inaugural Patriot Stages victory.

As the weather changed drastically from mid-rally downpour to late-day bright sunshine, they survived a 100mph lock-up on a rain-soaked track and set four out of six fastest times to beat Josh Payton/Jamie Vaughan (Ford Escort Mk2) by 59 seconds.

Self took the lead on SS2 when top seeds Dave Willett/John Davies

(Escort Mk2) retired with engine woes. From then on, the Fiesta pilot drove hard through difficult conditions, surviving a terrifying moment on SS3. "We hit standing water as we braked from full speed," he said. "The car got quicker as we slid, but somehow we missed hitting anything."

Recovering from the scare and on a drying track, Self went fastest on the final two tests to clinch victory.

Second-placed Payton ran neck-and-neck with Mark Jasper/Don Whyatt (Escort Mk2) throughout the morning. As the roads dried, Jasper pulled out a 19s advantage but his car expired on SS4.

Despite suffering excess tyre wear in the closing miles, Payton held off Carl O'Grady/Dylan Fowler-Bishop's Nissan Sunny F2 by 1m 48s.

O'Grady admitted to rustiness as he had done only four rallies

since a major engine rebuild. He used intermediate tyres throughout and with the Nissan running perfectly he mounted a late charge to overhaul Martin/Huw Evans's Honda-powered Escort Mk2 on the penultimate test to claim third by nine seconds.

Evans in fourth used wet tyres all day but his excellent run was blighted by a lack of outright power as speeds lifted in the sunshine.

Results

1 James Self/Ian Davis (Ford Fiesta R5) 1h16m51s; 2 Josh Payton/Jamie Vaughan (Ford Escort Mk2) +58s; 3 Carl O'Grady/Dylan Fowler-Bishop (Nissan Sunny F2); 4 Martin Evans/Huw Evans (Escort Mk2); 5 Brandon Smith/Simon May (Darran T90 GTR); 6 Richard Merriman/Kathryn Curzon (T90); 7 Ian Sutton/Karen Phelps (T90); 8 Thomas Cooper/Simon Anthony (Ford Fiesta R2); 9 Christian Pryne/Tudor Jenkins (Peugeot 205 GTI); 10 Wyn Owens/Jenny Evans (Escort Mk2).
Class winners: Tom Bishop/Cal McElhinney (Vauxhall Nova); Christian Howells/Dan Evans (Nova); Payton/Vaughan; Pryne/Jenkins; Smith/May; Self/Davis; Owens/Evans; Mike Simpson/Dale Gibbons (Escort Mk1 RS).



Winning gap was one minute

RACING NEWS

F1 ROUND-UP

Helmet saga

Toro Rosso's Daniil Kvyat says the rule that prevented him from using a special helmet livery design at his home race is "a joke". Kvyat was told by the FIA that he could not use a new helmet, featuring the colours of the Russian flag, for his home race because he already used a different design at the Italian Grand Prix. F1's sporting regulations only allow drivers to substantially deviate from their main helmet livery once each season. Kvyat said he had not been aware of the rule, adding: "It is a joke – but anyway, the rule is a rule. To be honest, there are bigger problems to focus [on] than a helmet design of a driver."

Tyre trial

All F1 drivers will be given two sets of 2020 tyres to test in Friday practice at the US Grand Prix next month. Regulations give Pirelli the option to provide one compound of tyres for Friday running, if it wants to log more mileage. They can be used in either of the 90-minute sessions. The tyres to be used in Austin will be the definitive 2020 specification, which will be finalised after a development test that Mercedes, Ferrari and Red Bull will conduct at Barcelona next week. The Austin running will give all teams a head start on understanding the latest construction, before the traditional end of season test at Abu Dhabi – at which a range of compounds will be used.

TV time

Carlos Sainz Jr criticised F1's television direction over the lack of airtime midfield teams receive. Sainz was part of a four-car, final-lap battle in Singapore that was not shown on the original broadcast and, responding to a clip of that scrap on Twitter accompanied by the message "why wasn't this shown live?", said: "Because it had me involved."

Elaborating on his comments, Sainz said: "It's something I've been very critical about and something I think every midfield driver has been critical about because we feel like the fans are missing out on a lot of battles in the midfield, many of them you don't get at the front."

Ferrari finished

Ferrari will not introduce any more major F1 upgrades this season. Despite missing out on victory, Ferrari had the fastest car at the Russian GP – one week after claiming a shock pole and one-two finish at the downforce-dependent Marina Bay circuit in Singapore. Team principal Mattia Binotto and sporting director Laurent Mekies both said Ferrari's Sochi pace validated the new parts and that its biggest development work was now complete. "It was important to confirm how good was the package coming here, [on] different types of tracks and set-ups," said Binotto.

VETTEL STOPPAGE WAS FOR SAFETY – BINOTTO

Photos: LAT

Ferrari team boss says Russian Grand Prix-defining incident was unavoidable

By Adam Cooper

Mattia Binotto says the call to stop Sebastian Vettel on track during the Russian Grand Prix, which prompted a virtual safety car period and ended Ferrari's hopes of victory, was made on safety grounds.

Vettel reported a problem with his MGU-K shortly after pitting from the lead, and followed instructions from Ferrari to park his Formula 1 car in the runoff area beyond the Turn 15 left-hander.

The resulting VSC handed the advantage to Mercedes' Lewis Hamilton, who had started on medium tyres and not stopped at that point. Hamilton ran third behind the two Ferraris early on, but served his pitstop under the caution and rejoined ahead of the second Ferrari of Charles Leclerc, who had pitted under normal conditions.

Hamilton went on to win the race, while Leclerc ended up third behind the second Mercedes of Valtteri Bottas after making a second stop under a safety car period spawned by another incident under the VSC.

"We had a problem on the hybrid side of the power unit," explained Binotto. "We had a loss of insulation on the car. And for safety reasons, we



Binotto: Safety was first priority

could stop immediately.

"It's a shame because maybe 100 metres later we had the pitlane, but it was the safest action we could do for Seb, and obviously safety is first.

"[It was] only for safety. If it would've been for the rest of the car, we would've maybe stopped in a different position. But there was really an instruction [that said], 'as soon as you can, stop', because of the safety [concerns]."

Asked if such situations usually involve safety concerns for the driver, Binotto said: "Normally not. But obviously, not being fully aware on what was the damage and the problem... we knew that there was a loss of insulation, and you're right, normally there is no issue for the driver.

"But you're in areas of maybe it's not fully known, because



Stranded Ferrari led to virtual safety car

you don't know exactly what the issue [is]."

Binotto added he does not expect Vettel to face a grid penalty at the Japanese GP, despite his control electronics being damaged, because he still has one in the pool from earlier in the season.

FIA race director Michael Masi said a VSC period was inevitable,

given that the marshals had to deal with a hybrid engine issue.

"The car was unsafe from an electrical point of view, and it stayed unsafe for the rest of the race," said Masi. "To recover it in the safest possible manner, and put marshals out there to do so, it was a very simple decision to put out the VSC.

"Moving it back into that hole,

because of the electrical issue, we made sure it was well and truly clear and in a safe position before going forward.

"From our end, you've just got to be far more cautious. Putting people trackside in that area, there's a reason there's a whole lot of Tecpro [barrier] there. It's because people can go off. [There] wasn't even a second thought."

TORO ROSSO TO CHANGE NAME TO ALPHATAURI, IF RIVALS APPROVE



Red Bull wants to use its fashion label AlphaTauri in Formula 1

Toro Rosso will change its name to AlphaTauri in 2020 if rival Formula 1 teams approve its request to do so.

The Red Bull junior team has been on the grid since 2006, after the energy drinks company bought and rebranded Minardi, and has raced as Scuderia Toro Rosso – an Italian translation of Red Bull, honouring its Italian predecessor – every year since.

Motorsport News sources have confirmed the team has requested to be rebranded in the name of Red Bull's AlphaTauri fashion label, which was launched two years ago. AlphaTauri is named after a star in the Taurus constellation.

A name change requires the approval of the commercial rights holder and a favourable vote of the F1 Commission. That will include an e-vote between teams, which is yet to happen.

Mercedes dismisses four workers

Mercedes dismissed four workers, and disciplined three more, following a breach of its diversity and equality policy at its Brackley headquarters.

The employees were dismissed on August 2, following an investigation into a complaint.

In a statement, Mercedes said: "We condemn this behaviour in the strongest terms and acted immediately upon the complaint.

We value the diversity of our employees and it is a source of strength for our team.

"Our working environment is based

upon appreciation and mutual respect."

A report in British tabloid *The Sun* claimed the dismissed workers had been involved in a campaign of racist bullying against a Muslim employee.

Addressing the matter in his post-race media session, Mercedes boss Toto Wolff said: "It was on the more junior levels of the back office function, not the race team. Some stupid jokes that were perceived in a bad way, and you've got to respect that, that's not what in this day and age what we tolerate."

FERRARI'S RUN OF VICTORIES COMES TO AN END

PAGE 26

ANGEL R. DRIVE

YES! THIS IS GOING TO BE EPIC!

ENTRIES ARE NOW OPEN

HRDC CASTLE COMBE Autumn Classic
5th OCTOBER, 2019

...NOW TO GET MY OLD 1981 ALFA ROMEO READY FOR HER MAIDEN RACE...

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Racing reports, p34



DE VRIES SEALS F2 CROWN WITH THREE RACES TO SPARE

But large crash mars Russian event

By Jack Benyon

Nyck de Vries followed up sealing a lucrative works Formula E contract with Mercedes for next season by winning the Formula 2 title with a round to spare at Sochi, as a huge crash marred the weekend and hospitalised two drivers.

De Vries needed to take seven points more than closest rival and Williams Formula 1 junior Nicholas Latifi to seal the title a round early. He took pole and held off Latifi in the early stages and through the pitstop phase to secure a dominant win, which sealed the title with three races to spare.

"I was happy with the race win but then we were kind of uncertain whether it was really done or not," ART Grand Prix driver de Vries said.

"They told me 'wait until you get to the pitlane and then you'll see'. Just looking at the board in front of me when I arrived, that

was pretty cool. There were some goosebumps there."

De Vries again fought for victory in race two as a crash shortened the race. Jack Aitken ran wide at Turn 2 and went around the run-off Styrofoam boards as instructed by the rules. Polesitter Nikita Mazepin also ran wide but did not round the board and, when Aitken rejoined he could not avoid Mazepin, clipping his rear-left and launching his car across into the path of Nobuharu Matsushita.

The latter crashed heavily head-on into the barriers and had to be extracted. He had to stay overnight in hospital for a "precautionary scan" on Monday. Mazepin also went to hospital, but was released shortly after.

The stewards deemed Mazepin "wholly at fault" for the incident and gave him a 15-place grid drop and four penalty points on his licence. Luca Ghiotto won the race ahead of de Vries and Brit Callum Iliott.



De Vries (inset) has taken four wins so far in F2 this season

QUICK LAPS THE FASTEST NEWS ROUND-UP

Chase Elliott crashed and won the NASCAR Cup race at the Charlotte Roval last weekend. Elliott had been the quickest driver for much of the 109-lap race and won stage two, but a lock-up on a restart early in the final segment of the race sent him careering into the barrier at Turn 1. But minimal damage meant he climbed from 37th to victory... Juan Manuel Correa

underwent vital surgery on his legs last Sunday, after choosing to avoid amputation and attempt to fight for a full recovery. Sauber Junior Team driver Correa was involved in the crash at Spa in August in which Anthoine Hubert lost his life. No update had been provided on the result of Correa's operation as MN went to press... **Ferrari Formula 1 junior Robert Shwartzman sealed the FIA Formula 3 title**

one race early at the finale in his native Russia. In the first season since the European Formula 3 and GP3 Series merged, Shwartzman took three victories and was over two race wins clear of his nearest rival, Prema Racing team-mate Marcus Armstrong. Prema won eight of 16 races and had its three drivers lock out the points standings, wrapping up the teams' crown.



Elliott took impressive win

Evans agrees new deal to remain at Jaguar FE team

Mitch Evans has signed a new deal with his Jaguar Formula E team ahead of the 2019-20 season.

Evans has raced with the British team since leaving GP2 at the end of 2016 and scored its first FE podium, pole and race win.

He finished third in the second Hong Kong race in 2017-18, took pole for the Zurich E-Prix later that year and won the Rome event last season – Jaguar's first international series win in 28 years.

Evans's deal is described as "multi-year" by Jaguar, although he explained it was "season-by-season".

"From my side, it was a no-brainer and I'm very happy to be entering my fourth season with them," Evans told Motorsport News.

Evans finished fifth in the 2018-19 standings but was left with "mixed emotions", despite being in title contention.

Jaguar was hindered by an early-season package development decision it took, which it felt led to set-up struggles before its Rome breakthrough.



Evans took Jaguar's first pole and win



F1 champion will race in DTM finale

BUTTON URGES PATIENCE WITH DTM/SUPER GT TIE-UP

Jenson Button has urged patience while the DTM and Super GT move closer to their tie-up, ahead of the 2019 Formula 1 world champion making his outing at the DTM's season finale at Hockenheim.

Button will drive for Honda, alongside fellow Super GT entries from Nissan and Lexus, to help set the Balance of Performance before the joint-races at Fuji between the two series.

"I think the idea of bringing Super GT together with DTM is brilliant," said Button in an interview with the official

DTM website.

"These sorts of things aren't easy to arrange, and they're even harder to fine-tune, so I'd just remind people that we might not get it right immediately, so be patient as we try and make it work."

Button will be joined in the Fuji field by two-time CART champion Alex Zanardi, who steps into BMW's line-up.

Audi has announced its Fuji line-up as two-time DTM champion Rene Rast, Mike Rockenfeller, Loic Duval and three-time Le Mans 24 Hours winner Benoit Treluyer.

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"Sochi would be top of the list of races to skip"



One of the quirks of the Russian Grand Prix is the location of the hotels within walking distance of the pitlane. Each morning,

walking along the side of the back straight there was something oddly comforting hearing circuit announcer Bob Constanduros run through the grid for the Formula 3 support races.

Despite being 2000 miles away from home in a region where very little English is spoken, hearing Constanduros made it feel more like Silverstone than a Russian town on the Black Sea.

One evening I happened to dine with Constanduros, the man who has been commenting on Formula 1 since the mid-1980s and who is well-known for booming "Chaaammmpaggggnnnneeeeeee!!!!!!!" during the podium celebrations.

Despite having clocked up more than 500 GPs and travelling for over 30 years, the circuit commentator shows no sign of slowing down as next year's F1 calendar nudges up to 22 races.

Fellow diners suggested that the punishing – and expensive – schedule would lead to more accredited journalists skipping races and most agreed that Sochi would be top of their list, given the hassle of acquiring visas and the difficulty in getting to the venue.

There was talk that next year's Russian GP could be the last in Sochi anyway. President Vladimir Putin, who resides in St Petersburg, is said to be interested in building a new circuit on the outskirts of his home city, which would chime with the desire of F1's new owners to have races in "destination cities".

To no-one's surprise, former boss – and friend of Putin – Bernie Ecclestone was in attendance at last weekend's race. One Brazilian journalist approached Bernie and remarked how nice it was to see him, to which Bernie snapped back, "Is it?"

Always quick with the one liners, a few years ago Ecclestone came into the media centre to enquire whether everyone was enjoying Russia. A German reporter suggested the food could be a bit better, to which Bernie remarked: "Next year, bring your own sandwiches..."

During his years promoting F1, Bernie always found Russia a difficult market to break into, but now – six years in – the race has established itself. As ever, the locals want a home driver to cheer on and, after appearances by Vitaly Petrov, Sergey Sirotkin and Daniil Kvyat in F1, it looks as though the best driver to emerge from Russia is on the verge of the big time.

Robert Shwartzman won the Formula 3 championship last Saturday and is a key member of the Ferrari young driver programme. Don't be surprised to see Shwartzman in F1 within a couple of years. His future success could ensure Russia – wherever we race – is on the calendar for many years to come.

RACING NEWS



Aston Martin is a new backer for the award

AWARD FINALISTS ARE REVEALED

Final four contenders for the Aston Martin Autosport BRDC contest

By Kevin Turner

The four finalists that will contest the 2019 Aston Martin Autosport BRDC Young Driver of the Year Award have been selected.

Japanese Formula 3 race winner Enaam Ahmed, W Series and MRF Challenge champion Jamie Chadwick, and BRDC Formula 3 frontrunners Johnathan Hoggard and Ayrton Simmons are the finalists. Only Ahmed

has been a finalist before, in 2017.

There will be fitness and simulator elements at Aston Martin Red Bull Racing before a two-day test at the Silverstone Grand Prix circuit in MotorSport Vision Formula 2, Ligier LMP3 and Garage 59-run Aston Martin Vantage GT3 machinery.

Prizes for the winner, who will be announced at the Autosport Awards on December 8, include a test in a Red Bull Formula 1 car, £200,000, a run in Aston

Martin's GTE World Endurance Championship challenger, full BRDC membership and an Arai helmet. All finalists will also receive a TAG Heuer watch.

British Racing Drivers' Club vice-president Derek Warwick is the chairman of the judging panel, which includes Award winners Darren Turner, Andrew Kirkaldy and Alexander Sims, double British Touring Car champion Jason Plato, successful Lola and McLaren designer Mark Williams, Le

Mans-winning engineer Leena Gade, leading commentator Ian Titchmarsh and Autosport magazine editor Kevin Turner.

Aston Martin is a new partner for the Award, which has previously been won by 2009 F1 world champion Jenson Button, 13-time grand prix winner David Coulthard, current F1 drivers Lando Norris and George Russell, triple Indianapolis 500 winner Dario Franchitti, and 2014 World Endurance champion Anthony Davidson.

Photos: Jakob Ebrey, LAT, Peter Scherer

THE 2019 FINALISTS



Enaam Ahmed

Aged 19

3rd in Japanese F3 with B-Max with Motopark

He says: "I had no clue I'd be chosen! I didn't win Japanese F3 so I wasn't sure I'd be considered. It's been a good learning year so I think I will be more professional when I come back. It's definitely an advantage to have done it before. There are a lot of things I'll do differently. I know where I was lacking before and it took me too long to be quick."



Jamie Chadwick

Aged 21

1st in W Series; 1st in MRF Challenge

She says: "Every year it's something I think every young UK driver is aiming for. I've never had a strong enough year to warrant a nomination until now. My season finished early so it's been something I wanted. I know quite a few other finalists and they've said the two test days are some of the best days of their careers. I'm really looking forward to it."

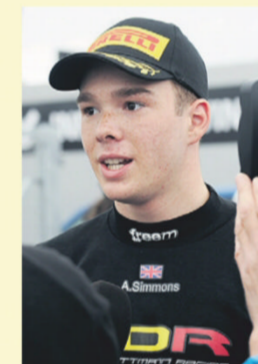


Johnathan Hoggard

Aged 18

2nd in BRDC British F3 with Fortec Motorsports

He says: "I've seen BRDC F3 drivers being nominated before so it's a good championship to be in. My main goal was to win the championship – that didn't work out, but I'm still happy with the season. It's such a wide variety of cars, you get a challenge in all of them. My background is in single-seaters and I hope to adapt to the F2 car quite quickly, but the GT3 will be really different."



Ayrton Simmons

Aged 18

3rd in BRDC British F3 with Chris Dittmann Racing

He says: "I had a lot of pace this season, but didn't always get the results. It wasn't a surprise to be in the final 10, but I wasn't sure I'd make the final four. It's been a good year and I've learned a lot. I'm looking forward to the Aston Martin and I've heard the F2 car is good. I'm looking forward to pressing that boost button!"



Duo locked together on track and are locked together in points

British Formula 4 title contenders Maloney and Alvarez blame each other for race-ending collision

Sebastian Alvarez accused his British Formula 4 title rival Zane Maloney of pushing him off the road after the pair sensationally collided at Silverstone last weekend.

The duo entered Silverstone's third race of three level on points at the table top, after Alvarez had made up a 15-point deficit to Maloney over the first two races.

In the final race held in damp conditions Alvarez sought to pass Maloney for second place on the outside of Brooklands.

He was offered little space by Maloney on the corner's exit and lost control on the slippery kerb then hit the side of Maloney at Luffield, putting both cars into the gravel and out of the race.

"I tried overtaking him round the outside – I clearly was quicker, I think he knew that I was quicker – then he just tried running me off the road," Alvarez said. "Then once he successfully ran me out of the road I was on the paint, I lost control of the car

and I went straight into him at the next corner."

When asked if Maloney could have left room, Alvarez said: "Yeah definitely, I've been doing the same move on a lot of people this weekend and all of them have left me room and nothing has happened."

Maloney was more coy about the incident, but hinted that he felt the fault was with Alvarez.

"I was trying to save the tyres for the end of the race," Maloney said. "He [Alvarez] tried to go on

the outside, I defended the position well I think and he ended up off-track, through the grass and into the side of me.

"Hopefully we have some fair racing [at Brands Hatch's final round]. I hope the championship is interesting and the fans love the racing that goes down but I don't know if it was like that today."

The pair therefore head to the season-closing Brands triple-header still level on points, with Maloney ahead on countback.

Tommy Foster to join US F4 grid at F1 event

British Formula 4 driver Tommy Foster will take part in the United States F4 support races at the US Grand Prix at Austin, the chance arising via social media.

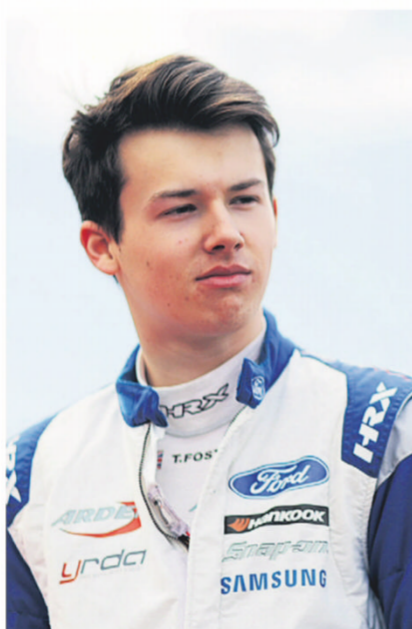
Foster competes in British F4 for Arden, and sits eighth in the standings, taking a win at Snetterton this year. He will compete in the Formula 1 support event for Alliance Racing.

"We linked through social media, myself and the team manager at Alliance Racing," Foster said. "We were talking for a while and it came about that they had a spare seat for the event. So they offered us [the seat], and it all came about quite

quickly from there, it's hardly an opportunity to pass up.

"It was actually my brother that got talking [to them on social media], we put a post up and then the manager of Alliance contacted us, and my brother passed it onto me."

