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LEWIS PEERLESS AT PAUL RICARD



MERC MAN'S STEAMROLLER IN FRANCE P4

Eighteen-year-old lined up for a full season in factory Yaris in 2020

TEENAGER ROVANPERA LANDS WORKS TOYOTA DEAL

EXCLUSIVE



By David Evans

Eighteen-year-old rally sensation Kalle Rovanpera will become the youngest driver ever to participate in a full factory World Rally Championship programme when he moves to Toyota Gazoo Racing for next season.

The Finn is expected to tackle a full season of competition aboard a Yaris WRC in 2020.

Toyota team principal Tommi Makinen denied the deal was done yet, but admitted "the time was coming" to think about next season's driver line-up.

FULL STORY, P2-3

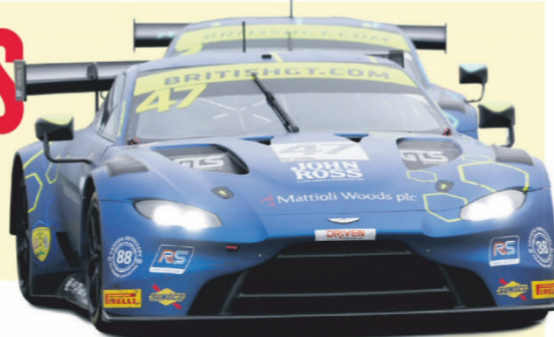


Rovanpera: Toyota deal



NEW ASTON RULES AT DONINGTON

VANTAGE VICTORIOUS IN BRITISH GT P20



TRAGEDY ON DONEGAL RALLY

MANUS KELLY KILLED ON IRISH EVENT P14



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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

HEADLINE NEWS



WRC 2 Pro leader tested with Toyota squad in 2017

By David Evans

Motorsport News understands Kalle Rovanpera's deal to drive a Toyota Gazoo Racing Yaris WRC is signed and sealed for 2020.

Such a move would make Rovanpera the youngest driver ever to complete a full season with a factory team. The son of one-time world rally winner Harri Rovanpera turns 19 on October 1. Despite only being 18, Rovanpera already has history with Tommi Makinen's Toyota squad, having completed a short test of the Yaris in May, 2017 in Finland. All sides deny the deal is complete yet, but MN's sources have confirmed the decision to switch from Skoda at the end



Rest of Toyota's line-up unclear

of the season. Rovanpera's current agreement with the Czech manufacturer was for two seasons, but his manager Timo Jouhki confirmed an escape clause at the end of year one – and Skoda has previously revealed to MN that it would not “stand in the way of a driver making progress”. Jouhki agreed the time had come for Rovanpera – the current WRC2 Pro series leader – to step up to the main field: “We wanted to see how he's progressing with the notes, working with the team, his physical fitness, working with the media and all of these things and he's progressed in every area. He's probably progressed more than we thought he would. “The aim was for him to make experience for all of the rallies. By the end of this season he will have competed on every rally. OK, he hasn't been to Japan – and if Kenya is coming, he hasn't been there – but they are new for everybody. “Skoda has been very, very good with Kalle. He has done a lot of testing and this has been an excellent place, but now the

time has come [to step up].” Jouhki talked of negotiations with Toyota, Hyundai and M-Sport, but it's with Jouhki's own former driver Makinen that agreement has been made. Rovanpera himself told MN he was relaxed about the timing of the step up. “If the season continues to go like this, then I think we can go to the big cars,” he said. “We can go there and learn or we can use the option with Skoda and stay for another year, because there is still a lot to learn from the conditions of rallies. I saw in Portugal and Sardinia, the first time going to a new event is always difficult. So I will learn with Skoda or go with the big car.” Rovanpera's fellow Jouhki protege Jari-Matti Latvala remains the youngest driver ever to drive for a factory team on a WRC round – Latvala was entered on the 2003 Acropolis Rally by Ford Motor Company aged 18 (and finished 10th overall) – but didn't start a complete season with M-Sport Ford until he was 22.

HOW HAMILTON CONTINUED HIS AND MERCEDES'S DOMINANCE PAGE 4



Rovanpera is set to switch from Skoda to Toyota for '20

ROVANPERA SET FOR 2020 TOYOTA WRC SEAT

Highly-rated WRC 2 Pro leader to become youngest full-season factory driver

Makinen said his 2020 team would start taking shape in the second half of the season.

M-Sport boss Malcolm Wilson has always been clear that he's working on a deal to bring Ott Tanak back to Cumbria for next year and his hand could have been strengthened by the steering issues which cost Tanak Rally Italy victory earlier this month.