Foster's US outing is currently a one-off, and he's hopeful it will lead to opportunities outside of F4. "We're looking to move out of F4 next year but motorsport is a unique sport, you can't ever write anything off," he added. "We're looking to just do a one-off, get our name out there and try and move up the ranks next year."

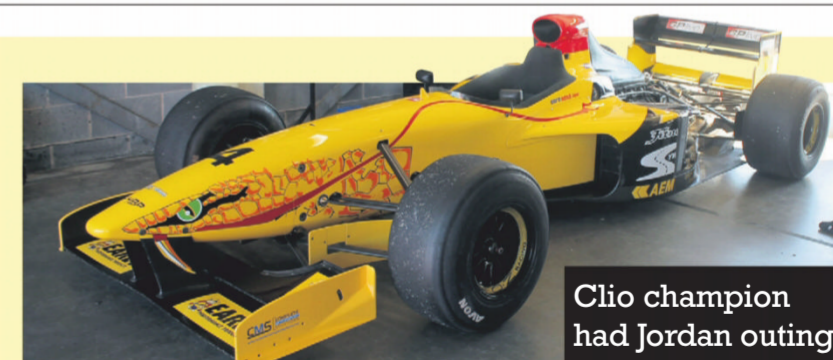


Foster will drive for Alliance

Byford realises his F1 dream with test

The vastly-experienced Martin Byford had his first taste of Formula 1 power at Donington Park last month.

The former F3 racer and 2007 Renault UK Clio Cup champion, now more regularly seen in Britcar and Creventur endurance races, was invited to drive the ex-Jodie Hemming 1997 Jordan with a 3.5-litre Judd V10 unit, originally raced in period by Ralf Schumacher. "Since Jodie raced in EuroBOSS in 2006 and 2007



Clio champion had Jordan outing

it's been in storage and this was its first time out and fitted with paddleshift," Byford explained.

Unfortunately, the gear change had problems after three laps. "The car was tentative on old tyres and I didn't want to make a fool of myself," Byford

added. "So I was gentle and wanted to give good feedback on the gearbox, as that what we were here for. I expected the grip to feel different though, it was quite positive and I could feel it starting to slide a little on the third lap."

'Harper seals Porsche title'
BTCC support reports, p33



ELLINAS RETURNS TO CARRERA CUP

Successful comeback for last year's champion and Wylie takes podium too

By Stephen Lickorish

Reigning Porsche Carrera Cup GB champion Tio Ellinas made a last-minute return to the series at Silverstone last weekend with the frontrunning Redline squad, taking a podium from the back of the grid.

Ellinas has been competing in the Porsche Supercup this season and has earned four top-six finishes from the eight events so far. He will use the Silverstone and Brands Hatch GB rounds as extra seat time ahead of the Supercup finale in Mexico.

"I just came here for some more practice for the Supercup," said Ellinas. "They [Redline] called me up on Monday and said 'can you come and do the races?'"

"I was in Cyprus so had to reschedule [plans]. My lid was in Germany with the Lechner team so I had to go and get that."

His weekend got off to a tricky start as contact put him out of the opening race. He therefore started race two from 17th but surged through to finish second.

"I got hit from behind in the first race – Dan Vaughan had a brake failure and there was nothing I could do," Ellinas said. "Going from 17th to second was pretty good – it was an enjoyable race!"

Another driver who returned to the grid at Silverstone and took a second place was Ross Wylie.

The Britcar Endurance champion last competed in the series in 2017 and will also contest the Brands Hatch finale with In2Racing.

His second place was aided by a smart decision to opt for wet tyres



Reigning champion Ellinas impressed

Photos: Dan Bathie, Jakob Ebrey

in the opening race when other frontrunners struggled on slicks.

"The last time I raced here in the Carrera Cup it was similar conditions and we made the wrong call," he said. "We thought it was worth the gamble."

"I'm open-minded for next year – a huge thanks have to go

to my sponsors for getting me out for the final two rounds."

Former Volkswagen Racing Cup champion Aaron Mason and Ginetta GT4 Supercup racers Lee Frost and Lucky Khara also joined the Carrera Cup grid, taking it to a season high of 23 cars.

Carrera Cup introduces new Young Driver Development Programme for next season

The Porsche Carrera Cup GB will introduce a Young Driver Development Programme next season, building on the existing rookie championship.

In the past, the series has awarded a prize fund of over £50,000 to the top rookie drivers

at the end of the year. But, with only a small number of new drivers joining the category for the start of this season, changes will be made for next year.

As well as the cash prizes, a range of support will be offered to new drivers to the Carrera

Cup that are aged under 25 at the start of March. Michelin will offer three sets of tyres to drivers in the development programme, while drivers will receive media training and get to spend time at the Porsche Human Performance facility.

"We needed to reinvigorate the rookie championship and just devise a little programme to help with all of those other elements, to make people feel they are being supported and helped," said Porsche GB motorsport manager James MacNaughton. "To get that

deal with Michelin, that helps support the tyres, is great. All of the feedback we've had so far has been extremely positive."

The series has also revealed that all eight of its events next year will be in support of British Touring Cars, the first time the Carrera Cup hasn't featured an away round since 2013.

"We're not saying this is how it's going to be forever, but we just think it's the right thing to do for next year and that's based on feedback," MacNaughton said. "It [an away round] does add an extra layer of cost."



Series aims to attract more young drivers onto the grid

BTCC winner Butcher will race MG TCR car in new Motorsport Games event in November

British Touring Car Championship frontrunner Rory Butcher will race a TCR-spec MG in the FIA's new nation-versus-nation Motorsport Games event.

The inaugural running of the Games, styled as a motorsport equivalent of the Olympics, takes place at Vallelunga on November 1-3 and features events for GT cars and Formula 4 as well as

the TCR contest, a Drifting Cup, Karting Slalom Cup and a Digital Cup for Esports.

National governing bodies are invited to nominate drivers and driver pairings to represent their countries. Butcher has won three BTCC races with the AmDTuning.com team's Honda this season and is sixth in the championship.

"The first contact about this came back in August, and it was Rob Huff who helped put us in touch," he said. "It looks like a really exciting event and it will be great to go and race at a cool track like Vallelunga."

"Rob has a lot of contacts in China and he has helped broker this for me, so I am grateful to him. It will be very special to represent

Britain and I am grateful that Motorsport UK has put me forward to take this opportunity.

"It looks like it is going to be a really interesting event and there will be a real mixture of cars and drivers on the grid."

Butcher's use of the MG6 TCR is subject to it receiving FIA homologation in time. It has achieved podiums in TCR China.

HENDERSON AND PROSSER JOIN GT4 SERIES

Mazda MX-5 champion Alan Henderson made a successful return to sprint racing last weekend at Silverstone, competing in the Ginetta GT4 Supercup to showcase his AK Motorsport team's for-hire G55.

Henderson won the Mazda MX-5 Supercup title in 2015 though stopped midway through '16 for budget reasons. His Silverstone appearance was a rare sprint race outing, and race with a standing start, since that period, having largely contested endurance races in a Lotus Elise in recent years.

"I feel like a novice again!" Henderson said. "I just want to get back in the car really, haven't traced in a while. If it's sat in the garage no-one knows we've got it!"

Another MX-5 Supercup champion, 2016 title-winner James Blake-Baldwin, will be driving the car in the season-closing Brands Hatch round.

Despite only "40 minutes' experience" in the car beforehand, Henderson ran competitively at Silverstone, finishing fifth in all three races.

Last year's Britcar Sprint champion Kris Prosser was



Former MX-5 Supercup champion Henderson was fifth each race

another making his GT4 Supercup bow at Silverstone, driving for Team Hard. This year Prosser has competed in the GT Cup in a Ginetta G55 Supercup car with the team, and it was via this that his opportunity in the Ginetta one-make series came about.

He took a best result of eighth and he's hoping to compete full-time in the championship next season.

"It tempted me with the competition, I needed to push myself, see where I was in reality against some of the best Ginetta drivers in the world," he said.

MIN'S MAN IN SCOTLAND

STEPHEN BRUNSDON

"Esports series will boost the grassroots motorsport scene"



Speak to enough people in UK club motorsport and you'll quickly appreciate that there are a lot of opinionated personalities. That is no bad thing – it is the bedrock of the sport, for budding professionals and amateurs alike.

A topic which has dominated these pages and often polarised opinion across the UK has been the seemingly endless creation of new championships. Extended timetables and increasing demands on volunteer marshals have led some south of the border calling for fewer championships and condensed race meeting schedules.

Cross the border to Scotland and it's a different story altogether. A new championship for a new championship's sake is never a good idea, but done for the right reasons, with an eye on developing the club, then it must be applauded.

The Scottish Motor Racing Club has, this year, introduced a pair of championships which it aims to enhance the sport at a grassroots level and allow those with lower budgets to forge their own on-track journeys.

Launched during last year's British Touring Car weekend, the Citroen C1 Cup has proved to be one of the best additions to the club's bill in recent seasons.

The C1s offer drivers a full season's racing for approximately £7000, a fraction of the cost of more established club championships.

The championship had its doubters, but the quality of racing is second to none. The level of talent on the grid – which has grown from 11 cars in the opening round to 18 by mid-season – is incredibly even and the fact that the title fight is going down to the wire between karting graduate Ryan Smith and racing novice Finlay Brunton is testament to the success of the category.

That is on-track, but the SMRC and Knockhill also deserve praise for what they are doing off-track as well.

The recently-announced SMRC Esports Championship – which began last week on the subscription-based iRacing platform – is the next step in boosting the burgeoning grassroots scene. And you know the club is serious because they've brought in Red Bull Racing Esports driver Graham Carroll to spearhead the project, which aims to turn virtual racing into reality.

The winner of the inaugural season will be rewarded with a fully-funded drive in one round of the Scottish Legends championship, while the runner-up is given an ARDS test at the circuit; proof of the club and circuit's commitment to bringing in new talent.

Scotland, in racing terms, is a small community and one that always fights against lack of resource and members. That said, the interest in motorsport appears greater than ever and by carefully investing in championships it believes will steadily grow its grassroots scene, the SMRC is one step ahead of the curve.

RUSSIAN GP REPORT



BY JAMES
ROBERTS

MERC OUTFOXES A LAME HORSE

Ferrari throws away a 1-2 with a mismanaged race in Russia



Hamilton climbed back to the front



Leclerc was angry that he wasn't able to overtake Vettel



Lewis extended points lead



Ferrari used a cute strategy at the start, but it led to bad feeling in the team

FIVE KEY TALK

1. Mercedes steals a win from Ferrari

Lewis Hamilton edged one step closer to his sixth world drivers' title with victory in Sunday's Russian Grand Prix – the first time he's stood on top of the podium since the Hungarian GP in early August.

It was the British driver's 82nd career win and his ninth of the season. Yet since the summer break, Ferrari has moved to the front in the competitive order and was favourite for victory in Russia after a strong showing in both practice and qualifying.

But on lap 26, Ferrari's race unravelled when Sebastian Vettel was forced to retire due to a problem with his power unit. As he came to a halt at Turn 15, race control had no option but to reduce the pace of the cars by deploying the virtual safety car.

Mercedes seized the initiative by pitting both silver cars, which enabled it to leapfrog the second-placed Ferrari of Charles Leclerc for a victory.

The victory completes Mercedes' whitewash of this event, as it has won all six races held so far at the Sochi Autodrom.

Although it was unfortunate for Leclerc, Valtteri Bottas said the team's decision to run the medium, rather than softer tyre in the Q2 segment of Saturday qualifying set them on a counter-strategy to Ferrari.

"We knew [by starting on the medium tyre] we go longer in the first stint and hope for a safety car or VSC to come out later in the race," said Bottas. "And it did today, like a miracle."

Mercedes opted for a counter-strategy as it knew, in a straight fight, the Ferraris would be difficult to defeat, particularly with their power unit advantage. Both red cars were pulling nearly 0.3s over the opposition on the long run down to Turn 2 in qualifying which Hamilton described as their "jet mode".

Combined with the revised aerodynamic package that was fitted to the SF90 for Singapore, Ferrari held the advantage in Sochi, and that was underlined with an impressive qualifying lap on Saturday for Leclerc who became the first Ferrari driver since Michael Schumacher in 2000 to record four consecutive pole positions. Behind him on the grid, Hamilton also delivered a stellar lap to split the Ferraris and out-qualify his team-mate by 0.6 seconds.

After taking the chequered flag on Sunday (and also netting an extra point for fastest lap), Hamilton stood on top of the world drivers' stand with a 73-point advantage over his team-mate. It means he could seal up the championship as early as the Mexican GP in two races time.

"I don't try and think about that. I'm honestly focused on one race at a time and to ensure I keep delivering at a high level," said Hamilton.

"Valtteri, Charles, Sebastian and Max [Verstappen] are all performing so well – it's one of the best years I've seen. Although it will be tough to beat them at the next race, it's not impossible – as we've seen today."

"We won't stumble as we take one step at a time."

ROUND 16

Photos: LAT

KEY POINTS FROM SOCHI

2. Vettel stirs up a team orders row

With such a long run from the startline to the braking zone at Turn 2, all eyes were on the start and the impact the slipstream would have for everyone behind poleman Charles Leclerc.

Starting third on the cleaner side of the grid, Sebastian Vettel was immediately past Hamilton and running behind his team-mate.

After gaining speed behind Leclerc, Vettel seized the lead on the inside as they braked for Turn 2.

It was surprising that Leclerc didn't defend the inside until a radio message was played out from Leclerc's engineer soon afterwards: "We are looking at the swap further into the race."

Suddenly it became clear the Ferrari drivers had worked together



Vettel refused to move aside

to prevent Hamilton from using the tow to get into the lead. As Vettel pulled away into the lead a second message to Leclerc stated: "Sebastian will let you by next lap." But then came the response from Vettel which instantly conjured memories of Malaysia 2013 when he refused to obey the 'Multi 21'

order to yield to his then team-mate Mark Webber.

"I would have got him anyway, but let's do another two laps to break away," said Vettel from the cockpit of the leading Ferrari. When his engineer ordered him to let Leclerc by, Vettel added: "He'll have to close up," knowing that the dirty air would compromise Leclerc's ability to stay in contention. Finally the swap happened when Leclerc pitted four laps earlier than Vettel and on fresher rubber he achieved the 'undercut' to emerge ahead of the German when he pitted.

Coming a week after the disappointment of Singapore, Leclerc was clearly upset at Vettel's decision making and was asked after the race whether the trust had been broken. "I will always trust the team," was his pointed reply.

3. McLaren turns to Merc power

McLaren's trajectory towards the front of the grid was given a significant boost on Saturday when the team announced it would return to Mercedes engines from 2021.

The news comes a couple of months after the team announced an upgrade to their Woking windtunnel, which is all part of the restructuring process that is being led by their new team principal Andreas Seidl. Mercedes have also guaranteed that McLaren will receive power unit parity with the works outfit.

"The target is to make the next step next year and hopefully we can jump

in terms of performance or laptime somewhere between where we are now and the top teams," said Seidl. "From 2021 onwards the new regulations are kicking in but we need to be realistic. The three top teams are not just there because of having more money. They simply do a better job also and they will keep doing a better job."

For one moment on Sunday, Carlos Sainz was ahead of both Mercedes cars on track as a superb start took him ahead of Lewis Hamilton, before the British driver retook third under braking for Turn 2. Sainz enjoyed one of his best results of the season to finish sixth overall.



McLaren was leading Mercedes

4. Red Bull faces 2020 driver dilemma

There was a furious battle on-track between laps 19 and 26 of the Russian Grand Prix which could have been a standalone shoot-out for the second Red Bull seat in 2020.

On lap 23, Toro Rosso's Pierre Gasly

was running ninth while behind him was Alex Albon – the man he'd had to give up his Red Bull drive for – and following in 11th was the second Toro Rosso of Daniil Kvyat. All three had suffered grid penalties following the upgrade of their Honda power units to ensure a penalty-free weekend at

Honda's home race in Japan.

But Albon was forced to start from the pitlane after a new floor and gearbox was fitted to his Red Bull after he crashed heavily during qualifying. Albon blamed a gust of wind for his Turn 13 shunt.

But rather like his performance in China earlier in the season, he put in a measured drive after a qualifying smash and ultimately finished the race in fifth place.

Gasly is hoping to convince Red Bull he can win his seat back with a strong finish to the year, but after a robust defence of Albon in the race, he ultimately made a mistake and finished two places behind Kvyat, 14th at the flag.



Gasly in the Toro Rosso and Red Bull's Albon both had a point to prove

5. Drivers and F1 bosses make progress on 2021

In the closing stages of the Russian Grand Prix, Charles Leclerc – running third – was unable to get into a position to challenge Valtteri Bottas for second despite arguably having a car advantage. Likewise in the early stages of the race, Leclerc had the same problem trying to close in on leader Vettel.

The problem of 'dirty air' from following another car remains a concern for the rule makers who have floated the idea of other solutions to enliven the show, such as reverse grids and qualifying races. The proposals drew criticism from the

drivers and led to a meeting between them and F1's bosses Ross Brawn and Chase Carey during the Sochi weekend.

"They were going through all the ideas and possibilities, and we asked as drivers to be talked to about it because we have a pretty good view of what we think would make the racing good or not," said Mercedes' Valtteri Bottas.

The 2021 rules are set to be decided within four weeks, but the bigger teams are unhappy at the scale of

the changes. Ferrari threatened to use their veto unless a suitable compromise was reached. In one victory for the team, it has already been decided that a standard braking system for 2021 has been abandoned.



Passing was a tough job for all of the teams in Russia

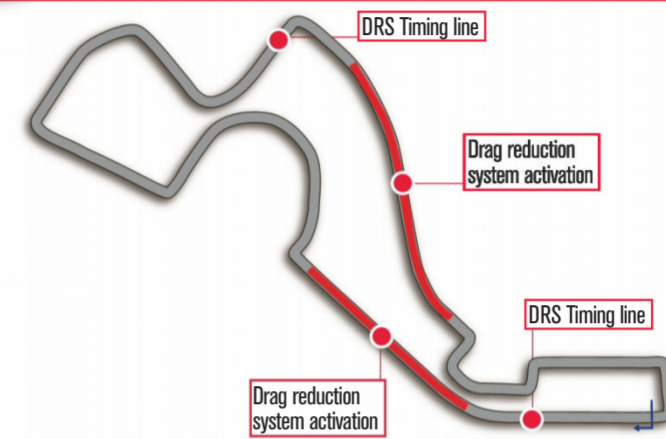
RACE FACTS

Results © 2019 Formula One Administration Ltd



RUSSIAN GRAND PRIX

Circuit: Sochi Autodrom **Laps:** 53
Race distance: 192.476 miles **Lap:** 3.632 miles
Lap record: 1m35.761s, Lewis Hamilton, 2019
2018 winner: Hamilton (Mercedes)



TYRE CHOICE



RESULTS

FIA Formula 1 World Championship, round 16/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h33m38.992s
2	Valtteri Bottas	FIN	Mercedes	+3.829s
3	Charles Leclerc	MCO	Ferrari	+5.212s
4	Max Verstappen	NLD	Red Bull-Honda	+14.210s
5	Alexander Albon	THA	Red Bull-Honda	+38.348s
6	Carlos Sainz Jr	ESP	McLaren-Renault	+45.889s
7	Sergio Perez	MEX	Racing Point-Mercedes	+48.728s
8	Lando Norris	GBR	McLaren-Renault	+57.749s
9	Kevin Magnussen	DNK	Haas-Ferrari	+58.779s*
10	Nico Hulkenberg	DEU	Renault	+59.841s
11	Lance Stroll	CAN	Racing Point-Mercedes	+1m00.821s
12	Daniil Kvyat	RUS	Toro Rosso-Honda	+1m02.496s
13	Kimi Raikkonen	FIN	Alfa Romeo-Ferrari	+1m08.910s
14	Pierre Gasly	FRA	Toro Rosso-Honda	+1m10.076s
15	Antonio Giovinazzi	ITA	Alfa Romeo-Ferrari	+1m13.346s
R	Robert Kubica	POL	Williams-Mercedes	L28/mechanical
R	George Russell	GBR	Williams-Mercedes	L27/mechanical
R	Sebastian Vettel	DEU	Ferrari	L26/power unit
R	Daniel Ricciardo	AUS	Renault	L24/damage
R	Romain Grosjean	FRA	Haas-Ferrari	L0/collision

* = five-second penalty for leaving the track and gaining an advantage

Winner's average speed: 123.310mph Lap leaders: Vettel 1-25; Hamilton 26-53

FASTEST LAP | LEWIS HAMILTON 1m35.761s

ON LAP 51 (AVERAGE SPEED: 136.613MPH)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Leclerc	1m31.628s	11	Perez	1m33.958s
2	Hamilton	1m32.030s	12	Giovinazzi	1m34.037s
3	Vettel	1m32.053s	13	Magnussen	1m34.082s
4	Bottas	1m32.632s	14	Stroll	1m34.233s
5	Sainz	1m33.222s	15	Raikkonen	1m34.840s
6	Hulkenberg	1m33.289s	16	Gasly	1m33.950s*
7	Norris	1m33.301s	17	Russell	1m35.356s
8	Grosjean	1m33.517s	18	Kubica	1m36.474s**
9	Verstappen	1m32.310s*	19	Kvyat	**
10	Ricciardo	1m33.661s	20	Albon	1m39.197s***

* = five-place grid penalty; additional power unit element used; ** = required to start from the back; additional power unit elements used; *** = required to start from the pitlane; additional power unit elements used, gearbox replaced, parc ferme conditions broken



Romain Grosjean's Haas ended up in the wall, this time on lap one

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	322	1	Mercedes	571
2	Valtteri Bottas	249	2	Ferrari	409
3	Charles Leclerc	215	3	Red Bull-Honda	311
4	Max Verstappen	212	4	McLaren-Renault	101
5	Sebastian Vettel	194	5	Renault	68
6	Pierre Gasly	69	6	Toro Rosso-Honda	55
7	Carlos Sainz Jr	66	7	Racing Point-Mercedes	52
8	Alexander Albon	52	8	Alfa Romeo-Ferrari	35
9	Lando Norris	35	9	Haas-Ferrari	28
10	Daniel Ricciardo	34	10	Williams-Mercedes	1

NEXT RACE: JAPANESE GRAND PRIX, OCTOBER 13

RACING NEWS

IN BRIEF

Festival prep

Luke Cooper and Chris Middlehurst joined the National Formula Ford 1600 grid at Brands Hatch last weekend in preparation for the Formula Ford Festival at the end of October. Last year's Combe champion Cooper made his first National outing of the season, taking victory in the first race. Historic Mini racer Middlehurst returned in a Team Dolan-run Van Diemen, managing a best result of sixth.

New Clio drivers

Last year's Ginetta GT5 Challenge Am class champion Nick Halstead and former GT4 Supercup racer Paul Taylor made their Renault UK Clio Cup debuts at Silverstone last weekend. Halstead took a best finish of 10th, while Taylor took a ninth place in race two. Anton Spires, Nathan Edwards and Jade Edwards all returned to the series.

Superkart champs

Two new champions were crowned at Anglesey recently as the British Superkart campaign drew to a close. After finishing second last year in the F250 National class, Andy Bird switched to the Division 1 twin-cylinder category and took the title by 42 points. In F250 National, Gareth James ended five-time champion Paul Platt's run of success.

Another TF title

British GT title-winning outfit TF Sport wrapped up the Blancpain GT Series Endurance Cup Pro-Am championship at Barcelona last weekend, as Charlie Eastwood, Ahmad Al Harthy and Salih Yoluc finished second in class. The trio had won their class at the Spa 24 Hours with Nicki Thiim.

SMITH TO DEFEND HIS FFORD FESTIVAL CROWN

British GT4 frontrunner will make a return to single-seaters at Brands showpiece



Photos: Gary Hawkins, Steve Jones

Smith tested his event-winning car last week

By Graham Keilloh

Last year's Formula Ford Festival winner Josh Smith has confirmed he will return to the Brands Hatch event later this month with Oldfield Motorsport to defend his crown.

Smith won last year's Festival driving for Oldfield after a dramatic battle in the final with Niall Murray and Oliver White.

Smith has not raced in Formula Ford since reaching the final of the 2018 Walter Hayes Trophy shortly after his Festival triumph. He subsequently joined the McLaren Automotive Driver Development Programme and in 2019 raced in the British GT Championship for Tolman Motorsport in a McLaren 570S GT4. Paired with James Dorlin,

he finished sixth in the GT4 drivers' standings and won the Brands Hatch race in class.

Smith tested with Oldfield at Brands last Friday in preparation for his appearance in the Festival, which takes place on October 26-27.

"James [Oldfield], my team boss, was always wanting me to come back and do it, and I wanted to do it anyway just because I love Formula Ford racing, it's always close," Smith said.

"Hopefully we'll try and win it again but we will not underestimate my opponents by any means, or think it's going to be an easy ride.

"I'm approaching it with more of a light-hearted attitude this time. But it doesn't mean to say I'm not going to come here and do my best to win it.

[I expect to be] still at the front. I don't expect anything less, otherwise I wouldn't be doing it."

Smith added that he is also considering entering the other major Formula Ford end-of-year event, Silverstone's Walter Hayes Trophy in November. "We might potentially do the Walter Hayes," he said. "We'll see how the Festival goes first."

Festival organiser the BRSCC has confirmed this year's highest-placed teenager will get a British Formula 4 Scholarship Assessment Day place in November, with a chance to compete for a £35,000 prize package towards a 2020 F4 campaign. There will also be a drivers' race equipment prize draw in each of the three heats, while the Festival winner will receive hardware from new event sponsor aimshop.com.

Haggerty will also make FF1600 comeback

Ciaran Haggerty will return to the Formula Ford Festival at Brands Hatch next month after striking a deal to race with former team Graham Brunton Racing.

Haggerty last drove in the event in 2014 after winning the Scottish Formula Ford 1600 championship in his second year.

He then went on to drive for GBR in BRDC Formula 4 in 2015, before two seasons in the British GT4 championship.

"I'm really looking forward to getting back to the Festival, and back to my roots," Haggerty said.

"I've had some great success with Graham in the past and we've stayed close ever since we did F4."

Haggerty's only experience of the Festival ended in disappointment after a late-race error, but he is determined to make amends this time around.

"I feel like I've got some unfinished business with this race," he added. "In 2014, I was running strongly in third, and was just waiting for the leaders to make a mistake, but I went off at Graham Hill Bend and finished 10th.

"That's what makes the event so special, anything can happen and it's such an adrenaline rush. I can't wait to get back there."

The Festival will be Haggerty's first FF1600 race meeting for over a year, having last driven in the Scottish championship in a Graham Miller-run Mygale.



Martin has been the driver to beat this year

Newly-crowned National FF1600 champion Martin sits out Brands Hatch series finale

New National Formula Ford 1600 champion Ross Martin sat out the final meeting of season at Brands Hatch last weekend in order to avoid jeopardising his title by risking disqualification.

The Scot had mathematically secured the crown in the final race at Silverstone two weeks earlier, subject to being forced to carry a non-score for any potential exclusion in the final three races.

With drivers dropping their four worst scores, the fact Martin had only one non-finish played into his hands. "It meant that I could always think about taking Brands out of the equation," he said. "It is awesome to be here with the team, but watching the racing, I want to be in it."

The 20-year-old does not yet have fixed plans for 2020, preferring to focus on the remainder of this season. "Next year,

there are no plans at all," he said.

"I would love to come back and do it again but you have got to move up.

"I have done two years of Scottish Formula Ford, and eventually made the jump to do this. And now I would like to make the jump to do something else."

Martin will compete in the Festival at the end of October, and possibly the Walter Hayes Trophy a week later.

CSCC to race on the Le Mans Bugatti circuit for the first time in the club's history

The Classic Sports Car Club will race on the Le Mans Bugatti circuit next season for the first time in its 16-year history with four 30-minute pitstop races.

Alongside its annual meeting at Spa, the CSCC has previously raced at French tracks Dijon and Magny-Cours.

The club will visit the current MotoGP venue across October 16-18 2020, in what is thought to be a first for a UK club – offering all members, rather than just a single series,

a chance to compete at the circuit.

CSCC director David Smitheram said: "We have been working with French organisers HVM Racing for three years to secure time at Le Mans. The track time is in huge demand with French clubs, so we are thrilled to offer this opportunity to our members.

"We'd love to be on the full 8.5-mile circuit but I'm not sure we'd be able to convince the French government to close the roads. Members are welcome to drive the Mulsanne

straight in their tow cars, as long as they don't race them!"

CSCC competitor Piers Masarati competed in the Le Mans 24 Hours twice, finishing sixth in the GT class in 2003 aboard a Porsche 911 GT3-RS.

He added: "It's going to be something special for the drivers to experience the thrill of a driver change in that pitlane."

The four races at the former DTM and Formula 3000 venue will feature rolling starts for either one or two-driver entries.



French event will be open to all members



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HISTORICS

'Gathercole swaps codes'
BWRDC head's Ford Escort run, below



DOWN THE PUB

SIMON WEBSTER

British Historic Rally
Championship winner
Age: 61 Lives: Norwich



Webster is the champion

He's won the British Historic Rally Championship

"I'm so pleased that we've done it. It's amazing! It's an absolute relief and we've had to fight all the way. But we've had our fair share of luck this year. The rear axle that came off that car in Ireland – oh my goodness, it was literally bending in two."

They had some lucky moments

"We've had one or two off-road excursions and my co-driver Jez Rogers had shouted at me and we got away with it. So we've had a bit of luck on our side. But you need a bit of luck to win a championship."

The camaraderie was important

"It's all about the people lined up here at the finish of the Trackrod Rally, the final round; the camaraderie in the championship and the fun we get with all these guys is just incredible. They are some very fast drivers and we are very proud to beat them. Some of these guys have been non-stop rallying for the last 30 years. I came back to rallying in 2011."

He has a great team

"I've had an amazing team behind me with Frank Richer and the guys. Massive thanks are due to Frank and his guys; it is so appreciated. The enthusiasm they have for it – you don't realise until you see the tears at the end of this rally. I feel very proud and humble that they put so much effort in and I really wanted to win it for the team."

The co-driver was a key part

"The partnership with Jez Rogers is what has really brought us on this year. It doesn't happen by accident. We spend a long time talking about the result and looking at our in-car and other people's in-car. That's where the speed has come from. I think when we are up and running we are now a match for the pace of people like Matthew Robinson and Nick Elliott."

SIDDALL DEBUTS FIAT ON TRACKROD

Endurance-spec 131 is ready for Roger Albert Clark in November

By Paul Lawrence

Andrew Siddall gave his Fiat 131 a United Kingdom rallying debut on the Trackrod Rally as a shakedown ahead of contesting the Roger Albert Clark Rally in November.

The strikingly-livered Fiat has been reworked by the Dan Sport team to suit Yorkshire-based Siddall, who has previously competed in Ford Escorts and Datsun 240Zs.

Siddall first drove the car competitively on the Midnight Sun Rally in Sweden in July but it had not been seen rallying in the UK until the Trackrod on Friday night and Saturday.

"This is really a shakedown ahead of the Roger Albert Clark Rally," said Siddall, who prefers longer endurance-style rallies to one-day sprints. "It's a very nice car for gravel and it's

bigger and heavier than an Escort. But it doesn't have the same power as the top Escorts. I think it will be absolutely perfect for the Roger Albert in November."

The 131 has been built to FIA specification and has also been created with a view to it being used on longer events like Rally Morocco and the New Zealand Silver Fern. In 2018, Siddall finished fifth historic on the Silver Fern in his Escort Mk1.

Siddall, who has been rallying for more than three decades in total, came back into historic rallying around a decade ago after a sabbatical from the sport. On the Trackrod he was co-driven by the experienced Phil Clarke but they took a maximum in Dalby on Friday night after getting wedged on a bank. They rejoined on Saturday to set encouraging stage times.

Photos: Paul and Ben Lawrence



Siddall made his UK debut in his Fiat 131 on the Trackrod



O'Connell and Griffiths

Historic Formula 2 battlers to finish the season on a Dijon battleground

Ace historic racers Martin O'Connell and Miles Griffiths will conclude a season-long Historic Formula 2 battle at Dijon in France this weekend.

O'Connell (Chevron B40) and Griffiths (Ralt RT1) will top a capacity grid of 35 cars plus reserves for the 11th and 12th races of a record-breaking year

for Historic F2. While local ace Robert Simac (March 712) and Mark Goodyear (Lotus 59) are vying to be overall top scorer, O'Connell and Griffiths are battling for the Bruno Giacomelli Trophy for the later two-litre cars.

After a troubled weekend at Zandvoort when a detached

flywheel prompted two non-finishes, Griffiths trails by 17 points but, with 30 available, the contest is still wide open.

Several drivers will be chasing wins including Matthew Watts (Martini MK19/22), Martin Stretton (March 782), Matt Wrigley (Chevron B42) and David Tomlin (Rondel M1).

Rare Marcos to run at Castle Combe

The one-off Marcos LM1800 that was entered for Le Mans in 1968 will be one of the features when 60 years of Marcos sports cars is celebrated during the Castle Combe Autumn Classic on Saturday.

The specially developed two-litre Volvo-powered LM1800 was entered for Le Mans for Marcos founder Jem Marsh and John Quick. Sadly, the LM1800 did not qualify for the race.

The LM1800, based on a 1966 chassis, has spent the last 20 years in Sweden but has recently returned to the ownership of the Marsh family after a gap of 50 years. Chris Marsh, son of Jem, plans to run some demonstration laps at Castle Combe.



Edwards claimed second spot on the Trackrod Historic Cup last weekend in a Fiat 131

EDWARDS GETS IN RALLY GB PREPARATION IN FIAT 131

As part of his build-up to contesting Wales Rally GB in a Hyundai i20, current British Rally champion Matt Edwards rallied a historic-specification Fiat 131 on the weekend's Trackrod Historic Cup and finished second.

"This is my test for Rally

GB," joked Edwards as he will not get to run in the Hyundai before WRGB starts on Thursday.

Edwards rallied the Peter Smith-owned Fiat on the same event a year ago and was helping to evaluate development

work on the Rally Sport Developments project.

"We'll do the Malton Stages in early November as well," said Edwards. "It is good to see how it is developing," he said after battling for victory with Matthew Robinson's Ford Escort Mk2.

IN BRIEF

Gathercole's fun

British Women's Racing Drivers' Club chairperson Lorraine Gathercole tackled two new challenges on the Trackrod Historic Cup when she made her forest rallying debut and rallied in the dark for the first time. Co-driven by fellow historic racer Martyn Donn, she duly completed the event as part of her build-up to competing on the Roger Albert Clark Rally in her Ford Escort Mk1.

Prescott special

Sunday's entry for the Autumn Classic hillclimb at Prescott includes classes for American and American-engined cars in deference to the event's Anglo-American billing. Notable entries are the Chevrolet-powered HWM Stovebolt Special of Simon Taylor and the 1965 Chaparral 2A sports-racing car in the hands of Mark Hales.

Family affair

Father and son Steve and Joe Oade returned to forest rallying on the Trackrod Rally in the Ford Escort Mk1 once used as a hire car by XS Racing. The Mk1, registered 'WAX', was driven by Kim Baker before being sold and the Oades acquired it in May. After a couple of local events, the Holmfirth pair were third in class.

Clark's glory

Jeremy Clark has retained his 70s Road Sports title in his Lotus Elan, with only the final race at Silverstone to come. The Norfolk racer, who has previously won titles in Formula Vee and Porsches, settled the matter at Brands Hatch 10 days ago when rival Adam Bagnall (Jaguar E-type) was absent after a car-damaging incident at the Oulton Park Gold Cup.

McLaren on show

On show at Prescott this weekend for the season-closing Autumn Classic will be a McLaren MP4/15 grand prix car from the 2000 season. The Adrian Newey-designed car was raced by Mika Hakkinen and David Coulthard and scored seven grand prix wins during the season.

Hopkins in a TR7

Kris Hopkins debuted his recently-built Triumph TR7 V8 on the Trackrod Historic Cup but retired on Saturday morning after a non-damaging off. The V8 has been built from a two-litre automatic road car for use on the Roger Albert Clark Rally.

Astons at Combe

Two significant Le Mans Aston Martins will be on display at Castle Combe on Saturday, topped by DBR1/4, the car that finished second at Le Mans in 1959 when driven by Maurice Trintignant and Paul Frere. From the 1980s will be chassis number 004 of the Nimrod Group C project, which ran as high as third overall in 1982. Ray Mallock, one of the drivers in '82, will be at the event racing his Formula Junior U2.



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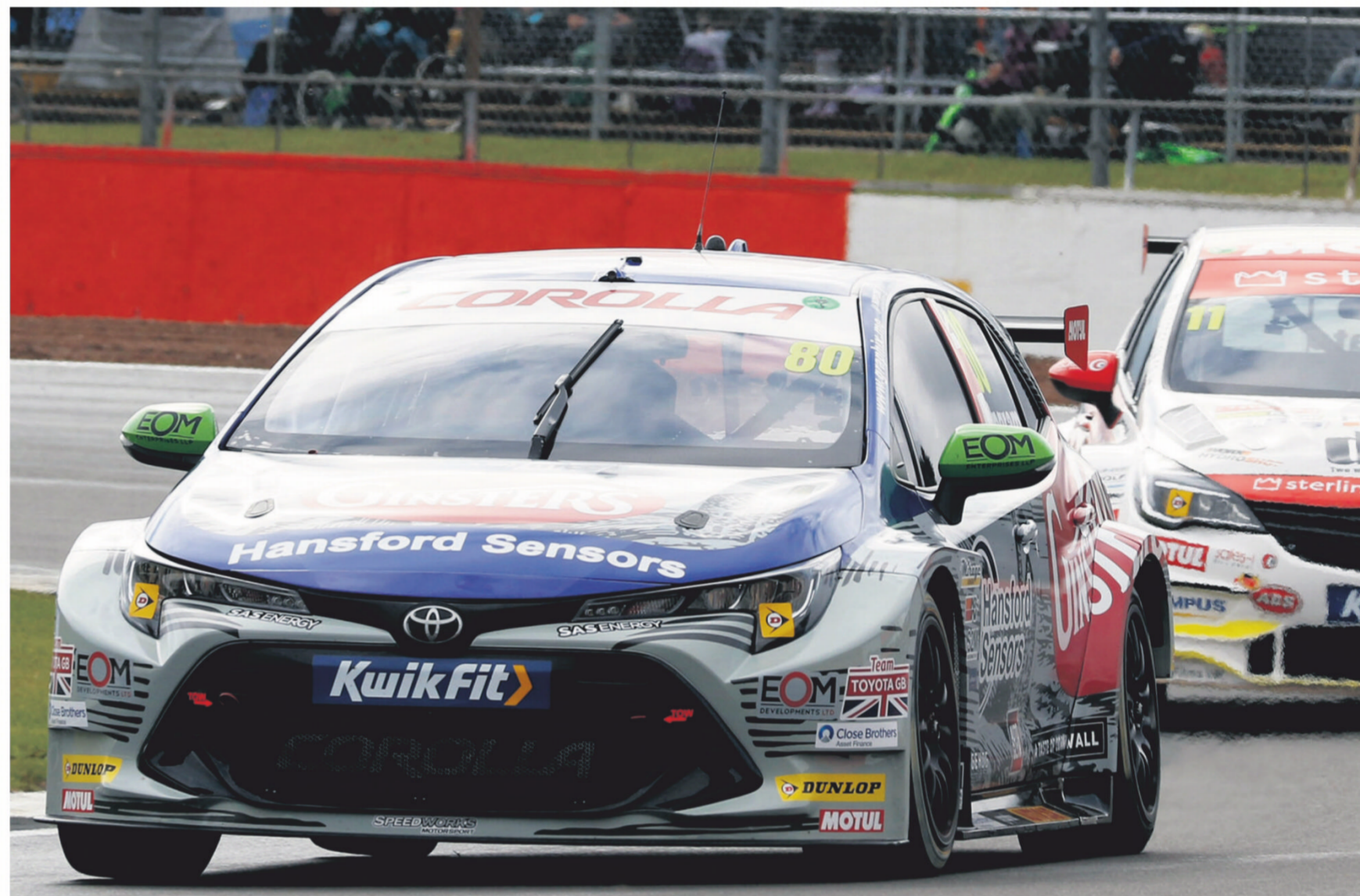


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BTCC REPORT: SILVERSTONE



Plato was second in the opening race



INGRAM RAINS ON BMW'S PARADE

Toyota and Team Hard stole headlines, but the title battle is still wide open. By **Matt James**

The British Touring Car Championship title battle between WSR BMW 330i M Sport team-mates Colin Turkington and Andrew Jordan almost took a back seat at Silverstone.

The first two wins went the way of Tom Ingram in the Speedworks Motorsport Toyota Corolla, while VW CC racer Jack Goff took a sensational victory in a dry-to-wet race in the final encounter to put Team Hard's first triumph in the books.

Turkington took a fantastic second place in race two to help cement his advantage going into Brands Hatch's showdown in 10 days' time, while Team Dynamics Honda Civic Type R driver Dan Cammish outscored Jordan to keep the pressure on. There is plenty of life left in this battle yet.

Race one

The compact layout of the National circuit means that grid positions are settled by a matter of hundredths of a second. That also means that the big success ballast, while not as much of a hindrance as at some other circuits, does have a significant effect.

WSR and its drivers Tom Oliphant and Turkington worked together to get a tow in qualifying but Turkington felt it had "saved his skin" as he was unhappy with the handling of his car, which he had tried to tweak through the free practice sessions. He would line up in sixth spot with his 54kg of ballast.

His team-mate Jordan, with 48kg, was paired with Stephen Jelley's Team Parker Racing BMW 125i M Sport for a draft. But when Jelley's car developed an alternator problem, that scuppered Jordan's hopes and he was left in a lowly 14th.

Up front, the joy belonged to Jason Plato on a circuit which has traditionally suited the Power Maxed Racing Astra. He was just 0.06s faster than Chris Smiley (BTC Racing Honda Civic

Type R FK8), with the Team Dynamics Honda Civic Type R FK8 of Matt Neal and Ingram sharing row two.

The other major player in the title hunt, Cammish in the Civic Type R, would line up in seventh spot after a strong effort with 42kg aboard.

A shower as the field lined up at the start of the opener had all in a quandary, but slicks was the choice. Silverstone has been relaid with Tarmac since the last BTCC rounds at the Northampton track, and the question was how quickly it would dry. It did, but it took a while.

Plato got a peach of a start to lead from the wheel-spinning Smiley, who was on the wetter side of the track. That benefited Ingram, who leapt up to second spot after a move on Neal at Brooklands on lap one.

The top two set off for a tense battle which would determine the outcome. Plato was pleased with his opening lap and put a 1.1s buffer on Ingram, who was on the medium tyres as opposed to the leader's softs.

Once there was heat in the Dunlops, Ingram began to reel in his prey. By the fourth lap they were nose to tail.

"There was a small patch of water on the inside at Luffield, and I could see Jason going in tight to the right-hander," said Ingram. "I switched my line and took a wider entry to see if it would work, and it did."

Ingram got underneath the Vauxhall and powered alongside through Woodcote as the pair began lap five. After leaning on each other down the pits straight, the Corolla prevailed as they turned into Copspe.

Plato knew the game was up. "I just had no answer for Tom, he was faster," said the double champion. "I was struggling a bit with the grip levels at Luffield and I wonder if that was the difference in the tyre compounds we were running. He did me and that was that. The car wasn't great all race, so we have work to do."

Smiley was able to make up for his torrid start to regain a rostrum spot

as he overtook Neal, who was struggling with the Dynamics car. He would eventually slip to sixth behind Smiley's BTC team-mate Josh Cook and Oliphant's BMW.

Neal said: "We looked at the race before [the Porsche Carrera Cup GB], and we thought the track had dried enough so we took a gamble on the set-up."

"We didn't know how quickly the new surface here would dry out – but it didn't dry fast enough and we had been too aggressive with our set-up. The first few laps were like an ice rink."

It was worse for his team-mate Cammish, who was involved with an early brush with Jordan and dropped back to an eventual 11th.

That might have been a nightmare for his title hopes, but it wasn't – mainly thanks to the troubles affecting his points rivals. Turkington slithered around in the opening laps on the fringes of the top 10 but an early spin, after contact with Rob Collard's Power Maxed Astra, dropped him to 23rd.

Thanks to the retirement of others and some neat racecraft, he was able to claw his medium-tyred BMW back to 14th, but that was a scant two points.

Jordan, on the softs, had fared better. He was in a bottleneck behind Neal to battle up to 11th but, on lap 12, dropkicked Tom Chilton (Motorbase Performance Ford Focus) to claim a top 10 spot.

When the BMR Racing Subaru of Ash Sutton and Senna Proctor both suffered punctures, that promoted Jordan to what looked like an eventual eighth, just behind Mike Bushell (AmDTuning.com Honda Civic Type R). Chilton was overtaken for ninth on the last lap by Adam Morgan's Ciceley Motorsport Mercedes-Benz A-Class.

There was a sting in the tail for Jordan, though, as the clerk of the course assessed his contact with Chilton and determined that he was to blame. The officials issued him with a 6.6s penalty and that dropped him two places down the order to 10th.

Race two

While Turkington would have been distraught to finish the opener and see his advantage at the head of the table shrink from 10 points to six (after Jordan's slap on the wrist), there was some consolation. Despite starting on row seven, the reigning champion had soft tyres and no ballast, while Jordan had the medium rubber and 12kg, going from 10th.