If Tanak remains at Toyota, that would leave just one seat for Kris Meeke and Jari-Matti Latvala to fight over. Makinen admits neither driver has covered themselves in glory in recent events.

Makinen told MN: "We are coming to the moment when we start thinking to the future and we start looking at our driver line-up. We wanted to see as many rallies as possible first, to see how our drivers behave. Unfortunately now I would say that Jari-Matti – not even Kris – has not behaved very well.

"Unfortunately, they have done quite a lot [of] mistakes and what it means for their future I don't know. We need to discuss. I want

them to do their best without disturbing them, but of course I have to listen to Japanese opinion and how they are seeing things.

"[As a driver] I never did something so stupid like Jari-Matti [rolling out of the lead in Sardinia] and also Kris in Portugal."

Japanese driver Takamoto Katsuta, who graduated from the Toyota Gazoo Racing Rally Challenge Program, is in line for a Yaris WRC debut in Germany and will compete in a fuller schedule of world championship events next season (see p13 for separate story) and potentially even all 14.

Asked if there was the chance to run Rovanner and Katsuta in the same team, Makinen replied: "I think we are a little bit too soon for that. Everything is open for next year. It's possible we keep both [Meeke and Latvala] next year. We don't know. Generally Jari-Matti has done very well, good speed from Argentina, but some mistakes. In Portugal we had the failure with the damper. This was an impact, it was some rock – you could see the mark on the damper."

HOW THE 2020 WRC FIELD COULD LINE-UP

Citroen

Defending World Rally champion Sebastien Ogier has a two-year agreement with the French manufacturer and will remain with Citroen until the end of 2020. It's the same story for Esapekka Lappi, but he definitely needs an upturn in pace at home in Finland to ease some of the building pressure.



Toyota

If Ott Tanak stays then it will be a straight choice between Kris Meeke and Jari-Matti Latvala to join Kalle Rovanner. If he goes, it's possible both would stay or Toyota could look outside of the team towards guys on the WRC sidelines like Hayden Paddon, Craig Breen or Mads Ostberg.



M-Sport Ford

Malcolm Wilson is doing everything he can to tempt Ott Tanak back to a Fiesta WRC for 2020 and discussions are, MN understands, ongoing. If the Estonian goes back, it could complicate another year there for Elfyn Evans. If Tanak stays at Toyota, M-Sport is most likely to run Evans, Teemu Suninen and Gus Greensmith on an expanded WRC programme.



Hyundai

Anything could happen. Or not quite anything... Thierry Neuville has a contract for another two years, so he's going nowhere. On current form, Dani Sordo and Sebastien Loeb could return for another split programme, but Andreas Mikkelsen has work to do if he's to keep his place. Or it could be a complete change with Evans among those being talked about for an i20 in 2020.



FRENCH GP REPORT

BY JAMES ROBERTS



Hamilton's sixth victory of the season has put him in charge of the chase for the world title



A misfire meant that Valtteri Bottas dropped away in the final laps

FIVE KEY TALKING

1. Is Lewis Hamilton untouchable?

After 53 laps of Paul Ricard, Lewis Hamilton took his 79th grand prix victory with a margin of 18 seconds over Valtteri Bottas. It was an untroubled, uneventful display. Although the gap to his team-mate was extenuated by a late-race misfire for the Finn's Mercedes, it was still a dominant performance.

On Friday afternoon, Saturday morning and the first two segments of qualifying Bottas was the quicker Mercedes driver. Then when it mattered, in Q3, Hamilton found a lap 0.286s faster. Pole number 86 secured. Shortly after the session Bottas was seen crouched down, head in his hands.

On Sunday afternoon, Hamilton made no mistakes when the red lights were extinguished and led all 53 laps, the gap growing incrementally all the time. At half distance, his lead over Bottas was 12s. While it looked calm from the outside there were a few technical details to overcome, including a part of the seat that broke and blisters on his front tyres in the latter stages. Despite that, the Hamilton steamroller continues unabated – seemingly unstoppable.

"I have never felt that way," he said when asked if he was untouchable. "I do feel strong each weekend I come in and feel I'm starting on the right foot then Valtteri goes and puts in bloody good laps every time. I still have my work cut out and perform. But usually I get better when I get into the season..."

Ominous words for all his rivals. It's not just Hamilton, as Mercedes continues to dominate the top of F1.

The result in France was the team's 50th 1-2 finish in its history and it now leads its nearest rival Ferrari by 140 points after just eight races.

Mercedes team boss Toto Wolff came under fire for allowing Hamilton to attend Paris fashion week in the days before the French GP, but he had the perfect response to his critics on Sunday night.

"It's about enabling him [Hamilton] and giving him a framework where he is at his best," said Wolff. "For me, his growth and personal development is really impressive. He's also most critical of himself.