A rain shower (again) just before the start had teams in a dilemma again but all went for slicks.

Ingram led into Copspe from Plato and Smiley, but the top runners were about to go on a huge adventure. Firstly, Smiley dropped back to fifth to help out his closely following team-mate and points battler Cook, but that allowed Oliphant to jump into third place.

There was trouble coming for leader Ingram, though. As the pace went away from the Corolla on its softer rubber and Plato zeroed in, Oliphant was keen on making progress too. The BMW man looked to the inside of Plato down the Wellington Straight on lap 10, and Plato went to defend. The Vauxhall then lunged for the inside of the leader and nudged Ingram wide, which delayed the Astra and Oliphant cannoned into the side of Plato.

As they emerged, Oliphant collected his moment faster than the others and claimed the lead from Ingram and Plato.

As the rain intensified, on lap 13, Morgan slipped out of ninth spot and into the gravel at Becketts. That meant a safety car.

Before they could reach the first safety car board, Cammish and Plato, who had been battling for third, got together at Brooklands. That allowed Turkington to slip up to a rostrum slot from Plato, while Cammish was delayed.

In the race to the first caution period marker, Cammish and Jordan were toe-to-toe and spent the entire three-lap slow train side-by-side (including contact at Brooklands), with neither willing to admit they hadn't had the advantage

when they reached the first yellow flag.

The rain had intensified under the safety car, and it was treacherous stuff when the greens flew, particularly for the rear-wheel-drive cars.

Oliphant had a little wobble at Copspe at the get-go which allowed Ingram to reclaim first, while the BMW man was also on the look-out for his title chasing team-mates.

Oliphant moved aside to let Turkington into second place at Becketts, and eventually slid down the order to seventh. The increasingly bad rain persuaded the officials to fly the red flag, which was something that victor Ingram wasn't that keen on seeing.

"I was happy enough out there," said the winner. "I love conditions like that where you are on tip-toes and trying to find the grip. It was an intense race and I am not really sure what happened in the contact between myself and Plato earlier on. I had looked in my mirror and saw he was battling with a BMW behind, then all of a sudden I got a nudge. Very strange."

For Turkington, second place from 14th on the grid and a bigger points lead than he had coming into the race thrilled him. "When you have been around the championship, you know there will be these crazy races," said the three-time title winner. "My car was brilliant when it was shed of weight – the first time I had driven it like that all weekend – but I was fighting for my life when the rain came. I have to be pleased with that."

Cammish survived to leapfrog Plato on the second lap of green flag racing, and that sealed third place for him and did his championship hopes a world of good.

"That was an amazing race," said Cammish, who had started 11th on the softer tyre, but was ballast-free. "It was one where everything just opened up in front of me. I couldn't do anything about Colin but I will take the points that gives me."

He actually earned more points, because he was given an endorsement

'Bushell shone in race three'
Rob Austin's driver ratings, page 32



ROUNDS 25 26 27



Ingram worked hard for two victories



Photos: Jakob Ebrey

Jack Goff used an inspired tyre strategy to claim Team Hard's first win



Whose line is it anyway? Oliphant, Plato and Ingram dispute race two



Turkington (left) and Jordan (right) were battling hard in the last race

and three marks on his race licence for his brush with Jordan under the safety car and he was also relieved of £1500.

Plato followed in fourth from the BTC duo of Cook and Smiley. Behind Oliphant, Jordan claimed a battered eighth spot.

Bushell continued his superb weekend with ninth place from Matt Simpson (Simpson Racing Honda Civic Type R), while Sutton's burn from 24th on the grid to 11th was rewarded with pole position for the reversed-grid race three.

Race three

If the script for the second race at Silverstone had been barmy enough, race three had it all. It was the first in the NGTC era of the BTCC that most of the frontrunners were forced to pit midway through for a tyre swap as rain intensified and it was the strategy call – and the pitwork – that was able to win the day.

As is so often the case, it was the driver who was bold enough to make the decision first who was the biggest winner, and that person was Goff. He had seen the rain intensifying on the out-lap, and he darted for the pits.

Goff said: "My dad was on the radio and he said 'we are doing it'. So I did. I really wasn't sure it was the right call."

It was a bold gamble, but even he thought it was a step too far when, at the end of three laps, the safety car was called for.

Goff said: "I figured I was in real trouble then – I knew that the others would take the option to pit too, and then they would gradually reel me in."

When he returned to the track, and amid the confusion of those who had stopped and those who hadn't, the VW CC driver was battling with Sutton's Subaru. The BMR Racing driver had pitted at the end of lap five, which was when the safety car was still out.

However, the adjustments to the estate-shaped car took longer than some of his rival machines and he was held at the pitlane exit as the queue went past, which meant he lost a lap.

He had prodigious pace and was able to battle ahead of Goff, but the leader was unaware that the Subaru was a lap down. He hit the front on lap 14 and, with a bit of luck, stayed there.

"I tried to keep with Sutton because I knew I was still in the hunt somewhere, but I locked up and I nearly went off," said Goff. "I backed it off and then, over the last five laps, the windscreen started misting up and I couldn't see a thing. I was looking through a 50p-sized hole in the screen, which was all the vision I had. But what a result."

In second place was another of the early gamblers on a change to wets. Aiden Moffat started from the back row after propshaft failure in race two with the Laser Tools Racing Infiniti Q50. There was nothing for him to lose by an early swap of Dunlops, and he came in at the end of lap two. That was just as the safety car was brought out, and he was in prime position to capitalise as those around him either pitted or the slick-tyred runners felt the pain of no grip.

Moffat had actually worked his way ahead of Goff as the pair battled up the order but the eventual winner restored the order going into Becketts on lap 11. Moffat survived what he described as "a brown trouser moment" when he spun at Copse on lap 14 but, despite slipping to fourth as a result, he was back in second by the end of the tour.

"That was the first time I have driven a rear-wheel-drive car in the wet," explained the 23-year-old. "We just chucked a set-up at it. I joked to the boys beforehand that I would probably be the one spinning down the track, and I was! But thankfully we got it back together."

In an eventual third was Neal, who

had opted for his tyre swap at the end of lap four, but he wasn't sure it had been the correct call. "I told the lads I thought it was marginal, because the others were still getting away at that point, but it worked out," he said. "As I was climbing back through the order, I got to [team-mate and title hopeful] Cammish and wondered if I should sit and protect his position. But the differential in grip was so much that I simply couldn't."

Cammish persevered on the slicks and eventually finished 12th, which meant he has lost ground in the title chase to Turkington, who was seventh, and Jordan, who was eighth. They followed Oliphant, Chilton and Plato across the line.

The BMW pair had stopped a lap apart on laps three and four. Turkington, who had been further back on track in the opening exchanges, watched what was going on ahead. He said: "I saw Oliphant and Jordan dive in, and I was wondering if the team would be able to cope with three in all at the same time, so I stayed out. It was a lap longer than I wanted to be honest, but I had to do it."

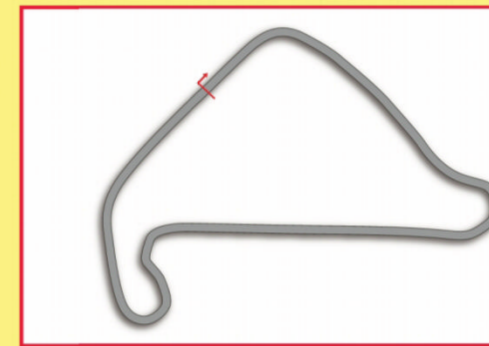
When the Northern Irishman returned to the competition, he and Jordan, desperate to limit the points swing between them, were toe-to-toe. Turkington's car showed some battle scars afterwards, but he was sanguine. He said: "We are both fighting for this title, and we wanted the points. There was a bit of rubbing, but that is how desperate we both are."

Jordan was equally fine with the battle: "There is nothing left on the table at this point, but we are both professionals."

They are, and they will go to Brands Hatch in 10 days' time with 17 points between them. They are not, however, 1-2 in the table as Cammish has snuck one mark in front of Jordan.

The prospects for the three-race showdown in Kent are already lip-smacking.

RACE FACTS



SILVERSTONE

Where: Silverstone, Northamptonshire
First BTCC round: 1959
Lap length: 1.64 miles
Qualifying lap record: Jason Plato 57.430s (2019)
Race lap record: Colin Turkington 57.687s (2019)

RESULTS

Round: 1 Laps: 22 **Weather: drizzle**

POS	Q	DRIVER	CAR	TIME
1	4	Tom Ingram	Speedworks Motorsport Toyota Corolla GT6 ⁶	21m40.695s
2	1	Jason Plato	Power Maxed Racing Vauxhall Astra (S) ¹⁰	+4.312s
3	2	Chris Smiley	BTC Racing Honda Civic Type R (S)	+7.554s
4	9	Josh Cook	BTC Racing Honda Civic Type R ⁴	+8.071s
5	5	Tom Oliphant	WSR BMW 330i M Sport (S)	+13.265s
6	3	Matt Neal	Team Dynamics Honda Civic Type R ⁸	+14.028s
7	13	Mike Bushell	AmD Tuning Honda Civic Type R (S)	+16.886s
8	23	Adam Morgan	Ciceley Motorsport Mercedes A-Class (S)	+23.676s
9	11	Tom Chilton	Motorbase Performance Ford Focus RS (S) ¹⁰	+23.926s
10	14	Andrew Jordan	WSR BMW 330i M Sport (S) ²	+23.987s

11 (7) Dan Cammish (Team Dynamics Honda Civic Type R) (42kg) +24.064s; 12 (17) Rob Collard (Power Maxed Racing Vauxhall Astra) (S) +24.119s; 13 (21) Matt Simpson (Simpson Racing Honda Civic Type R) +24.384s; 14 (6) Colin Turkington (WSR BMW 330i M Sport) (54kg) +25.716s; 15 (12) Rory Butcher (AmD Tuning Honda Civic Type R) (30kg) +27.963s; 16 (22) Jake Hill (Trade Price Cars Racing Audi S3 Saloon) +28.903s; 17 (15) Jack Goff (Team Hard Volkswagen CC) (S) +29.617s; 18 (18) Ollie Jackson (Motorbase Performance Ford Focus RS) (S) +30.127s; 19 (19) Aiden Moffat (Laser Tools Racing Infiniti Q50) (S) +30.991s; 20 (16) Michael Caine (Motorbase Performance Ford Focus RS) (45kg) +31.217s; 21 (30) Sam Osborne (Excel8 Motorsport MG6) +34.709s; 22 (29) Rob Smith (Excel8 Motorsport MG6) +36.586s; 23 (27) Carl Boardley (Team Hard Volkswagen CC) (S) +37.116s; 24 (8) Ash Sutton (BMR Racing Subaru Levorg) (S) (18kg) -1 lap; 25 (10) Senna Proctor (BMR Racing Subaru Levorg) (S) -1 lap; 26 (25) Daniel Rowbottom (Ciceley Motorsport Mercedes A-Class) (S) -3 laps; R (20) Bobby Thompson (Team Hard Volkswagen CC) (S) 15 laps/damage; R (26) Stephen Jelley (Team Parker Racing BMW 125i M Sport) 8 laps/damage; R (28) Mark Blundell (Trade Price Cars Racing Audi S3 Saloon) 8 laps/damage; R (24) Michael Crees (Team Hard Volkswagen CC) 5 laps/battery failure. **Pole position:** Plato 57.430s (102.83mph). **Winner's average speed:** 99.88mph. **Fastest lap:** Sutton 57.967s (101.88mph). (S) = soft tyre.

Round: 2 Laps: 19

Weather: drizzle

POS	Q	DRIVER	TIME
1	1	Ingram (S) ¹	20m26.815s
2	14	Turkington (S)	+1.021s
3	11	Cammish (S)	+1.424s
4	2	Plato ²	+2.543s
5	4	Cook ⁴	+3.956s
6	3	Smiley ³	+4.431s
7	5	Oliphant ⁵	+4.910s
8	10	Jordan ¹⁰	+5.116s
9	7	Bushell ⁷	+5.334s
10	13	Simpson (S)	+6.777s

11 (24) Sutton +7.277s; 12 (20) Caine (S) +7.930s; 13 (27) Thompson +8.066s; 14 (18) Jackson +8.478s; 15 (25) Proctor +8.573s; 16 (16) Hill +9.265s; 17 (26) Rowbottom +9.451s; 18 (29) Blundell +10.258s; 19 (30) Crees (S) +10.266s; 20 (9) Chilton (6kg) +12.280s; 21 (17) Goff -1 lap; 22 (22) Smith -1 lap; R (23) Boardley +48.514s/suspension; R (28) Jelley 13 laps/damage; R (8) Morgan (6kg) 12 laps/spin; NC (12) Collard 12 laps/damage; R (15) Butcher (S) 11 laps/damage; R (6) Neal (S) (24kg) 11 laps/puncture; NC (19) Moffat 11 laps/propshaft; R (21) Osborne 2 laps/contact-broken steering. **Winner's average speed:** 91.46mph. **Fastest lap:** Turkington 57.687s (102.37mph). (S) = soft tyre.

Round: 3 Laps: 25

Weather: dry but getting wetter

POS	Q	DRIVER	TIME
1	21	Goff	28m22.240s
2	29	Moffat	+7.300s
3	28	Neal	+13.968s
4	5	Oliphant ⁷	+25.596s
5	20	Chilton	+26.295s
6	8	Plato ⁴	+29.883s
7	10	Turkington ²	+30.020s
8	4	Jordan ⁸	+33.061s
9	19	Crees	+35.424s
10	13	Thompson	+37.015s

11 (16) Hill (S) +40.813s; 12 (9) Cammish (42kg) +43.527s; 13 (18) Blundell (S) +44.108s; 14 (22) Smith (S) +49.349s; 15 (1) Sutton +50.344s; 16 (27) Butcher +1m02.332s; 17 (3) Bushell (6kg) +1m02.687s; 18 (12) Caine +1m03.456s; 19 (14) Jackson +1m12.292s; 20 (30) Osborne (S) -1 lap; 21 (26) Collard -1 lap; 22 (11) Ingram (54kg) -2 laps; 23 (24) Jelley (S) -2 laps; R (25) Morgan 21 laps/damage; NC (15) Proctor 20 laps/pitstop-running; NC (7) Cook (S) (30kg) 20 laps/damage-pitstop; R (6) Smiley (24kg) 10 laps/lost power; R (17) Rowbottom 8 laps/damage; R (2) Simpson (6kg) 0 laps/spin; R (23) Boardley 0 laps/battery failure. **Winner's average speed:** 86.73mph. **Fastest lap:** Goff 1m02.760s (94.09mph).

RACE SUCCESS BALLAST

54kg ¹	48kg ²	42kg ³	36kg ⁴	30kg ⁵
24kg ⁶	18kg ⁷	12kg ⁸	6kg ⁹	6kg ¹⁰

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	297
2	Dan Cammish	281
3	Andrew Jordan	280
4	Josh Cook	263
5	Tom Ingram	236
6	Rory Butcher	228
7	Jason Plato	205
8	Matt Neal	199
9	Ash Sutton	191
10	Tom Chilton	174

11 Tom Oliphant 171; 12 Adam Morgan 148; 13 Sam Tordoff 147; 14 Chris Smiley 132; 15 Jake Hill 126; 16 Rob Collard 117; 17 Stephen Jelley 84; 18 Aiden Moffat 80; 19 Ollie Jackson 57; 20 Senna Proctor 44; 21 Jack Goff 40; 22 Bobby Thompson 34; 23 Matt Simpson 33; 24 Mike Bushell 17; 25 Michael Crees 11; 26 Mark Blundell 5; 27 Daniel Rowbottom 4; 28 Michael Caine 4; 29 Carl Boardley 3; 30 Sam Osborne 2; 31 Rob Smith 2.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Butcher	460
2	Oliphant	449
3	Thompson	293
4	Rowbottom	279
5	Smith	249
6	Crees	220
7	Boardley	209
8	Blundell	208
9	Osborne	192
10	Hamilton	183

11 Caine 41.

INDEPENDENTS

POS	DRIVER	PTS
1	Cook	373
2	Butcher	351
3	Chilton	289
4	Hill	262
5	Tordoff	256
6	Morgan	248
7	Smiley	247
8	Moffat	214
9	Jackson	199
10	Jelley	185

11 Thompson 137; 12 Simpson 136; 13 Goff 132; 14 Rowbottom 109; 15 Boardley 75; 16 Smith 71; 17 Blundell 57; 18 Crees 55; 19 Nicolas Hamilton 37; 20 Bushell 36; 21 Osborne 35; 22 Caine 20.



Jackson (1) suffered a hit from Butcher

BTCC REPORT: SILVERSTONE

EXCLUSIVE ANALYSIS BY ROB AUSTIN



Photo: Jakob Ebrey

MOTORSPORT NEWS STAR DRIVER



JACK GOFF

Goff was among the first drivers to contest the British Touring Car Championship for Team Hard. Over the years, with four cars and multiple mid-season changes, the team has been through a considerable number of drivers but, all along, Goff was its man. He is now the first driver to take the Kent-based operation to the top step of the podium.

MOTORSPORT NEWS MAGIC INGREDIENT



SILVERSTONE IN SEPTEMBER

Not that the British Touring Car Championship actually needs any living up – it's hard enough to keep up with at times anyway – but, thanks to the weather, there wasn't a moment when something wasn't happening during all three of the races. It's spiced up the championship nicely too.

DRIVER ANALYSIS

MATT NEAL

8/10

Team Dynamics Honda

Had good pace on Saturday and was faster than team-mate Cammish. His team misjudged the conditions and set-up for the first race but Neal came on strongly as the track dried for sixth place. Contact in race two resulted in a DNF but he salvaged a podium thanks to a clever tyre choice in the finale.



DAN CAMMISH

8/10

Team Dynamics Honda

Hampered by the same set-up misjudgement as his team-mate in the opener, but came on strong in race two for a podium finish before struggling on the wrong tyres in race three. He was, however, second of the slick-shod cars and has moved up to second in the championship points chase.



ANDREW JORDAN

7/10

WSR BMW 330i M Sport

Jordan pushed hard all weekend but nothing seemed to be going his way. He outscored his championship rivals in the opener. That was the highlight of his day as he lost out in the next two and shipped ground in the championship chase. It's not over yet, but he will be disappointed with his weekend.



COLIN TURKINGTON

8/10

WSR BMW 330i M Sport

After a misjudgement in race one which caused a spin, it looked like it was going to be a bad day for the reigning champion but, in very difficult conditions throughout the day, he still somehow managed to outscore his main rivals to extend his points lead.



JASON PLATO

8/10

Power Maxed Vauxhall

Plato was on stunning form on Saturday and managed to claim his first pole of 2019. The soft Dunlops threw the balance of his Vauxhall in the opener but drove well to maintain second. A minor tangle with Ingram cost him a podium in race two but a fourth topped off with sixth in the finale is a pretty good day.



ASH SUTTON

7/10

Team BMR Subaru Levorg

The Subaru had more pace at Silverstone than many expected and his qualifying performance was superb but the team was too greedy on set-up which resulted in a puncture in the opener. A superb recovery and the reversed-grid draw earned him a pole for the finale. He was unlucky with the weather as in the dry he had the pace for a potential win.



TOM INGRAM

9/10

Speedworks Toyota

The new Toyota Corolla had good pace this weekend and Ingram qualified well but Sunday was his day. His pace in the tricky conditions of both race one and two made the difference to earn him a double victory. He was unlucky to be collected through no fault of his own in race three.



TOM CHILTON

5/10

Motorbase Ford Focus

It was looking like it was going to be an anonymous weekend for Chilton with a ninth in race one and being unfortunate to collect debris in race two which resulted in a pitstop and a lowly finish of 20th. However, he made the right call in the final race and recovered his weekend with a strong fifth place.



JOSH COOK

8/10

BTC Racing Honda

Cook qualified better than his recent Saturday form and put in two strong races to keep his title hopes alive. In the final encounter he looked set to make a big dent in his points deficit. He was unfortunate when minor contact had dire consequences and his championship chances now are purely mathematical.



ADAM MORGAN

5/10

Ciceley Mercedes A-Class

Morgan started 23rd after a broken gear lever in qualifying. There was a glimmer of hope as he recovered well in race one to work his way up to eighth position but, from there, he spent the rest of the day in the wars. He spun into the gravel in the second race of the day and then was mired in the damaging dogfights in race three.



AIDEN MOFFAT

6/10

Laser Tools Infiniti Q50

We don't need to mention anything prior to race three where he was among the first to make the call to switch to wet tyres. It wasn't just the tyre call: this was his first time in a rear-wheel-drive car in the wet, the first time the car had run in the wet. His pace was impressive. He landed Infiniti's first BTCC podium.



RORY BUTCHER

3/10

AmDTuning.com Honda

Although the FK2 Honda has never thrived here, after his pace at Knockhill, it was still surprising not to see Butcher in the mix. It was an anonymous weekend for him which was further hindered by a DNF through contact in race two. The weekend has, sadly, left him out of overall championship contention.



MIKE BUSHELL

7/10

AmDTuning.com Honda

In only his second weekend this year, and at a track that the FK2 Civic traditionally struggles on, Bushell was consistently inside the top 10 and looked set for something special in race three. Perhaps, having got himself in to such a good position, he was too reluctant to pit for wets...



JAKE HILL

5/10

Trade Price Cars Audi S3

Off the back of his first win, Hill would have been hoping for more this weekend. The highlight of came in race three where he excelled on slick tyres and a wet circuit and was working his way forward well until the cars on wets came past. He may have only finished 11th but he won the slick-shod race.



JACK GOFF

10/10

Team Hard VW CC

Goff has had a tough year but his opportunity to shine came in the final race of the day. He was, by far, the first to make the call and get himself on the right tyres which gave him the opportunity but it was more than that: he genuinely had impressive pace and he used it brilliantly to take his first win of the season.



SUPPORTS

'More bad luck for Coates'
Renault UK Clio Cup, below



Taylor ends long win drought with a double

Ginetta Junior

By Stephen Lickorish

James Taylor hadn't taken a Ginetta Junior win since Donington Park in April. But he grabbed two at Silverstone amid controversial circumstances.

The first was achieved in race two when he was part of a thrilling lead battle that also included James Hedley, Gus Burton and Lorcan Hanafin.

"I lost the lead three times and managed to get it back," said a delighted Taylor, who admitted he was starting to doubt himself after a tough middle chunk of the season. "When I had them come up behind me I was just holding on for dear life."

Taylor led for much of the finale too but, as the clock ran down, Hanafin squeezed ahead at Luffield. Taylor then fought back at Woodcote to narrowly reclaim the lead and the battling continued on the 'final' tour with Will Martin seemingly the winner. But it turned out Taylor had crossed the line fractions of a second after the clock went to zero, and he was handed the victory.

Martin did win the opener though, after Hanafin and Burton received track limits penalties, points leader Hedley went off at Becketts and Ethan Brooks spun out of the lead with suspected brake trouble.

Coates punted out as Young takes points lead

Renault UK Clio Cup

By Stephen Lickorish

It was always going to happen. With the top five cars in the second Renault UK Clio Cup race all running so close together, contact was inevitable. And it was Max Coates who was again on the receiving end.

After Jack Young passed double polesitter Brett Lidsy at Luffield early on, he was unable to break away from the chasing pack. And matters came to a head three laps from the end when Jade Edwards attempted to pass Coates on the inside into Brooklands but slight contact broke her steering with Coates and Lidsy getting wiped out.

"If she wanted to overtake me there was a gap on the inside," said Coates. "I hit the brakes and she went into the back of me. It's very frustrating but the pressure's all on Jack now."

After taking what became a comfortable win, Young now has a 15-point lead in the title race over arch-rival Coates.

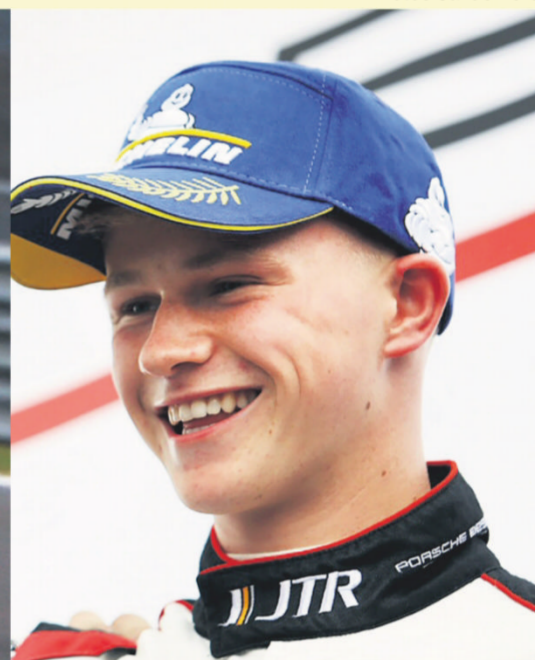
The opener was just as close but it was Lidsy who claimed his maiden win as he escaped a tussle between Young, Coates and Jamie Bond. That was decided when Young clipped the kerb at Becketts, launching his car onto two wheels and letting Coates and Bond through.

"I'm over the moon," said Lidsy. "At Knockhill, the mistake that cost me P2 really hurt me coming home. I wanted to make sure I didn't make that same mistake again."

He did not but his elimination in race two means he has now dropped out of the title picture.



Gamble won the races but Harper (x) took the crown



Photos: Jakob Ebrey

HARPER CROWNED AS GEORGE'S GAMBLE PAYS OFF

Gamble takes a double win after inspired tyre call in changeable conditions

Porsche Carrera Cup GB

By Stephen Lickorish

When Pro-Am racer Karl Leonard qualified third overall after a dry session, it was clear this was going to be a topsy-turvy Porsche Carrera Cup GB event.

But the unusual results were not enough to prevent Porsche Junior Dan Harper sealing the title with three races to spare.

As with Croft earlier in the season, where Leonard took an overall race win, rain was the cause of the randomness. After four laps of the opener, the order was headed by the returning Ross Wylie, with Am drivers Justin Sherwood (who later sealed the class title) and Peter Kyle-Henney second and third, George Gamble fourth, and debutants Aaron Mason and Lucky Khera completing the top six. All of these drivers had chosen to use wet tyres on a track far from dry after

earlier rain, Gamble opting to switch from slicks at the end of the formation lap.

Gamble duly went on to pass the Ams and grabbed the lead from Wylie at Brooklands on lap 18 of the 28, as he took an impressive win.

"On the warm-up lap I couldn't get any heat in the tyres," Gamble explained. "I just thought at the last-minute I would dive into the pits and it paid off. It just didn't dry out and I managed to build a gap."

Of the slick-shod runners, Harper and 2014 champion Josh Webster had a brilliant battle throughout, with Harper edging clear late on to take seventh and third in the Pro class – more than enough to secure the title.

"Within a lap the guys who started on wets further back were ahead so it was hard to keep calm and stay out of trouble because they had so much pace," said the new champion. "It was great fun battling with Josh and I was just making sure

nothing went wrong.

"It's a very special feeling – it feels like a long time since I was a champion! Porsche gave me a top opportunity and it was nice to pay them back, the pressure was on."

Gamble started sixth on the partially reversed-grid for race two but it didn't take him long to pass polesitter Khera and take the lead, going on to take another win and complete a perfect weekend.

"It was a brilliant race – I just went for it and got the gap," said a delighted Gamble.

But the driver of the race had to be returning champion Tio Ellinas. After contact put him out of the opener, he started down in 17th. But that didn't stop him from surging through the order, grabbing second with a bold dive down the inside of Harper at Brooklands.

Webster passed Harper too but it didn't matter – the teenager had already done the hard work in the opening six weekends.

Scores are level as rivals Maloney and Alvarez collide

British Formula 4

By Graham Keilloh

Zane Maloney and Sebastian Alvarez will head to British Formula 4's Brands Hatch finale in a fortnight as joint points leaders after they sensationally collided in Silverstone's third race. While, after a strong weekend, Louis Foster still has an outside title shot.

Foster took two Silverstone wins and a third place, and was pacesetter in wet and dry. Only a race-two incident, wherein he was an innocent victim, denied him a possible perfect weekend.

"I'm not going to focus on the negatives too much, but if we didn't have that contact in race two we probably would have had the triple," Foster said. "I don't know why, but we always seem to go well [at Silverstone]."

"Brands Hatch is my favourite circuit –

the championship's open now. We're still 30 points behind; we're going to need luck. But you create your own luck and if we go quick we'll create some of ours."

Foster took a lights-to-flag Silverstone race one victory while Maloney, who led the championship pre-weekend, locked up and ran wide at Becketts on lap one while challenging Josh Skelton for second. This dropped Maloney to sixth and let Alvarez – who entered the event 15 points shy of him – take advantage to move up to second, where he stayed for the race's remainder. Maloney only recovered to fifth.

Alvarez made more points hay by winning a damp race two. He rose within two laps from starting fifth on the reversed grid to a lead he didn't lose, keeping Maloney at arm's length in second. Maloney reckoned he had understeer from front wing damage after nudging Carter Williams at Brooklands



Foster (1) had a strong F4 weekend

on lap one, spinning Williams into Foster. Foster then recovered from 14th to finish third, despite contact with Alex Connor when taking the place, leaving Connor in the Becketts gravel.

Foster again dominated race three, held in variable weather. Alvarez tried to pass Maloney for second at half-distance, getting alongside on the outside of Brooklands. But, not offered space by Maloney at the corner's exit, lost control on the slippery kerb and speared into Maloney at Luffield, putting both out.

King reigns supreme at Silverstone as he reclaims the GT4 Supercup advantage

Ginetta GT4 Supercup

By Graham Keilloh

Harry King was the beneficiary in the three-way Ginetta GT4 Supercup championship fight at Silverstone, taking two wins and a second while his rivals, Will Burns and Tom Hibbert, had mixed weekends. It means King heads to Brands Hatch's season-closer seven points ahead of Burns.

"Of course I would have liked to have

done the triple and had the stats, but two wins and a second place is really good," King said. "He's [Burns] had an unfortunate weekend but so have we in the previous races this year. We went well at Brands Hatch last year – I look forward to it."

King dominated the first two Silverstone races from pole, delighted with his handling, while in race one Burns and Hibbert finished 17th and seventh respectively after colliding at

Becketts when disputing second.

Burns recovered to second place in race two, helped by two ahead – including third-placed Hibbert – picking up track-limits penalties. In the reversed-grid race three, King rose from starting fifth to lead by halfway around the first lap. Hibbert passed him at Luffield at half-distance to win, and King beat Burns for second after a thrilling place-swapping battle on the final lap.

RESULTS

Porsche Carrera Cup GB (28 laps) 1 George Gamble (Redline); 2 Ross Wylie (In2 Racing) +7.703s; 3 Justin Sherwood (Parker); 4 Aaron Mason (Brookspeed); 5 Peter Kyle-Henney (In2 Racing); 6 Lucky Khera (Parker). Fastest lap Gamble 59.765s (98.81mph). Pole Daniel Harper (JTR). Starters 22. **Race 2 (28 laps)** 1 Gamble; 2 Tio Ellinas (Redline) +1.778s; 3 Josh Webster (Parker); 4 Harper; 5 Wylie; 6 Tom Roche (Rob Boston). FL Gamble 59.406s (99.41mph). P Khera. S 22. **Points (after 14/16 rounds)** 1 Harper 141; 2 Gamble 95; 3 Webster 94; 4 Lewis Plato (Motorbase) 87; 5 Dan Vaughan (Motorbase) 49; 6 Seb Perez (Redline) 47.

Ginetta Junior (11 laps) 1 Will Martin (Richardson Racing); 2 Zak O'Sullivan (R Racing) +0.335s; 3 James Taylor (Elite Motorsport); 4 Lorcan Hanafin (Douglas Motorsport); 5 Aston Millar (R Racing); 6 Gustav Burton (Douglas). FL Hanafin 1m11.168s (82.98mph). P James Hedley (Elite). S 23. **Race 2 (14 laps)** 1 Taylor; 2 Hanafin +1.183s; 3 Burton; 4 Hedley; 5 O'Sullivan; 6 Martin. FL Hanafin 1m15.220s (78.51mph). P Hedley. S 23. **Race 3 (14 laps)** 1 Taylor; 2 Hanafin +0.020s; 3 Burton; 4 Hedley; 5 Martin; 6 Joel Pearson (R Racing). FL Hedley 1m14.836s (78.91mph). P Taylor. S 23. **Points (after 23/26 rounds)** 1 Hedley 603; 2 O'Sullivan 543; 3 Martin 468; 4 Casper Stevenson (Richardson) 402; 5 Hanafin 397; 6 Taylor 383.

Renault UK Clio Cup (18 laps) 1 Brett Lidsy (MRM); 2 Max Coates (Team Hard) +1.344s; 3 Jamie Bond (Team Hard); 4 Jack Young (MRM); 5 Ben Colburn (Westbourne Motorsport); 6 Anton Spires (Westbourne). FL Young 1m04.141s (92.07mph). P Lidsy. S 14. **Race 2 (18 laps)** 1 Young; 2 Colburn +1.540s; 3 Ethan Hammerton (Team Hard); 4 Spires; 5 Bond; 6 Finlay Robinson (Westbourne). FL Colburn 1m04.593s (91.42mph). P Lidsy. S 14. **Points (after 16/18 rounds)** 1 Young 330; 2 Coates 315; 3 Bond 284; 4 Lidsy 262; 5 Hammerton 226; 6 Colburn 225.

British Formula 4 (22 laps) 1 Louis Foster (Double R); 2 Sebastian Alvarez (Double R) +1.313s; 3 Josh Skelton (JHR Developments); 4 Carter Williams (JHR); 5 Zane Maloney (Carlin); 6 Alex Connor (Arden). FL Foster 56.398s (104.71mph). P Foster. S 15. **Race 2 (19 laps)** 1 Alvarez; 2 Maloney +1.243s; 3 Foster; 4 Roberto Faria (Fortec); 5 Bart Horsten (Arden); 6 Luke Browning (Richardson). FL Foster 1m02.706s (94.18mph). P Connor. S 15. **Race 3 (17 laps)** 1 Foster; 2 Horsten +1.365s; 3 Browning; 4 Skelton; 5 Christopher Lulham (Fortec); 6 Tommy Foster (Arden). FL L Foster 1m01.213s (96.47mph). P Foster. S 15. **Points (after 27/30 rounds)** 1 Maloney 367; 2 Alvarez 367; 3 L Foster 337; 4 Skelton 307.5; 5 Horsten 237.5; 6 Williams 218.

Ginetta GT4 Supercup (16 laps) 1 Harry King (Elite); 2 Simon Rudd (Rob Boston Racing) +4.369s; 3 Carlito Miracco (Privateer); 4 Reece Somerfield (Elite); 5 Alan Henderson (AK Motorsport); 6 Fin Green (Rob Boston). FL Tom Hibbert (Triple M) 57.498s (102.71mph). P King. S 20. **Race 2 (25 laps)** 1 King; 2 Will Burns (Rob Boston) +6.476s; 3 Hibbert; 4 Somerfield; 5 Henderson; 6 Miracco. FL King 57.683s (102.38mph). P King. S 20. **Race 3 (22 laps)** 1 Hibbert; 2 King +2.598s; 3 Burns; 4 Somerfield; 5 Henderson; 6 Green. FL Burns 58.094s (101.65mph). P Henderson. S 20. **Points (after 20/23 rounds)** 1 King 529; 2 Burns 522; 3 Hibbert 483; 4 Somerfield 382; 5 Miracco 331; 6 Michael Epps (Team Hard) 262.

RACING REPORTS

KIRKISTOWN: 500MRCI MARTIN DONNELLY TROPHY BY RICHARD YOUNG
SEPTEMBER 28

Photos: Roy Dempster



David McCullough (c) triumphed again

WINNERS
Martin Donnelly Trophy FF1600
 David McCullough
 (Van Diemen RF01)

Northern Ireland FF1600
 Races 1 & 2: Ivor McCullough
 (Van Diemen RF01)

Formula Vee
 Races 1 & 2: Anthony Cross
 (Sheane FV94)

Irish Legends
 Races 1 & 2: Paul O'Brien
 Race 3: Greg Richardson

Roadsports
 Race 1: Jim Larkham
 (Radical PRO6)
 Race 2: Ivor Greenwood
 (Radical Prosport)

NI Saloons/GT
 Races 1 & 2: Gerard O'Connell
 (SHP Escort Millington)

NI Mazda MX-5 and Fiestas
 Races 1 & 2: Robert Kennedy (MX-5)

DAVID TAKES VICTORY IN FRANTIC FINALE

It probably should have happened earlier. With four very determined past winners contesting the Martin Donnelly Trophy lead for lap after lap, something had to give.

And eventually it did, the only real surprise being that it took 14 torrid laps of Kirkistown's 1.5 miles before the quartet became a trio – an occurrence marked by the fluttering of red flags and a decision by the clerk of the course to declare a result.

The protagonists, Ivor McCullough (winner in 2006 and 2012), his brother David (2018), Alan Davidson (2014) and Noel Robinson (2009 and 2011) had provided a nail-biting final race of the day which could, and probably should, have been won by any of them.

For lap after lap they circled in a slithering, squabbling pack with no quarter asked or given. Three white cars – the two McCullough '01 Van Diemens and Davidson's venerable '89 Mondiale – locked in combat with Robinson's black and orange Van Diemen, visiting every millimetre of Kirkistown's Tarmac. When they arrived at the Hairpin for the 15th time the battle showed no signs of abating. Surely it couldn't last? It didn't.

A clash of wheels with David McCullough on the exit launched Robinson skywards and into a roll that left the hitherto immaculate Van Diemen looking very used indeed.

Happily, Robinson emerged unscathed after his spectacular departure. With the result taken back a lap, David

McCullough was classified 0.09 seconds ahead of his brother with Davidson a further 0.5s in arrears.

An equally nail-biting scrap for what became fourth between the Rays of David Parks and Ian Campbell and the Van Diemens of Scott Finlay and Will Herron also went the full distance with Parks, in his first Formula Ford race for several years, taking the spot from Finlay after Herron and Campbell both copped penalties for track limits infringements.

All of the above almost overshadowed a sterling run from Stefan Donnelly who charged hard in Paul McMorrans' Crossle 32F – painted up for the occasion in dad Martin's old livery from three decades ago – to claim a top 10 finish. Not bad for a 42-year-old car among a lot of much more modern machinery.

Earlier in the day, David McCullough had clinched the Northern Ireland FF1600 title with a brace of third place finishes in the two final rounds. Title rival Davidson twice finished second behind Ivor McCullough.

The Irish Formula Vee brigade made their final Kirkistown appearance of the year, with reigning champion Anthony Cross taking the honours in both the last championship round and, later in the day, the Emerson Fittipaldi Trophy. Philip Sheane was runner-up both times, while Dan Polley took the final podium spot from Jack Byrne in race one by a margin of one-thousandth of a second, while Byrne just beat Jimmy Furlong to third in the Trophy race.

Paul O'Brien made it two out of three in the Legends encounters – becoming the most successful driver in the class in terms of race wins along the way. Greg Richardson upset the apple cart in race three though to beat O'Brien across the line by 0.4s.

There was some pretty frantic action among the Roadsports field too, where Mark Crawford's Rover-powered Caterham fought hard with the Radicals of Ivor Greenwood and Jim Larkham.

Crawford might have won the first encounter but for a late-race tangle while passing a backmarker, which left him and Greenwood on the grass at Colonial while Larkham sneaked past to win. History almost repeated itself in race two, but this time it was Crawford and Larkham who struck trouble allowing Greenwood to win, taking the title as well. Mark Francis and Trevor Allen took a win apiece in the one-litre Class B 'Sevens' battles.

Robert Kennedy was a double winner in his Mazda MX-5, while the Fiesta contests went to Paul Stewart from Megan Campbell in the opener, and Mark Stewart from Paul in the second.

As the only runner in the GT class, Gerard O'Connell's Millington-powered SHP Escort ran away with both the tin-top encounters. Top 'normal' saloon was Ciaran Denvir's Honda Civic, ahead of Peter Baxter's SEAT Leon. Greer Wray's BMW completed the race one podium, while Luke Baxter's Volkswagen Golf took third in the second encounter.



Robinson's Martin Donnelly Trophy race ended in disaster as he rolled



Greenwood was in the thick of the Roadsports battles, winning race two

A DONNELLY JOINS THE DONNELLY TROPHY GRID

The Martin Donnelly Trophy was created back in 2006 to honour Martin Donnelly Sr who, up to his death a year earlier, had been one of the keenest, and probably the most vociferous, FF1600 fan ever.

Since then it has been an annual affair, hotly-contested, with a list of past winners that includes most of Ireland's FF1600 talent. This year, however, was the first time the Donnelly name appeared on the entry list as well as the Trophy when Stefan Donnelly, son of former Lotus F1 star Martin Jr, turned out in a Crossle 32F. The car featured the legend 'Donnellys for Spuds' and was painted in the colours worn by Martin Jr when he began his racing career.

And it wasn't simply a cameo appearance in his grandfather's race. Stefan charged hard, mixing it with the midfield pack, all of whom were in machinery at least 18 years newer than the venerable Crossle, and scoring a top-10 finish for his troubles. He also took Pre-82 honours, which led to him receiving his trophy from his dad, who was on hand to present the prizes!

But while Stefan has no ambitions towards making it as an F1 driver like his father, he does have an involvement with motor racing's top level as a member of the legal team looking after Red Bull 'new boy' Alexander Albon.

The apple rarely falls far from the tree...



Stefan Donnelly (r) took ninth in old machinery

BRANDS HATCH: BRSCC BY IAN SOWMAN

SEPTEMBER 28-29

Lars Alexander Hoffmann took a pair of second placed finishes in the Caterham Roadsport championship at Brands Hatch to climb up the standings and claim the title by a single point.

Pre-event leader Stuart Bell was absent following damage sustained in a collision at Donington Park and, of those remaining, it was Will Rossetti that made the best start to the opener, before tumbling down the order ahead of a mid-race red flag and restart. Andrew Murgatroyd led the second part more or less throughout to keep himself in contention, although main rival Hoffmann was a constant threat. Rossetti could only manage sixth, which proved to be his best finish of the weekend.

Importantly, Murgatroyd led Hoffmann at the start of race two to put himself in a championship-winning position but, when Ben Lopez-Appleton passed both of them on the second lap, on his way to an eventual victory, German driver Hoffmann snuck ahead of Murgatroyd to turn the championship tables.

Harry Cook got between the two title rivals – and for a while ahead of Hoffmann, too – but ultimately Murgatroyd's hopes effectively came to an end with four laps to go when a big moment at Graham Hill Bend cost him a couple of seconds.

The first 420R race went according to the championship form book, with John Byrne heading David Henderson home by 15 seconds. That left Byrne needing just a 13th place finish on Sunday to wrap up the title, but that was in doubt on two occasions: first when he stalled on the grid, dropping almost to the back, and secondly on lap six of 31 when he was trying to pass Matt Higginson for sixth and careered straight on at Graham Hill Bend. He survived both moments, coming home fifth as Henderson took a consolation win. The fight for second was settled eight laps from home when the flying Richard Ainscough and Aaron Head collided at Paddock. Both survived, but Ainscough dropped back to sixth.

Dan French secured the 270R title with an understated sixth place in a restarted race. Tom Allen and James Murphy disputed the win, with just 0.023s separating them as

they crossed the line, Allen winning the drag race. The star turn was Caterham Cars CEO Graham Macdonald, who climbed from 12th to finish on the podium after diving inside Greg Monks at Paddock seven laps from the end. French sat out the second race, with Murphy a comfortable winner after Macdonald made a series of mistakes, which eventually promoted Monks to second.

The National Formula Ford 1600 championship had already been resolved in favour of interested spectator Ross Martin, who saw three different drivers take victory over the weekend. Seasonal debutant Luke Cooper (Swift) took the opener, with the pressure from Joey Foster (Firman) coming to an end on lap 14 of 18 when both got sideways at Paddock and Foster spun down the order. Michael Eastwell finished second to Cooper, but the order was reversed in Sunday morning's race when the Spectrum driver got ahead at Druids shortly before a safety car period.

Rory Smith was on the podium in each of the first two races in his Medina, but was narrowly denied a win in the reversed-grid finale. Spike Kohlbecker amassed a lead of more than 2s in his Ray, but Smith reeled in the American and spent the second half of the race just tenths of a second behind him.

The Classic and Modern Motorsport Club Production Saloon race boiled up to a fascinating conclusion after Jonathan Bevan spun the Honda Integra he was due to share with Rod Birley into the gravel at the first corner. Bradley Lane was chased home in his Civic Type R by the similar car of Dave Hutchins and, latterly, the older model of Jamie Primett/Kamran Tunio, which started at the back after being found to be underweight after qualifying.

Birley switched to his Ford Escort WRC for Sunday's Super Saloons double-header and unsurprisingly took two wins, although Niall Bradley's BMW M3 ran him close.

Simon Vercoe took his Golf Mk5 to a dominant first victory of the season in the Production GTi opener, with champion Simon Hill stymied by clutch issues. Adam Hance led the opening lap of the second contest, but Martyn Walsh blasted ahead at the beginning of lap two, taking the win.