"I've not met any driver who comes into a briefing and says, 'guys you don't need to look at the data, my driving wasn't good enough,' and this is part of his performance. It's very impressive."

In the final stages Bottas's second place came under threat from Ferrari's Charles Leclerc. While the Finn has been able to turnaround his one lap pace in 2019, his tyre management over a race distance is still an area which needs improving.

A late virtual safety car provided a glimmer of excitement on a long, hot afternoon in which there was little drama, as a marshal had to rescue an errant bollard from the track.

In the aftermath of the VSC, Leclerc pounced on the Mercedes but just fell short of second place. Behind him came Max Verstappen's Red Bull and the sister Ferrari of Sebastian Vettel, who secured fastest lap with a late race pitstop.

NO ONE CAN HALT HAMILTON

The world champion stamped his authority all over the weekend in the south of France



This is as close as anyone got to Lewis



Charles Leclerc managed to qualify and finish as the best of the non-Mercedes drivers



Merc boss Toto Wolff (right) was quick to come to Lewis's defence

Photos: LAT

POINTS FROM PAUL RICARD

2. Vettel's downward spiral continues

The early part of the French Grand Prix weekend was dominated by a reconvening of the FIA stewards, after an appeal into Sebastian Vettel's penalty in the preceding race, where he ran wide while leading and returned to the track still ahead of Hamilton. Ferrari had brought "new evidence" which included testimony from Vettel and footage of Karun Chandhok's Sky Sports analysis of the incident. The penalty was upheld.

"If it was me, I would want my team concentrating on the race," said Hamilton when asked about Ferrari's attempts to revoke his win. "When I heard that Karun Chandhok's video was the new evidence, I was relaxed after that..."

To compound the woe at Maranello, upgrades tested on Friday practice didn't have the desired effect and were taken off the SF90 for the rest of the weekend. In the final session of Q3, Vettel's first run was ruined



Vettel looked to be distracted during the weekend at Paul Ricard

by a missed upshift and a lack of grip scuppered his final run, putting him only seventh on the grid. On race day, he finished ahead of the McLarens in fifth – and did at least secure the fastest lap on the last four of the race with a late pitstop.

But there was further strain in the red camp during qualifying as Vettel was given the 'hurry-up' by his engineer at the request of team-mate Charles Leclerc, who didn't want his lap affected by Vettel directly in front

of him on the road. A terse response from the German – "I'm not trying to kill him, don't worry" – spoke volumes for the pressure Vettel is under from all areas: within his team, officialdom and the continued domination from Mercedes.

Ironic perhaps, that at this pressurised time of his life, a wedding ring was spotted on Vettel's finger – choosing the time between Montreal and Paul Ricard to marry his teenage sweetheart Hanna Prater.

3. New hires and investment paying off at McLaren

After years in the doldrums, there were signs of optimism at McLaren with the team qualifying both of its cars in the top six for the first time in five years. British rookie Lando Norris again impressed, outqualifying Carlos Sainz by 0.104s to start fifth on the grid – and both scored points on Sunday.

The upturn in performance can be attributed to the recent arrival of two prominent hires: a new team principal in Andreas Seidl and technical director James Key. The development rate of the chassis has

taken a step forward since the car last appeared at a similar circuit configuration to Paul Ricard.

In the race, despite outqualifying Sainz, Norris lost out to his team-mate on the opening lap. He was classified ninth after suffering hydraulic issues. He was, though, handed the driver of the day award by the fans for hauling his McLaren to the finish, but couldn't quite keep the Renaults (Daniel Ricciardo and Nico Hulkenberg) and Kimi Raikkonen's Alfa behind him – losing out on the final lap.

Then, a few hours after the flag, the stewards slapped Ricciardo with penalties for leaving the circuit and rejoining unsafely, forcing Norris



The McLarens were near the front

wide and unfairly passing Raikkonen too. He was struck with two five-second penalties and dropped from seventh to 11th in the final classification.

4. F1's rulebook under scrutiny

Following Vettel's Canadian GP penalty, Formula 1's sporting rule book has been under scrutiny. Given the improved safety of both



Perez felt his penalty was unfair

the circuits and cars, drivers are pushing for the code of conduct to be relaxed to help improve the racing.

The problems were extenuated at Paul Ricard because of the nature of the circuit. The edge of the track is a sea of Tarmac run-off, so the officials are required to step in more than usual to enforce track limits.

One example of where the letter of the law caused a problem was on the opening lap of the race when Sergio Perez made a mistake at Turn 3.

He followed the correct procedure,

to drive along an escape road and keep left of a bollard. However, when he rejoined the circuit he had gained two places and was given a five-second time penalty for the misdemeanour. Following one law had broken another.