HOFFMANN SEALS TITLE BY JUST A SINGLE POINT

Photos: Gary Hawkins



Hoffmann (r) just defeated Murgatroyd (l)



Kohlbecker claimed final National FF1600 win

WINNERS

Caterham Roadsport

Race 1: Andrew Murgatroyd
Race 2: Ben Lopez-Appleton

Caterham 7 420R

Race 1: John Byrne
Race 2: David Henderson

Caterham 7 270R

Race 1: Tom Allen
Race 2: James Murphy

National FF1600

Race 1: Luke Cooper

(Swift SC16)

Race 2: Michael Eastwell (Spectrum 011C)
Race 3: Spike Kohlbecker (Ray GR18)

CMMC Production Saloons

Bradley Lane (Honda Civic Type R)

CMMC Super Saloons

Races 1 & 2: Rod Birley (Ford Escort WRC)

Production GTi

Race 1: Simon Vercoe
Race 2: Martyn Walsh

Caterham 7 310R

Race 1: Jay McCormack
Race 2: Christian Szaruta

Caterham Academy Green Group:

James Venning
White Group: Tom Wyllys
Autumn Trophy: Tom Wyllys

McCORMACK FINISHES RUNNER-UP YET AGAIN



It's now four consecutive years that McCormack has finished second in a Caterham series' standings

Three times a runner-up on a different rung of the Caterham motorsport ladder, Irish driver Jay McCormack arrived at Brands Hatch having accrued most points in the Caterham 7 310R Championship. He was the bridesmaid again, though, with Gordon Sawyer – who won more races than anyone in 2019 – taking the crown, having finished second last year.

McCormack's introduction to racing came by way of an argument in a pub which resulted in him entering the 2016 Caterham Academy.

"When I came into it I had a target to get on the podium and I won the first race so I kind of blew that out of the window," said the Dubliner.

He lost the Academy White group title to Ben Gillias that season, before losing out to Pete Walters in Roadsports in 2017 and Jamie Falvey in the 270Rs last term.

"I have been in this position for the last three years, coming into the final round with a chance of winning but it hasn't worked out," he explained. "They have gone down to the last race in one or two of them, where it was whoever finished in front of each other, but I am due a bit of luck."

The weekend started strongly for McCormack, who claimed pole for the opening race, with his main rival Sawyer only fifth, and outsider Tom Grensinger back on row 12.

McCormack led from pole but Sawyer blasted through from row three to take second place immediately, although he gradually got shuffled further back in the lead pack. McCormack spent much of the race battling with Walters, his

2017 nemesis, the pair exchanging the lead numerous times along the Brabham Straight.

Grensinger, meanwhile, had raced through the pack and he passed Sawyer for third into Paddock with two laps remaining. As Sawyer tried to retaliate at Graham Hill Bend he went wide, ending the race fifth on the road – promoted to fourth when Andrew Perry was penalised. Meanwhile, McCormack fended off Walters for a vital win.

At first things looked rosy for McCormack in Sunday's decisive race, as he took the early lead and Sawyer initially dropped back. Having regained third, Sawyer lost four places by running wide at McLaren on lap four. McCormack was then third, behind the non-scoring Christian Szaruta and Walters – a scenario that would have given him the title.

Almost immediately, his championship bid disintegrated as he skated onto the wet grass on lap six, dropping outside the top 10. "I was coming down to Graham Hill Bend and I got a bit of oversteer and the wheel went out onto the grass, and that was it, I was a passenger," he said.

A late safety car closed the pack, but there was only one racing lap at the resumption – not enough for McCormack to salvage the points he needed for the title. He took seventh on the road, with Sawyer fifth, and Szaruta the win from Walters.

"I am disappointed, especially when it is my own fault," said the four-time championship runner-up, who nevertheless plans to step up to the premier Caterham 420R category for 2020.

RACING REPORTS

DONINGTON PARK: MSVR BY PETER SCHERER
SEPTEMBER 28-29

JACKSON TAKES DRAMATIC RADICAL TITLE IN THRILLER

Photos: Ollie Read/Mick Walker



Jackson: back-to-back Radical championships

Dominik Jackson retained his Radical Challenge title in the most dramatic of circumstances at Donington Park.

Title rival Jerome de Sadeleer dominated the first race in mixed conditions, quickly retaking the lead from Marcus Clutton and Jackson soon after their mandatory stops.

Jac Constable pitted in fourth but a stop-go penalty put him out of the running for the race and the title.

Roles were reversed in the second race when Jackson led from the restart, as Constable and de Sadeleer joined an early break.

As de Sadeleer snatched second on lap 10 of 18, Jackson's lead looked fairly decisive. "Then the front right just collapsed and fired me off at the Old Hairpin at 120mph," he said after crashing out four laps later.

That left de Sadeleer to take victory over Constable, before a track limits penalty reversed the order, while Chris Preen just held off Elliot Goodman for third.

Starting the last race and championship decider, de Sadeleer had the upperhand with Jackson lining up 15th and took a comfortable lead, despite early rain and a safety car.

Constable and Clutton led the chase, but Jackson made it to fourth and pitted early for slicks. But when de Sadeleer made his stop the wheelnuts were stuck, he lost a lap and so Constable took his second win over Clutton, with Jackson third and with that secured the title.

Pete Morris's 997 C2S managed to hold off a determined Simon Clark for the whole of the first **Porsche Club** race. Mike Price vacated third with a broken driveshaft, promoting Jake McAleer, aided by Kevin Harrison spinning at the chicane.

But Morris had to defend even harder in the second race, as Price attacked. They clashed exiting

Coppice on lap 12 of 20 and both retired, leaving McAleer clear from Harrison and Andy Toon. Sixth place was enough for Clark to take the title.

Robbie Dalgleish made two breaks in the first **Mini Challenge Cooper Pro** race before securing his victory. Firstly, he was caught by Toby Goodman who then slipped up on lap six of the 11, and then Alex Nevill, who ran him close for a while to retain second, over the recovering Goodman.

Having led the opening laps of race two, Dalgleish lost out to Goodman following a safety car intervention. But his challenge to retake the lead ended with a seventh-lap slip, dropping to sixth and leaving Lydia Walmsley and Dominic Wheatley to complete the podium.

A third-lap spin at McLeans lost Hannah Chapman her lead in the finale, as Goodman eased to his second win. James Hillery won the duel for second from Dalgleish.

Andy Wilmot had dominated the first **Focus Cup** contest until he slowed at Coppice on the penultimate lap and then spun at the chicane. Russell Cager then led to the finish, but a post-race penalty dropped him to second behind Harry Nunn.

Wilmot led most of race two in a duel with David May, until Nunn split them with two tours to go and made his own play for a second win. Wilmot held on however and claimed the title, while Gary Mitchell followed Nunn in third.

Tom Brown's Van Diemen took charge of the first **Heritage Formula Ford** race from Redgate on the opening lap, with Josh Porter seeing off Jaap Blijleven for second.

Any hopes of a second win were dashed for Brown with a second-lap spin in the wet. Porter took the spoils with Blijleven second, while Brown managed to recover for third.



Goodman won two out of the three Mini Challenge encounters

WINNERS

Radical Challenge

 Race 1: Jerome de Sadeleer (SR3 RSX)
 Races 2 & 3: Jac Constable (SR3 RSX)

Porsche Club

 Race 1: Pete Morris (997 C2S)
 Race 2: Jake McAleer (996 C2)

Mini Challenge Cooper Pro & Am
Race 1: Robbie Dalgleish

Races 2 & 3: Toby Goodman

Focus Cup

 Race 1: Harry Nunn
 Race 2: Andy Wilmot

Heritage Formula Ford

 Race 1: Tom Brown (Van Diemen)
 Race 2: Joe Porter (Van Diemen RF92)

F3 Cup

Race 1, 2 & 3: Hywel Lloyd (Dallara)

Mini Challenge Cooper S

 Race 1: Rob Austin
 Races 2 & 3: Daniel Butcher-Lord

Z Cars & Allcomers

Races 1 & 2: Tim Bishop (Caterham R500)

ERC RALLY REPORT

INGRAM IN TOP SPOT AS AL-ATTIYAH WINS

 Brit puts himself on the verge of the ERC title. By **Graham Lister**

Photo: ERC Media

Chris Ingram believed he'd been just a bit too safe at the end of the opening leg of the Cyprus Rally and feared his European Rally Championship title dream was beginning to fade.

He was down in fourth overall and more than two minutes adrift of his nearest title rival Alexey Lukyanuk after the Nicosia superspecial.

"We've gone way too conservative to avoid damaging anything in the bumps and bad dips," he said on Saturday evening. "Tomorrow we need a full-attack set-up, which is so much faster. We didn't have problems today and maybe it's because we were way, way too safe."

While Ingram did make tweaks to his Toksport-entered Skoda Fabia R5, they didn't trigger a major upturn in pace, but neither was that really the intention.

"We decided before the start we'd let Nasser [Al-Attiyah] and Alexey fight it out, we had our own game plan to get to the finish," said Ingram's co-driver, Ross Whittock.

Ingram and Whittock did indeed get to the finish – in third place behind Simos Galatariotis and Nasser Al-Attiyah, the latter scoring his sixth

victory on the Cyprus Rally. But when Galatariotis was excluded for a parc ferme infringement, Ingram was promoted to second which handed him a 19-point margin ahead of Lukasz Habaj in the title chase with just the all-new Rally Hungary left to run on November 8-10.

Despite an electrical issue leaving his Fabia on 30 per cent power, Habaj made it home in fourth to move back into second in the standings with nine points more than Lukyanuk.

The defending ERC champion stopped on SS10 with a technical fault on his Citroen DS3 R5, his hopes of a successful title defence seemingly on the brink.

Although Lukyanuk's demise and problems for Habaj weren't necessarily self-inflicted, by taking it steady from the start Ingram's prospects of becoming a first British ERC champion since Vic Elford in 1967 look brighter. Providing he can get the money together to continue his unlikely title challenge, of course.

"We start from scratch," he said of his funding bid at the finish in Larnaca. "I've got a few leads and this result helps, but I won't stop working, I won't give up on this."

Former World Rally Championship star Mikko Hirvonen's first ERC outing in 17 years on what was a one-off drive in a Ford Fiesta to "have fun" netted third place when Galatariotis was punished. Apart from a brake issue on leg one, little troubled the Finn, who helped Ingram's title prospects by taking points away from Habaj.

But nothing could be taken away from Al-Attiyah. Fastest on 10 out of 12 stages in his Volkswagen Polo GTI R5 it was another hugely impressive performance from the Qatari, who wrapped up a 15th Middle East title during the weekend. A gear linkage pin falling out aside, Al-Attiyah excelled on the rough, twisty, mainly-gravel stages, the only battle wound a broken front bumper after he swerved off line to avoid a rock on stage nine. Despite the lack of trouble, Al-Attiyah reckoned this was the "toughest" Cyprus yet.

"Going back to the Troodos mountains was great, but it was really hard," he said.

Ex-GT racers and former team-mates Niki Mayr-Melnhof and Albert von Thurn und Taxis completed the top six ahead of Chilean ERC rookie Emilio Fernandez.



Ingram holds a 19-point lead with one round left

RESULTS

Cyprus Rally, European Rally Championship, round 7/8, September 27-29

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Nasser Al-Attiyah/Matthieu Baumel	VW Polo GTI R5	3h02m51.3s
2	Chris Ingram/Ross Whittock	Skoda Fabia R5	+3m50.9s
3	Mikko Hirvonen/Jarno Ottman	Ford Fiesta R5	+4m34s
4	Lukasz Habaj/Daniel Dymurski	Skoda Fabia R5	+5m43.4s
5	Nikolaus Mayr-Melnhof/Poldi Welsersheimb	Ford Fiesta R5	+6m03s
6	Albert von Thurn und Taxis/Bernhard Ettl	Skoda Fabia R5	+7m01.5s
7	Emilio Fernandez/Axel Coronado	Skoda Fabia R5	+8m07.7s
8	Abdulaziz Al-Kuwari/Marshall Clarke	Skoda Fabia R5	+8m50.8s
9	Norbert Herczig/Ramón Ferencz	VW Polo GTI R5	+9m26.3s
10	Paulo Nobre/Gabriel Morales	Skoda Fabia R5	+11m21.5s

Class winners: ERC2: Petros Panteli/Kyprianos Christodoulou (Mitsubishi Lancer E10) ERC3: Efrén Llarena/Sara Fernandez (Peugeot 208 R2)

BHRC RALLY

Photos: Chicane Media



Wining margin was just 21.1s

ROBINSON AND COLLIS TAKE HISTORIC SPOILS

Title goes to Webster and Rogers after a real thriller. By **Paul Lawrence**

Simon Webster and Jez Rogers took the title as Matthew Robinson/Sam Collis won the rally after a fabulous conclusion to the British Historic Rally Championship on the Trackrod Rally.

There were two distinct elements to the Trackrod Historic Cup; the championship showdown and the battle for glory on the biggest event of the year in Yorkshire. To add to the challenge, a lot of rain in the run-up to the rally left the famous forests horribly slippery to start. However, conditions improved through Saturday as both the championship and the rally went down to the wire in the final 11-mile stage in Dalby.

It all started in the dark of Friday night with a different 11-mile route in Dalby as the sound of BDs barking up and down the riggs delivered a sensational atmosphere. Mid-stage it didn't sound so good for Matt Edwards and Hamish Campbell, however, as their Fiat 131 lapsed onto three cylinders. Remarkably, out in the car for the first time in a year, the two-time British Rally champion was still quickest by 1.9 seconds from Robinson. In the BHRC title stakes Stanley Orr and Grahame Henderson, on Orr's first Yorkshire rally for 30 years, started well by taking time from Webster and Rogers.

Although Saturday dawned miserably wet, it soon started to dry. Powered by Friday night's curry, Robinson was on the money from the off and caught everyone napping to go 5.8s quicker in Langdale. Down the road in Staindale it was Adrian Hetherington, on his first event in these forests, who was an impressive 3.5s up on Edwards.

As the crews reached service in Adderstone Field, Robinson had just 1.4s on Edwards, while Hetherington and Ronan O'Neil were third, 20s back. Steve Bennett and Osian Owen were a strong fourth from local legend

Steve Bannister on only his fourth rally of the year, with Callum Atkinson alongside. Webster, focused purely on the title race, was sixth ahead of his arch-rival Orr and if things stayed like that, Webster would be king.

Up front, Robinson added just 2.4s in the 14 miles of Cropton and Gale Rigg and acknowledged Edwards' pace. "He's got that Fiat going better than ever," said former Fiat driver Robinson.

After another visit to service, all that remained was the deciding 11 miles in Dalby. With just 3.8s in hand, Robinson knew he had to push to keep Edwards at bay but it all came down to a quick spin for the Fiat mid-stage. "There was a cut to be had, but it pulled the front of the car round," said Edwards. "I don't think we were ever going to do it, but at least we spun having a go."

Robinson, winner on home ground for the second year running, was typically laid back after a tremendous performance. "We've had a nice run round and having a Saturday off work is the best bit! Matt's pushed us along," he said. With Edwards losing up to 15s in the spin, the final winning margin was out to 21.1s.

With the rally win settled, eyes turned to the BHRC contest and Orr, now on better suited rubber, had been strong in Cropton and Gale Rigg to overhaul Webster and be 2.1s up heading into final service. However, that was not enough to unseat Webster from the driving seat in the title fight and now just one stage remained. Orr needed to finish several places ahead of Webster to have a chance of grabbing the title.

"This is such a nervous time, I'm listening to all the noises," said Webster before the final stage. However, there was no last-minute disaster and Webster took time back from Orr in Dalby North to arrive at the finish in Filey over 4s up and the 2019 BHRC champion.

"What a relief to get through that final stage," he said. As Webster cleared the Dalby stop line, Orr had waited to be one of the first to congratulate his

RESULTS

Trackrod Historic Cup, British Historic Rally Championship, round 7/7, September 27-28

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matthew Robinson/Sam Collis	Ford Escort Mk2	53m56s
2	Matt Edwards/Hamish Campbell	Fiat 131 Abarth	+21.1s
3	Steve Bannister/Callum Atkinson	Ford Escort Mk2	+1m16.6s
4	Steve Bennett/Osian Owen	Ford Escort Mk2	+1m20.1s
5	Adrian Hetherington/Ronan O'Neill	Ford Escort Mk2	+1m39.3s
6	Simon Webster/Jez Rogers	Ford Escort Mk2	+2m44.6s
7	Stanley Orr/Graham Henderson	Ford Escort Mk1	+2m49s
8	Josh Browne/Jane Edgington	Ford Escort Mk2	+3m14.2s
9	David Brown/Steve Bielby	Ford Escort Mk2	+3m28.8s
10	Barry Stevenson-Wheeler/John Pickavance	Ford Escort Mk2	+3m47.2s

Class winners: Rory McCann/Tim Tugwell (Hillman Avenger); Tony Shields/Graham Whitaker (Escort Mk1); Orr/Henderson; Malcolm/Ronald Mounsey (Sunbeam Talbot); Browne/Edgington; Tim Metcalfe/Paul Turner (Escort Mk2); Barry Connolly/Matt Gudgeon (Land Rover Wolf); Ian Linford/Demelza Scholes (Land Rover Freelander).



Sixth place overall was enough to give Webster/Rogers the championship

rival after a fine sporting contest.

Between the lead and championship battles in the overall results, there were other top performances. After Cropton, Hetherington was a superb third, just half a minute down on the two leaders. Given his complete lack of local knowledge, that was some achievement but a puncture in Gale Rigg cost the

Irishman around 35s as he drove to the finish of the stage on the flat and dropped to fifth.

Meanwhile, Bannister summoned all his local knowledge to attack the final Dalby stage and jump ahead of Bennett to take third by 3.5s, with Bennett ruing a spin and a generally scrappy stage.

IN BRIEFS

Top of the class

Josh Browne and Jane Edgington were the best of the Pinto-powered Ford Escort Mk2s in class D3 despite an off that damaged the front suspension and didn't improve the handling. They also claimed the class in the BHRC, a task aided when remaining rivals David Lloyd-Roberts and Dei Jones went out in Cropton with an engine bay fire.

Tricky conditions

Tony Shields and Graham Whitaker were among those to find 11 miles of Dalby in the dark and mud of Friday night something of a challenge. However, Saturday was much better as they went ahead of the BMW 2002 of Terry Cree and Richard Shores to win class C3 in a Roger Albert Clark warm-up outing.

Young charger

The emerging talent that is Rory McCann took car owner Tim Tugwell for a ride in Tugwell's Hillman Avenger and topped class C2. However, just to prove that youth is not everything, a posse of pensioners chased the young Manxman with Stuart and Linda Cariss and Dave Watkins/Brian Hodgson next up in their Ford Escort Mk1s.

Key retirements

Notable retirements among the pacesetters included the Escorts of Ben Friend, Rudi Lancaster, Chris Skill and Warren Philliskirk. Friend's shocking luck continued when engine problems signalled his 11th retirement from 14 rallies while Philliskirk bounced off into the trees in Staindale and was lucky not to do some major damage.

Lucky escape

Bob Bean and Malcolm Smithson gave everyone a scare when they rolled their Lotus Cortina at a chicane in Langdale first thing on Saturday morning. Bean had trouble getting out of the car and the stage was halted but he was thankfully unharmed and soon planning repairs for the Roger Albert Clark Rally.

Halfshaft problems

David Bennett, the 2015 BTRDA 1400 champion, wheeled out a 1600cc Escort Mk1 instead of his Vauxhall Corsa as part of his build up to a first assault on the Roger Albert Clark Rally. Unfortunately, forward momentum ended abruptly when a halfshaft failed part-way through the Staindale test on Saturday morning.

Land Rovers are go

Tagged on to the end of the Trackrod Historic Cup was a Land Rover challenge for half a dozen crews. Ian Linford and Demelza Scholes topped one class in their Freelander while Barry Connolly and Matt Gudgeon were comfortably the best of the military contingent in Land Rover Wolfs.

Husband and wife

While his son Josh was rattling the BD cages with his Pinto power in the overall ranks, Chris Browne was having a ball in class C5 in his BDA-powered Escort Mk1. "We've had a good day and we're getting our pace back," said Browne after a strong performance with his wife Ali on the notes as usual.

BTRDA: TRACKROD RALLY

Photos: Chicane Media



Second BTRDA win in a row for crew

STAGE WINNERS

SS1 Langdale (8.35 miles)

Ollie Mellors/Ian Windress
(Proton Iriz R5) 7m45s

SS2 Staindale (5.74 miles)

Ian Bainbridge/Jamie Edwards
(Skoda Fabia R5) 5m53.8s

SS3 Cropton (8.47 miles)

Mellors/Windress 7m58.1s

SS4 Gale Rigg (6.20 miles)

Mat Smith/Giles Dykes
(Ford Fiesta R5) 6m02.4s

SS5 North Dalby (11.04 miles)

George Lepley/Tom Woodburn
(Mitsubishi Lancer E10) 11m26.4s

MELLORS WINS TRACKROD 25 YEARS SINCE DAD'S VICTORY

Proton Iriz R5 crew master the tricky conditions to take top spot by nearly 20 seconds. By **Simon Gronow**



Davison and Murphy's Vauxhall-engined Talbot Sunbeam topped Silver Star

Silver Star hat-trick top spot for Davison/Murphy

For the third event in a row it was Andy Davison/Tom Murphy who took the Silver Star honours in their Vauxhall-engined Talbot Sunbeam, allowing Murphy to win the junior co-driver title.

They found the going slippery early on and had a lucky escape in Cropton when Davison admitted, "we got too close to the woodland," as the Sunbeam's dented front wing confirmed. They went on to take the category and class win ahead of fellow class B11 crew, Rob Wright/Mark Fisher who overcame a few minor niggles in their Ford Escort Mk2.

The leading three R2 Cup drivers, James Giddings, Edward Fossey and Tony Simpson, filled the next three

places, with class N3 winners Bobby Mitchell/Craig Wallace taking sixth after a problem free run in their Ford Fiesta ST.

Following a hesitant start on the first test, Rob Wright/Frankie Hillman suffered a half-spin on a Staindale hairpin in their 1600cc Escort Mk2, before having a couple of overshoots in the following tests. A good run on the final stage meant they finished seventh and ensured the class B10 win on the event as well as in the championship.

Having a good day were Tim Phelps/Elwyn Manuel who were leading BTRDA class B12 contenders in their Escort Mk2, as they secured their championship class win.

In 1994 Chris Mellors scored the first of three consecutive Trackrod Forest Rally wins and, on the 25th anniversary of this achievement, it was fitting that his son Ollie won this year's event in his Proton Iriz R5.

With Ian Windress alongside, the pair followed up their recent Woodpecker success to win their second BTRDA round in a row. Second went to last year's winners, Mat Smith/Giles Dykes, who lost time early on as they reacclimated to their borrowed Ford Fiesta R5. Stephen Petch/Michael Wilkinson rounded off their BTRDA campaign with maximum points in their Ford Fiesta RS WRC.

Unlike the Historic crews, the BTRDA runners did not attempt the Friday evening run through Dalby, and commenced their event with a shortened eight-and-a-half-mile test through Langdale. Following heavy rain, the Yorkshire stages would prove to be slippery, but this didn't worry Mellors who had a good run through the opening test.

"I really enjoyed that, we had a good push as the car felt good," he said, after setting a time over eight seconds faster than anybody else. With the Proton running faultlessly, he was looking forward to the stages through Cropton and Gale Rigg. "Everything is routine, we've just got to scrape out some of the Yorkshire mud and we can go out and enjoy the sunshine," he added.

There was a first fastest time on a BTRDA round for Ian Bainbridge on SS2. Having swapped his Subaru Impreza for

a Skoda Fabia R5, and with Jamie Edwards alongside, things clicked as the pair were faster than everybody else and overtook Petch for second place. "We made a good tyre choice, though Ian's still getting his head around the car," said Edwards.

Things hadn't gone as well for Petch through the second test, who had dropped to fourth as a result. "I enjoyed the first stage, but dropped time on the second, we should have had other tyres," he reflected, but otherwise, no changes were planned to the car. "We'll just go as we are, and keep sensible," he added.

Initially benefiting from Petch's misfortune were George Lepley/Tom Woodburn who belied the fact that this was only their second four-wheel-drive outing in their Mitsubishi Lancer E10. They had set third fastest time on the opener, before dropping back to fifth by SS3. "It's been unbelievably slippery, with inconsistent grip," was Lepley's view of the opening stages. "I'm going to try a different driving style and make a few minor changes to set up."

Last year, Smith/Dykes had won the event in a Fiesta R5 and, reunited with the car for the first time since the Pirelli International, Smith was taking a while to adjust to it. His first stage hadn't gone well. "I got stuck on a tight hairpin and couldn't find reverse," he rued.

Third fastest time through Staindale was better, despite not being quite in tune with the car, as he moved up to fifth position.

Mellors continued to enjoy his day, as the Iriz was faster than the rest of the field in Cropton, and although he was a handful of seconds off the fastest time

through Gale Rigg, he returned to service with a healthy 24s lead. Behind him, it was all change, as a second fastest time on SS3 and quickest time on the following test elevated Smith to second position, even though he claimed to be "struggling with the mixed conditions".

Remaining in third was Petch, who was content with the way things were going. "We're doing what we need to do in order to secure second in the Gold Star series," he said. Losing out here was Bainbridge, who went off near the end of Gale Rigg. "We nearly rolled, but thankfully we didn't," said a relieved Edwards, as the Skoda went up onto two wheels and the crew dropped a couple of places overall in the process. Also dropping two positions was Lepley, whose changes didn't work as planned.

After a long lay-off from gravel rallying, Kevin Procter brought his Fiesta S2000 out for an outing on the Trackrod and, with Patrick Walsh alongside, made light of his lack of recent loose surface driving by setting fourth fastest in Staindale.

They were lying sixth overall early on, only to drop a place as Smith moved up the order. One place ahead of Procter were Richard Sykes/Simon Taylor who were happy with their early tyre choice and had been holding fifth place in their Lancer E9. Unfortunately, things weren't going so well for Tom Preston/Carl Williamson who had slowed on stage one when they thought they had a damaged driveshaft on their Fiesta RS WRC, only to find it was a bent wheel, and later retired the car with differential issues.

All that remained was an 11-mile run

REGISTERED BTRDA CLASS WINNERS



Lepley had his second outing in Lancer E10 and was top Junior

Gold Star: Stephen Petch/Michael Wilkinson (Ford Fiesta RS WRC)

Silver Star: Andy Davison/Tom Murphy (Talbot Sunbeam)

Production Cup: Scott Faulkner/Gareth Parry (Mitsubishi Lancer E9)

Historic co-driver: Ian Jones (Ford Escort Mk2)

Fiesta ST Trophy driver: Bobby Mitchell

Fiesta ST Trophy co-driver: Mark Townson

Rallye R2 Cup driver: James Giddings (Fiesta R2)

Rallye R2 Cup co-driver: Ian Bevan (Fiesta R2)

Rally First: Wesley Gilford/Townson (Fiesta ST)

1400 overall: Steve Black/Paul Morris (Suzuki Swift)

Junior driver: George Lepley (Lancer E10)

Junior co-driver: Murphy

Senior driver: Richard Sykes (Lancer E9)

Senior co-driver: Graeme Wood (Escort RS Cosworth)

B14: Petch/Wilkinson

B13: Lepley/Tom Woodburn

B12: Tim Phelps/Elwyn Manuel (Escort Mk2)

B11: Davison/Murphy

B10: Robert Smith/Frankie Hillman (Escort Mk2)

NR4: Faulkner/Parry

N3 driver: Mitchell

H3 co-driver: Jones

1400S: Black/Morris

1400C: Matthew/Daniel Evans (Peugeot 205)

RF2.0: Gilford/Townson

Production Cup title goes the way of Faulkner and Parry

CLASS ROUND-UP

In recent years, the Production Cup has provided plenty of close action and this year has been no exception as Pat Naylor/Ian Lawrence and Scott Faulkner/Gareth Parry were separated by just one point in their respective Mitsubishi Lancer E9s going into the event.

Less than a second separated the pair on the opening test, where Faulkner made the right tyre choice and took a slight advantage.

Unfortunately, Naylor's car broke a driveshaft on the second stage and thumped a bank, costing almost half a minute. With the offending item

changed in service he returned to the fray but departed the event soon after.

From then on Faulkner just needed to finish to take the win, which he duly did after setting fastest class time on every stage to take the championship honours. "We've had no issues all day, but this isn't the way I wanted to win it," he admitted.

It wasn't a good day for the Historic Cup contenders as Steve Ward/Mike Crawford, who only needed a finish to win class H3, retired their Ford Escort Mk2 on the final stage while David Gathercole/Ken Bills rolled their Escort RS1600 early on.

Ross Brusby/Dave Robson had a great

run to finish as first two-wheel-drive crew home in 12th place in their Escort Mk2, as Steve Black/Paul Morris were first of the 1400S finishers in their Suzuki Swift despite a late spin and puncture.

A new gearbox took some getting used to but Dale Glover/James Wood made good use of it to win the 1400C category. They were followed home by brothers Matthew and Daniel Evans who took heed of the advice from their father, Ricky, a two-time Gold Star winner. They adopted a steady approach to be first of the BTRDA class crews home, finishing as championship class winners in the process.



Winners in 1400S: Black and Morris



Petch was third overall but did enough for second in Gold Star points

RESULTS

Trackrod Rally, BTRDA Rally Series, round 7/7, September 28

POS	DRIVER / CO-DRIVER	CAR	TIME
1	Ollie Mellors/Ian Windress	Proton Iriz R5	39m18.4s
2	Mat Smith/Giles Dykes	Ford Fiesta R5	+18.5s
3	Stephen Petch/Michael Wilkinson	Ford Fiesta RS WRC	+29.5s
4	Ian Bainbridge/Jamie Edwards	Skoda Fabia R5	+31.4s
5	George Lepley/Tom Woodburn	Mitsubishi Lancer E10	+37.2s
6	Richard Sykes/Simon Taylor	Mitsubishi Lancer E9	+1m22.7s
7	Kevin Procter/Patrick Walsh	Ford Fiesta R5	+1m23.5s
8	Ian Joel/Graeme Wood	Ford Escort Cosworth	+2m07.5s
9	Phil Pickard/Simon Pickard	Subaru Impreza	+2m16.1s
10	Richard Hill/Steffan Evans	Subaru Impreza	+2m25.4s

11 Scott Faulkner/Gareth Parry (Lancer E9); 12 Ross Brusby/Dave Robson (Ford Escort Mk2); 13 Daniel Hiorns/Chris Purvis (Impreza); 14 Steve Petch/John Richardson (Fiesta); 15 Peter Bayliss/Anthony Blyth (Lancer E9); 16 Andy Davison/Tom Murphy (Talbot Sunbeam VXR); 17 Rob Wright/Mark Fisher (Escort Mk2); 18 Scott Renshaw/Tom Spencer (Impreza); 19 Nick Cook/Dave Raw (Escort); 20 Nick Dobson/Jonathan Turnbull (Escort Mk2).

through Dalby, which most of the crews found to be extremely challenging though Lepley enjoyed the test. "It was drier and we had a push," he said after he set fastest time. "We just need to test in the wet," he continued as he gets used to his new car, finishing fifth and first junior driver.

Things hadn't gone quite to plan for Mellors/Windress after they clipped a bank, putting the Iriz onto two wheels, which wasn't in the script, but thankfully not rolling the car. "I'd never have lived that down," Mellors joked as he arrived at the finish to celebrate victory. "The car's been fantastic, there's been nothing to do to it."

The afternoon had been "a little bit better" for Smith who ensured second place despite a half spin in Dalby. "I struggled a bit in the mixed conditions, but it's been a good day," said the

runner-up. Third overall went to Petch: "We enjoyed it but we were on the wrong tyres again on the last stage." Third place gave him maximum BTRDA points as they secured the Gold Star runners up spot.

Fourth fastest time in Dalby consolidated Bainbridge's fourth place overall. "The engine is so strong, and I just need to adjust to the braking capabilities compared to the Subaru," was his prognosis of his day. Behind Lepley in fifth, Sykes achieved his goal of leading class B13 to clinch the series category and the BTRDA senior driver award.

A stage-four overshoot didn't cost Procter any places as he held on to seventh, while Ian Joel/Graeme Wood replaced a kinked pipe which had caused oil to leak on their Ford Escort Cosworth, but they fought back to eighth place.



STAR OF THE RALLY

A relative newcomer to the BTRDA series, Ian Bainbridge contested his first round last year in a Subaru Impreza and showed his potential with a ninth place finish on the Woodpecker Rally. Now driving a Skoda Fabia R5, Bainbridge is quickly getting to grips with his new car. He took his first BTRDA stage win in Staindale and held second position before dropping to fourth after his Gale Rigg off, finishing the day less than two seconds behind third placed Petch.

Giddings makes it two R2 Cup wins in a row

Following a mixed year, James Giddings rounded off 2019 in style aboard the Ford Fiesta R2 he was loaned after winning last year's Fiesta ST series.

Partnered on this occasion by Peredur Wyn Davies, the pair quickly found a good rhythm which they carried through the day, and they managed their tyres carefully to take a 15-second R2 Cup win after setting fastest time on each of the stages.

Behind Giddings, Ed Fossey was finding it hard to judge the grip in the slippery conditions as he and Steve Harris were adopting a steady approach in their Peugeot 208, but still finding things to be "good fun". A big push through the middle two stages ensured they kept the pressure on Giddings, though they struggled on the final stage but held on to second.

A couple of early spins on the opening stages cost Tony Simpson/Ian Bevan some time, but they were happy with their morning's work, before late gearbox issues thwarted their challenge and they remained in third place.

Newly crowned Fiesta ST Trophy winners Zak Hughes/Tom Wood were out in a Fiesta R2 for the first time, and found the car a lot more tail-happy than their usual car and suffered an overshoot on SS2 before losing more time with a stage-four puncture.



Davies joined Giddings in Ford Fiesta R2 and guided him to the victory

ITRC RALLY REPORT

Photos: Martin Walsh

McCORMACK SHINES ON VW POLO DEBUT

R5 machine guided to maiden victory in Ireland. By Martin Walsh



McCormack was left flying high

It was almost scripted that Marty McCormack would give the Volkswagen Polo GTI a debut Irish rally win on the Cork '20' International Rally, the concluding round to the 2019 Irish Tarmac Rally Championship.

McCormack and his co-driver Barney Mitchell finished the 13-stage event with a winning margin of 18.5 seconds over the Skoda Fabia R5 of Welsh duo Meirion Evans/Jonathan Jackson, with Jonny Greer/Kirsty Riddick (Ford Fiesta R5) a distant third.

Two of the most iconic stages in Irish rallying, Kilnamartyra and Lough Allua, provided the backdrop to Saturday's five stages that accounted for almost half of the event's total length of 129.4 miles.

Callum Devine and Brian Hoy in their Fiesta R5 found a nice rhythm that yielded a 17.4-second lead after the opening two stages.

Meirion Evans (Fabia R5) slotted into second after he traded places with Daniel Cronin, who was 2.2s behind and admitted to being far too cautious on Lough Allua in his Fiesta R5.

Greer was next, and although he was slightly distracted by a noise from the gearbox, a check at service revealed nothing untoward.

McCormack was relatively satisfied with the performance of the Polo as he occupied fifth, and at the Macroom service softer settings was the main engineering task.

Intent on gaining experience ahead of a full Tarmac season next year, Cathan McCourt (Fiesta R5) was sixth but could have been higher were it not for the loss of brakes halfway through the

opening stage and a spin on SS2.

Meanwhile, five-time Irish Tarmac champion Eugene Donnelly reckoned that the Proton Iriz R5 was becoming a potent machine and could be better served by a younger pilot, his lack of seat time and commitment preventing further progress.

Cronin was fastest on SS3, where Devine had a small spin and a subsequent visit to the grass verge on SS4, but he still managed to extend his lead to 27s with Cronin and McCormack next in classification.

A code yellow weather warning materialised for the day's final stage with a deluge of rain. Devine's Fiesta suffered a broken rear-left driveshaft – less than a mile into the stage. Unsurprisingly, he looked disconsolate at the Macroom service park. "We'll just have to try harder tomorrow," he said.

Cronin struggled for vision as the windscreen misted over but he finished the day as rally leader, 20.8s in front of a constantly improving McCormack. Evans was a further 3.9s behind with McCourt who as fastest through SS5 – Devine and Greer rounding out the top six.

Drier and sunnier conditions greeted the crews on Sunday morning but it wasn't the only change, as within two stages Devine and Cronin were out.

Some loose gravel early on the day's opening stage was enough to put Devine's Fiesta off course, into a drain and, along with a front-left puncture, putting his bid for glory at an end. Cronin meanwhile had seen his lead whittled down to 7.5s by a charging McCormack and, as he tried to stem the tide, he spun at high speed on a long left-hander which brought his demise when

RESULTS

Cork 20 International, Cork, Irish Tarmac Rally Championship, round 7/7, September 28-29

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Marty McCormack/Barney Mitchell	VW Polo GTI R5	1h56m38s
2	Meirion Evans/Jonathan Jackson	Skoda Fabia R5	+18.5s
3	Jonny Greer/Kirsty Riddick	Ford Fiesta R5	+3m42.2s
4	Eugene Donnelly/Alistair Wyllie	Proton Iriz R5	+6m02.7s
5	David Guest/Jonathan McGrath	Skoda Fabia S2000	+8m59.3s
6	Denis Moynihan/Martin O'Brien	Ford Fiesta R5	+10m30.4s
7	Andy Davies/Michael Gilbey	Subaru Impreza	+11m44.6s
8	William Creighton/Liam Regan	Peugeot 208 R2	+11m57.0s
9	Willie Mavitty/Martin Connolly	Mitsubishi Lancer E9	+12m16.2s
10	Martyn England/Dawn England	Ford Fiesta R5	+14m07.4s

Class winners: Donnelly/Wyllie; Creighton/Regan



Evans and Jackson had to settle for second in their Skoda Fabia R5

his Fiesta ended up in a drain with a broken steering arm.

After the opening loop of three stages McCormack now led Evans by 4.8s with McCourt slotting into third, only to retire on SS9 when he too ended up in a drain, allowing Greer to inherit third.

Evans stayed in touch and was fortunate not to lose time when he punctured close to the end of stage nine as McCormack tacked on precious seconds.

He went on to become the 11th driver to notch up a maiden International win on the Cork '20' event as Evans and Greer

completed the top three.

Donnelly in fourth was delighted with a season-best finish as locals David Guest (Skoda Fabia S2000) and Denis Moynihan (Fiesta R5) rounded out the top six.

Andy Davies (Subaru Impreza) won Group N to seal the ITRC2 title as his rival Willie Mavitty broke a rear differential that scuppered his hopes.

William Creighton (Peugeot 208 R2) was sandwiched between the pair and Martyn England (Fiesta R5) netted the final spot in the top 10. Jordan Hone's Fiesta R5 debut ended in 12th.



Toner and Coady came out on top

Rally win and Modified title goes to Toner

A measured victory in the National category gave Damian Toner (Ford Escort Mk2) the laurels in both the event and the Irish Tarmac Rally Championship Modified category. After chief rival David Condell (Escort Mk2) departed the scene on SS11, Toner and co-driver Michael Coady went on to finish 32 seconds ahead of young gun Colin O'Donoghue (Escort) with the similar car of title sponsor Colin Byrne taking third.

O'Donoghue set the pace on the opening stage – three seconds ahead of the Toyota Starlet of Richard Moffett with Condell third and concentrating on the ITRC Modified category tussle with Toner.

After SS2 Sacha Kakad (Ford Fiesta R5) topped the leaderboard only for Condell to exert authority on SS3 and O'Donoghue to regain top spot by the end of SS4. By that time Moffett was in Rally 2 after he tore the exhaust off his Starlet. Although Condell ended the day in control, he reckoned he had never rallied in such rain. Toner, 13.4 seconds behind, was content and 5.7s clear of an untroubled Kakad.

O'Donoghue lost time when he clipped a concrete post and had to stop to allow a marshal to tie down a bonnet pin.

On a much brighter second day, Toner seemed to have the measure of Condell and opened up a lead of 29.6s after the morning loop. Both drivers received a notional time after Callum Devine's exit from the International event on SS6 but O'Donoghue, running further down the order, lost ground as his actual time stood. Although Condell gained a few seconds back on SS9 his rally ended on SS10 with gearbox troubles.

Toner admitted it was more difficult to find a pace in the absence of his main rival but O'Donoghue in second was followed by Byrne as both benefited when Kakad put his Fiesta off the road on SS7.

The top three remained unchanged with Jason Dickson (Fiesta) securing fourth ahead of four-time rally winner Daragh O'Riordan in the ex-Barry Meade Escort. John Lynch, on his first outing in a Skoda Fabia, was sixth followed by the MG Metro 6R4 of Ray Breen, father of World Rally Championship driver Craig.

Despite having to weld part of the axle, Owen Murphy (Sunbeam Lotus) took a victory in the Historic category where Robert Barrable was second and Luke McCarthy third, both in Escorts.

Results

1 Damian Toner/Michael Coady (Ford Escort) 2h04m23s; 2 Colin O'Donoghue/Susan Beamish (Vauxhall Nova); 3 Colin Byrne/Stephen Quin (Escort); 4 Jason Dickson/Martin Brady (Ford Fiesta); 5 Daragh O'Riordan/Mikey Walsh (Escort); 6 John Lynch/Brian Quinlan (Skoda Fabia); 7 Ray Breen/Sean Hassett (MG Metro 6R4); 8 Michael McDavid/Declan Casey (Escort Mk2); 9 Allen Treacy/Bob Fitzgerald (Toyota Corolla); 10 Scott Williams/Ivan Griffiths (Escort Mk2).
Class winners: Adrian Kermode/Paula Swinscoe (Porsche 911); Victor Beamish/Susan Beamish (Vauxhall Nova); Dickson/Brady; Treacy/Fitzgerald; McDavid/Casey; David Randless/Andrew Cronin (Nissan Almera); Gerard McQuaid/Gary Quinlan (Ford Escort); O'Riordan/Walsh; Breen/Hassett; Aaron McEvoy/Killian O'Brien (Honda Civic); Aaron Browne/Daniel Hanratty (Civic); Lynch/Quinlan; Gavin Walsh/Mark O'Regan (Renault Clio); Eugene Meegan/Sarah Whelan (Citroen DS 3 R5); Emma Nott/Denny Greaney (Escort Mk2); Phillip McKibbin/Tommy Commans (Escort); John O'Reilly/Nick Sparks (Escort Mk1); Alan Watkins/Eoghan McCarthy (Escort); George Cullen/Pat Cashman (Escort).

SPORTING SCENE

ROUND-UP

Josh Veale won the **Charles Pollard Sporting Trial** near Corby on Sunday.

Heavy overnight rain and long grass still offered a decent amount of grip with Peter Fensom leading after the first round, dropping a solitary point.

By lunchtime, Roland Uglow had taken the lead on a round that rewarded perfect judgement of line and pace on the wide sections.

A shower after lunch resulted in scores climbing and Josh Veale took the lead, which he held over the fourth round to win by four points, with brother Tristan in the passenger seat. Uglow was second and Fensom completed the podium.

The fourth to sixth place spots was full of northern-based drivers who were covered by two points. Bryan Walker was fourth, beating Richard Sharp and Simon Kingsley.

Fresh from a Prescott hillclimb event, John Fack finished in seventh position ahead of elder brother and last week's winner Julian. Paul Price was ninth ahead of Nick Speed, who won the blue independent class.

Just outside the top 10, Alan Baker won the blue live-axle class ahead of best rookie Darren Underwood. The club section was won by Paul McAvoy in his historic-specification Cannon.

Duncan Stephens

Results

Charles Pollard Sporting Trial
Organiser: Peterborough Motor Club
When: September 29 Where: Uppingham, Corby
Starters: 20
1 Josh Veale (Sherpa) 29 marks;
2 Roland Uglow (Crosse) 33 marks;
3 Peter Fensom (Hamilton);
4 Bryan Walker (Jedi); 5 Richard Sharp (Cartwright); 6 Simon Kingsley (Crosse); 7 John Fack (MSR);
8 Julian Fack (Crosse); 9 Paul Price (CAP); 10 Nick Speed (Crosse).

BTRDA CLUBMANS RALLYCROSS CHAMPIONSHIP

GUY TURNS A CORNER WITH NEWLY DEVELOPED LOTUS FOR LYDDEN WIN

Peugeot-engined car takes Super Modified glory, Luke Constantine marches towards title

Photos: Ian Dowding, rallycrossphotos.co.uk



Corner led from the first, well, corner...

BTRDA Clubmans Rallycross Championship

By Hal Ridge

Organiser: LHMC/BTRDA When: September 28 Where: Lydden Hill, Kent Starters: 82

Guy Corner returned to the scene of the recent debut of his self-developed Lotus Exige at Lydden Hill and stormed to victory in the penultimate round of the BTRDA Clubmans Rallycross Championship contest.

Overcoming driveshaft problems on the Peugeot-engined supercharged Lotus on its debut in the British Championship at Lydden in August and then brake problems in the next round at Pembrey, Corner improved his pace through qualifying on his Clubmans outing at Lydden and was fastest in Q3.

He then made the best start in the A final to take the lead ahead of series regular Patrick Ryan and claim his first win with the rear-wheel-drive machine.

Ryan had been fastest in the first two qualifiers with his Vauxhall Nova, but was beaten away from the line by Corner in the final and had to settle for second. Meanwhile, Norwegian visitor Kenneth Kristiansen, one of several European competitors in the event, jumped the first attempt at the start and was put to the back of the grid. Making a brilliant launch in his Volvo 242, Kristiansen climbed back to third at the first corner, where he would remain to the finish, in front of local Super1600 driver Darren Scott, rear-wheel-drive Vauxhall Corsa campaigner Alan Crockett and Belgian Raf Verheyen.

While Corner took the SuperModified win, it was another Yorkshireman, Luke Constantine, who moved a step closer to securing a second straight BTRDA rallycross Gold Star title.

The Junior driver was forced out of Q1 with an electrical problem with his Suzuki Swift while Ben Sayer claimed fastest times in Q1 and Q3 to take pole for the final. Constantine

climbed back to second in qualifying, thanks in part to fastest time in Q2, then took the lead of the final and continued his incredible unbeaten run in the competitive junior category. Sayer pressured Constantine hard in the opening laps before taking his joker, but then got stuck in traffic and couldn't return to the front of the order, while Charlie Titcombe took a best-yet finish in second. Sayer completed the podium.

Dale Ford returned to winning ways in the Production category after a difficult double-header weekend in the previous rounds at Pembrey. Fastest times in the opening two qualifiers secured Ford pole position for the A final with his Citroen Saxo, where he then claimed victory ahead of former champion John Lyne, who returned after a five-year absence. Rory Dening completed the podium ahead of Juozas Meskauskas, John Rook and Jonny Chrisp.

Mike Grant, son of rallycross Supercar stalwart Andy, drove his Ford Fiesta to

victory in the Classic division ahead of Marc Jones' Toyota MR2 and Vince Bristow's BMW 318.

Davy Crockett debuted his Vauxhall Chevette but rolled in Q1 and took no further part. James Phillips won the Production 4x4 final ahead of Paul Davis.

Results

A finals (all five laps)

Super Modified: 1 Guy Corner (Lotus Exige); 2 Patrick Ryan (Vauxhall Nova) +4.341s; 3 Kenneth Kristiansen (Volvo 242); 4 Darren Scott (Citroen C2); 5 Alan Crockett (Vauxhall Corsa); 6 Raf Verheyen (BMW 1M).

Production: 1 Dale Ford (Citroen Saxo); 2 John Lyne (Citroen Saxo) +0.484s; 3 Rory Dening (Peugeot 106); 4 Juozas Meskauskas (Citroen C2); 5 John Rook (Peugeot 106); 6 Jonny Chrisp (Ford Ka).

Classic: 1 Michael Grant (Ford Fiesta); 2 Marc Jones (Toyota MR2) +8.293s; 3 Vincent Bristow (BMW 318); 4 Stan Bovill (Ford Escort); 5 David Ewin (Ford Fiesta); 6 Harry Valkard (Vauxhall Corsa).

Junior: 1 Luke Constantine (Suzuki Swift); 2 Charlie Titcombe (Suzuki Swift) +1.266s; 3 Ben Sayer (Suzuki Swift); 4 Alfie Porter (Suzuki Swift); 5 James Constantine (Suzuki Swift); 6 Abbie McGuinness (Volkswagen Lupo).

Production 4x4: 1 James Phillips (Subaru Impreza); 2 Paul Davis (Subaru Impreza) +2.751; 3 Darren Clark (Nissan Pulsar); 4 Christopher Baker (Subaru Impreza).

BRITISH HILLCLIMB CHAMPIONSHIP



New champion Wallace Menzies tamed the conditions in the opener



Gould broke the long-standing track record at Loton Park in round 34

MENZIES AND A RECORD-BREAKING GOULD SHARE THE SPOILS AT LOTON PARK HILLCLIMB

British Hillclimb Championship

By Ian Dowding

Organiser: Hagley & District Light Car Club When: September 28-29 Where: Loton Park, Alberbury, nr Shrewsbury Starters: 120.

New British Hillclimb champion Wallace Menzies took victory in the penultimate round of the competition at Loton Park last weekend to underline his speed this season.

In changeable weather conditions throughout the morning outings and into the first top-12 run-off, it was Alex Summers in his DJ Firestorm who finished second in the timesheets. That was enough to guarantee the former title winner second place in the points for 2019.

Summers had set a 51.01-second run with only two competitors left to make an attempt and looked like a strong bet to take the round glory. The penultimate runner, Zach Zammit in his Empire Wraith, clocked a 52.40s and Summers breathed a sigh of relief.

However, last to go was Menzies, who had already wrapped up the title last

time out at Gurston Down, in his Gould GR59. He blasted up the track in 50.17s to eclipse Summers and snatch the spoils away.

For the second run-off of the day and the final round of the 2019, the track was drying and the drivers had the chance to use slicks and the times were much faster than the previous round.

Sean Gould put himself in the record books once again in his Gould GR59J. Gould set the fastest qualifying time of the day and was last to run in the second showdown.

Multiple title-winner Scott Moran has held the hill record since 2012 with a time of 43.52s. However, that benchmark was eclipsed by Gould. He clocked a 43.27s and he took the bonus point for setting his scorching pace.

Moran (Gould GR61X) was second from Menzies, with Richard Spedding (GWR Raptor) and Will Hall's Force WH-XTEC reinforcing his earlier fourth place with a fifth spot.

Outgoing champion Trevor Willis, in his OMS 28, had a spin at Fallow that put him out of contention to

qualify for the second top-12 run-off.

Also during the top-12 run-off, Graham Wynn (Gould GRW59) hit and dislodged a flip flop through Keepers corner which resulted in a one-second penalty to his time and that consigned him to 10th spot.

Zammit also had an issue with his second run-off run when his rear wing on his Empire Wraith failed. Unknowingly, he turned left into Fallow from the high-speed Cedar straight and the rear end let go and spun him around and out of any points.

Results

Round 33

1 Wallace Menzies (Gould GR59) 50.17s; 2 Alex Summers (DJ Firestorm) 51.01s; 3 Will Hall (Force WH-XTEC) 52.18s; 4 Eynon Price (Force TA) 52.38s; 5 Zachary Zammit (Empire Wraith) 52.40s; 6 Richard Spedding (GWR Raptor) 52.61s; 7 Trevor Willis (OMS 28) 52.70s; 8 Scott Moran (Gould GR61X) 52.87s; 9 Graham Wynn (Gould GRW 59) 52.98s; 10 Matt Ryder (Empire Wraith) 54.19s; 11 David Warburton (Gould GR59) 54.19s; 12 Jack Cottrill (Force PT) 54.81s.

Round 34

1 Sean Gould (Gould GR59J DB4) 43.27s; 2 Moran 43.94s; 3 Menzies 44.05s; 4 Spedding 44.38s; 5 Hall 44.73s; 6 Summers 44.88s; 7 Price 44.16s; 8 Dave Uren (Gould GR55B) 46.21s; 9 Paul Haines (Gould GR59) 47.05s; 10 Wynn 48.69s; 11 Zammit DNF; 12 Warburton DNS.
Points (after 34/34 rounds): 1 Menzies 264pts; 2 Summers 220; 3 Dave Uren 195; 4 Spedding 191; 5 Willis 166; 6 Hall 157.

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MN SAYS...

Welcome the WRC's brightest stars

The best mixed-surface drivers will land in Wales for what will be a tense fight

The specific requirements for success on Wales Rally GB are different from many of the rounds on the 2019 World Rally Championship schedule. Each event on the WRC roster has its own character and flavour, and the tests offered by Britain's event on the global schedule are something that the majority of the entry list relishes.

It puts drivers through the most interesting of challenges, with varying levels of grip meaning that feel and precision are key to extracting the most in terms of speed through the stages. This year's edition has had various route tweaks to present even more for the stars to concentrate on, and it will also provide something fresh for the world's top drivers. The return to Oulton Park for a very special special stage is something to particularly look forward to.

Spectators have responded in their numbers too, with ticket sales having gone through the roof. That will help add to the atmosphere of the showpiece. Oh yes, and if that spectacle itself isn't enough, there is a title fight going on too...

Matt James, Editor (Twitter: @MattJMNews)



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



Madeline Harbey enjoyed the St Mary's Trophy thrills at the Goodwood Revival meeting. There is a racingline there somewhere...



Sprinting action from Curborough, sent in by Peter Atkins



How to stand out in a crowd: a pink Mini. Photo from Brian Gower



Ian Kitney captured this moment in British GTs at Donington



Garrick Collier took a trip to the recent Galloway Hills Rally



Sportscars rumble in West Sussex, from David Harbey



Historic Formula Ford drama at Brands, from Gary Hill



Action from the Singapore Grand Prix, taken by Dean Chilvers



Robert Taylor was another to capture memories at Goodwood

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE



Adam (47) was going for fourth British GT title as Keen (72) was after his first

There were plenty of thrills and spills in the penultimate round of the British Touring Car Championship, and you can see all the best bits on Saturday (1030-1200hrs, ITV4).

Ahead of the climax to this year's Wales Rally

GB, enjoy some of the best moments from past British rallies and one of the most iconic events on the World Rally Championship calendar (Saturday, 1500-1600hrs, BT Sport 3).

And finally, catch highlights from the final

round of British GT (Sunday, 1030-1130hrs, Eurosport 2). There was drama on and off the track as Jonny Adam attempted to win the title for the fourth time, while perennial runner-up Phil Keen was trying to take his first.

LIVE TV

DTM: Hockenheim

■ Race 1: Saturday, 1215-1345hrs, Freesports
 ■ Race 2: Sunday, 1215-1345hrs, Freesports

WEC: Fuji

■ Race: Sunday, 0400-0900hrs, BT Sport 3/0730-0930hrs, Eurosport 2

NASCAR: Dover

■ Race: Sunday, 1900-2300hrs, Freesports

LIVE WRC

Wales Rally GB, BT Sport

0040-0105hrs
Sunday
 ■ End of day 1 review: 2230-2300hrs, BT Sport 1
Friday
 ■ End of day 1 review: 2230-2300hrs, BT Sport 1
Saturday
 ■ SS14: 1400-1500hrs, BT Sport 3
Sunday
 ■ End of day 2 review: 0200-0230hrs, BT Sport 2
 ■ SS22: 1200-1330hrs, BT Sport 1
 ■ End of day 3 review: 2100-2130hrs, BT Sport 1

Channel 5

Saturday
 ■ End of day 1 review:

0040-0105hrs
Sunday
 ■ End of day 2 review: 0040-0100hrs
 ■ SS22: 1200-1330hrs

Red Bull TV

■ End of day 1 review: Friday, 2200-2230hrs
 ■ SS15: Saturday, 1450hrs
 ■ End of day 2 review: Saturday, 2200-2230hrs
 ■ End of day 3 review: Sunday, 2200-2230hrs

5Spoke

■ Highlights: Monday, 1855-2000hrs

LISTINGS

RACING SATURDAY

■ Snetterton, Norfolk
MGCC meeting: Morgans, MG Cup, MG Metro Cup, Midget and Sprite, BCV8, MG Trophy Starts racing from 1130hrs (qualifying from 0900hrs) Admission adult £16, under 13 free Web msv.com Contact 0843 453 9000
 ■ Castle Combe, Wilts
Autumn Classic: Historic/Classic FF1600, Coys Trophy, Formula Junior, HRDC Allstars, FISCAR, Alfa Classic Challenge, Pre '66 Jaguars, Frazer Nashes Starts racing from 1250hrs (qualifying from 0830hrs) Admission adult £20, child free Web castlecombecircuit.co.uk Contact 01249 782417
 ■ Oulton Park, Cheshire

750MC meeting: Formula Vee, Type R, Toyota MR2, RGB Sports 1000, 750 Formula, Historic 750 Formula Starts racing from 1100hrs (qualifying from 0830hrs) Admission adult £16, under 13 free Web msv.com Contact 0843 453 9000
 ■ Silverstone National, Northants
MSVR meeting: Equipe GTS, Equipe Pre '63, AMOC GT, Intermarque, Jack Fairman Cup, Pre-War Team Challenge Starts racing from 1210hrs (qualifying from 0900hrs) Admission adult £15, under 15 free Web silverstone.co.uk Contact 08704 588260
SATURDAY/SUNDAY
 ■ Silverstone International, Northants

BRSCC meeting: Porsche, Sports 2000, Clubmans, Mazda MX-5, MX-5 Super Series, Fiesta, Fiesta Junior, Alfa Romeo Starts Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission adult £15, under 15 free Web silverstone.co.uk Contact 08704 588260
 ■ Pembrey, South Wales
BARC meeting: Trucks, MGOC, Welsh Sports/Saloons, Legends, Monoposto Starts Saturday, racing from 1050hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs) Admission adult £15, under 14 free Web barc.net Contact 01264 882200
 ■ Cadwell Park, Lincs
BARC meeting: Caterham

Graduates, Classic VW/Honda VTEC, Junior Saloons, Kumho BMW, Hyundai Coupe, BARC Saloons, BMW 116, Open Saloons Starts Saturday, racing from 1350hrs (qualifying from 0900hrs) Sunday, racing from 0915hrs (qualifying from 1135hrs) Admission adult £16, under 13 free Web msv.com Contact 0843 453 9000
SUNDAY
 ■ Knockhill, Fife
SMRC meeting: Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, C1 Cup, Mini Coopers Starts racing from 1100hrs (qualifying from 0830hrs) Admission adult

£15, under 12 free Web knockhill.co.uk Contact 01383 723337
RALLY THURSDAY-SUNDAY
 ■ Llandudno, Conwy
Wales Rally GB
 Starts 1600hrs
 Admission check website for details
 Web walesrallygb.com
SPORTING SCENE SUNDAY
 ■ Sheffield, SYork
Brisca F1
 Starts TBA Admission TBA
 Web brisca.com
 Details correct at time of press but check before travelling

NEXT WEEK

OUT WEDNESDAY, OCTOBER 9

WALES RALLY GB ROUND-UP



■ THE BRITS AIM FOR TOP SPOT ■ TANAK v OGIER v NEUVILLE



Can Turkington make it back-to-back titles?

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MOTORSPORT NEWS

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ADVERTISING

Tel: +44 (0) 203 405 8110 (Display) or +44 (0) 203 405 8109 (Classified)
 Advertising deadline Monday 12 noon
 Sales Director James Robinson
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 Classified Sales Ben Kavanagh, Balvin McKenzie, Matthew Buxton
 Creative Solutions Don Rupal

PUBLISHING

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Printed by Sheffield Web
 Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT

Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

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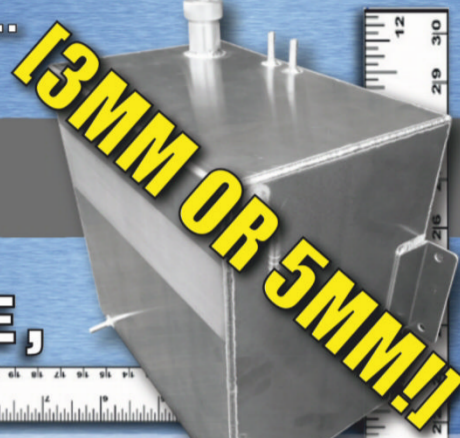
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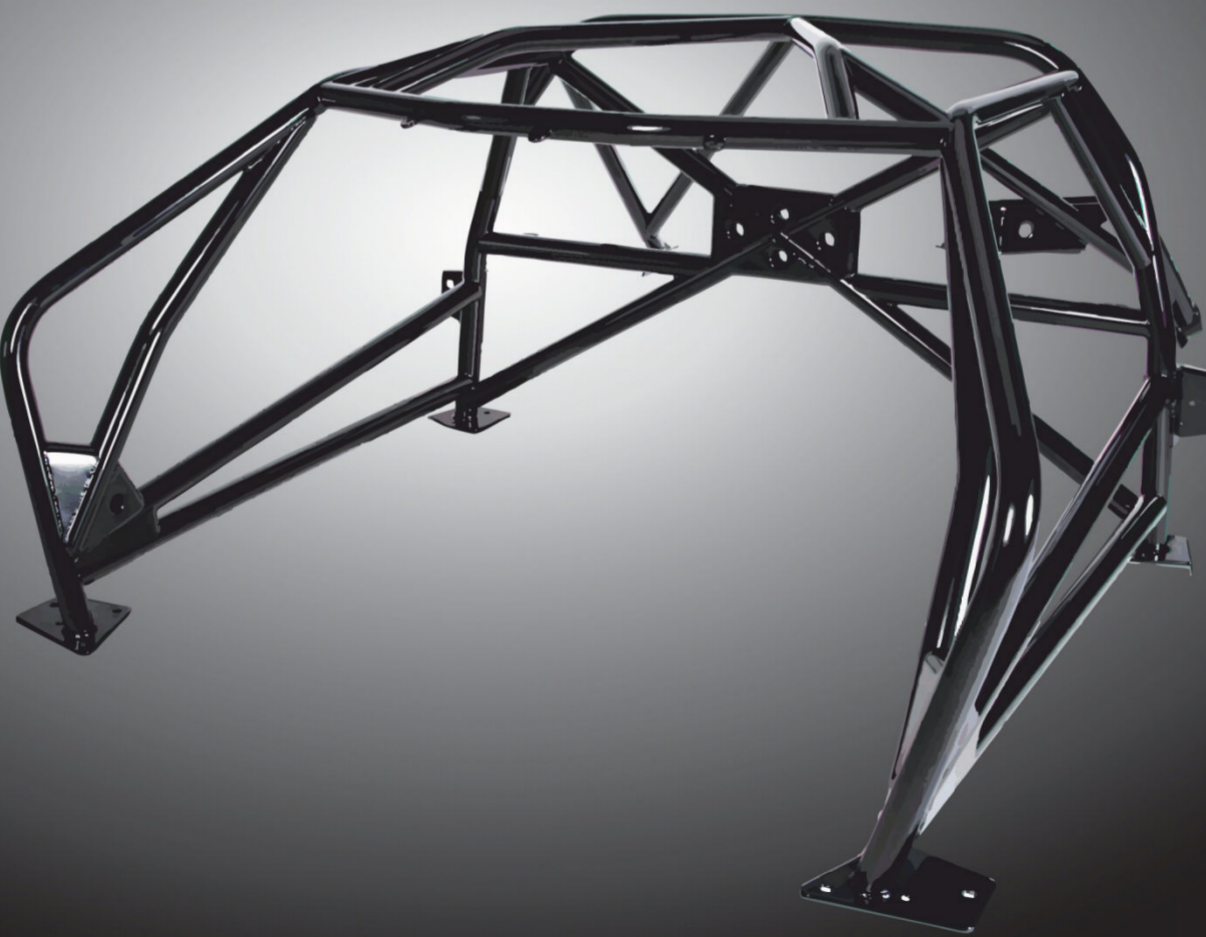


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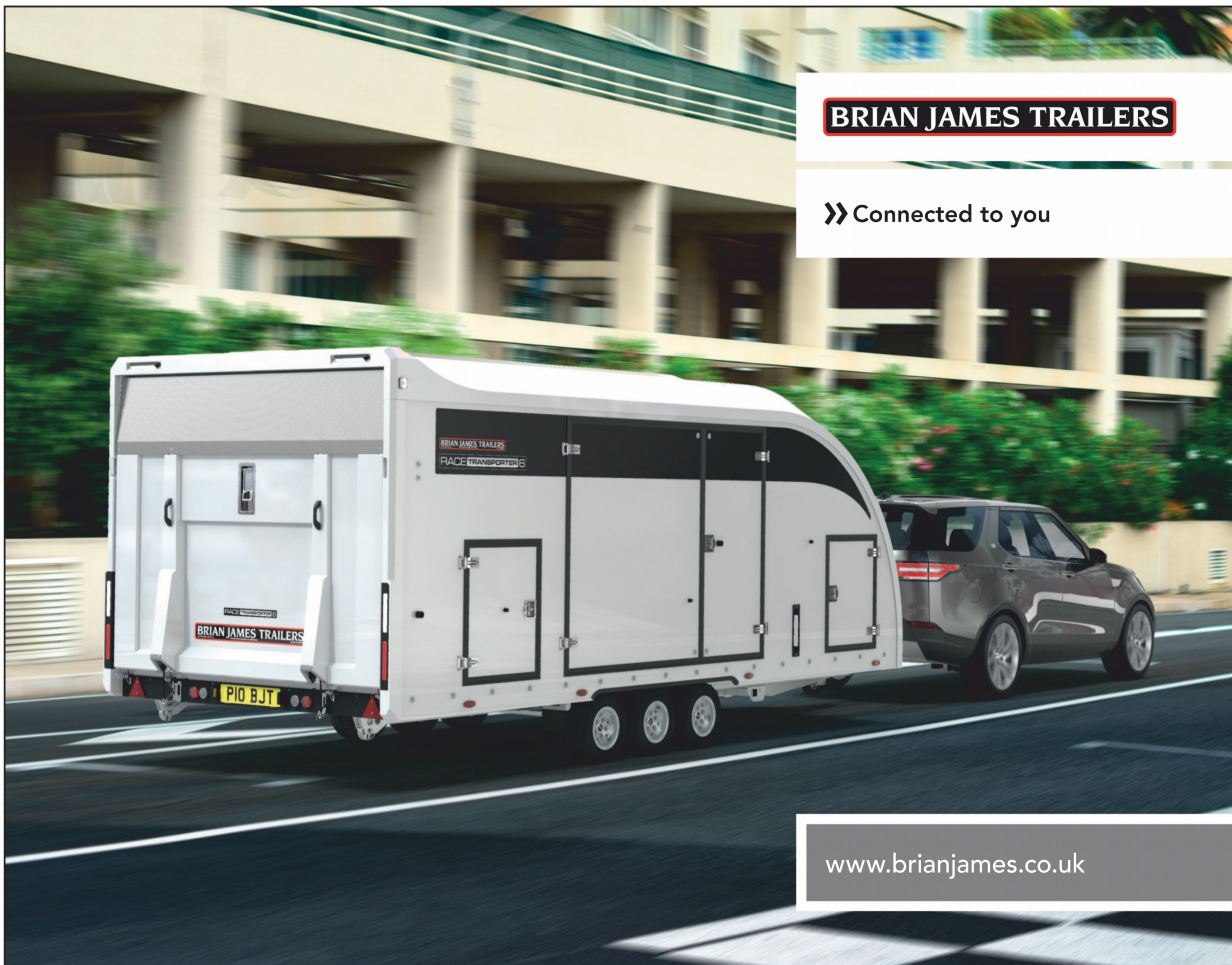
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