"The rule is that you have to come back on the track as soon as you go through the bollards, which is what I did," said Perez. "It's supposed to be slower than the racing line so that you don't gain an advantage, but if it isn't, it's not my fault."

5. Are we on the right layout at Paul Ricard?

When the Paul Ricard circuit was redeveloped in the early 2000s as a testing facility, 247 possible configurations of layout were created. On its return as host of the French Grand Prix last year the key difference from the track's last incarnation was the Mistral straight was broken up with a chicane. The reason was that DRS would still be open at the flat-out 186mph Signes corner and considered too dangerous.

But, after a race lacking in spectacle last Sunday, calls for the track layout to change were raised.

Mercedes team boss Toto Wolff said: "Paul Ricard has all the right ingredients, it's a fantastic venue



Insiders say the sea of Tarmac at Paul Ricard could be put to better use

and maybe we just need to have a very long straight rather than a chicane to allow more slipstreaming. I think it would certainly increase the show and for me, the principle topic to tackle for the future is how we can have the greatest possible

circuit layout. You can see we have good racing in Montreal and in Baku and if we get the rules right for 2021 with aerodynamic efficiency and the turbulence that's created behind the cars then we can make F1 a better show in the future."

RACE FACTS

Results © 2019 Formula One Administration Ltd

FRANCE
Circuit: Paul Ricard **Lap:** 3,630 miles
Race distance: 192.441 miles **Laps:** 53
Lap record: 1m32.740s (Vettel, Ferrari, 2019)
2018 winner: Lewis Hamilton (Mercedes)

TYRE CHOICE

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RESULTS

FIA Formula 1 World Championship, round 8/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h24m31.198s
2	Valtteri Bottas	FIN	Mercedes	+18.056s
3	Charles Leclerc	MCO	Ferrari	+18.985s
4	Max Verstappen	NLD	Red Bull-Honda	+34.905s
5	Sebastian Vettel	DEU	Ferrari	+1m02.796s
6	Carlos Sainz Jr	ESP	McLaren-Renault	+1m35.462s
7	Kimi Raikkonen	FIN	Alfa Romeo-Ferrari	-1 lap
8	Nico Hulkenberg	DEU	Renault	-1 lap
9	Lando Norris	GBR	McLaren-Renault	-1 lap
10	Pierre Gasly	FRA	Red Bull-Honda	-1 lap
11	Daniel Ricciardo	AUS	Renault	-1 lap*
12	Sergio Perez	MEX	Racing Point-Mercedes	-1 lap
13	Lance Stroll	CAN	Racing Point-Mercedes	-1 lap
14	Daniil Kvyat	RUS	Toro Rosso-Honda	-1 lap
15	Alexander Albon	THA	Toro Rosso-Honda	-1 lap
16	Antonio Giovinazzi	ITA	Alfa Romeo-Ferrari	-1 lap
17	Kevin Magnussen	DNK	Haas-Ferrari	-1 lap
18	Robert Kubica	POL	Williams-Mercedes	-2 laps
19	George Russell	GBR	Williams-Mercedes	-2 laps
R	Romain Grosjean	FRA	Haas-Ferrari	L44/withdrew

Winner's average speed 136.606mph Lap leaders: Hamilton 1-53; * = 5s for leaving and regaining the track unsafely +5s for leaving the track and gaining an advantage

FASTEST LAP | SEBASTIAN VETTEL 1M32.740s ON LAP 56 (AVERAGE SPEED: 140.918MPH)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m28.319s	11	Albon	1m30.461s
2	Bottas	1m28.605s	12	Raikkonen	1m30.533s
3	Leclerc	1m28.965s	13	Hulkenberg	1m30.544s
4	Verstappen	1m29.409s	14	Perez	1m30.738s
5	Norris	1m29.418s	15	Magnussen	1m31.440s
6	Sainz	1m29.522s	16	Grosjean	1m31.626s
7	Vettel	1m29.799s	17	Stroll	1m31.726s
8	Ricciardo	1m29.918s	18	Kubica	1m33.205s
9	Gasly	1m30.184s	19	Kvyat	1m31.564s*
10	Giovinazzi	1m33.420s	20	Russell	1m32.789s*

* = required to start from the back due to additional power unit elements used



CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	187	1	Mercedes	338
2	Valtteri Bottas	151	2	Ferrari	198
3	Sebastian Vettel	111	3	Red Bull-Honda	137
4	Max Verstappen	100	4	McLaren-Renault	40
5	Charles Leclerc	87	5	Renault	32
6	Pierre Gasly	37	6	Racing Point-Mercedes	19
7	Carlos Sainz Jr	26	7	Alfa Romeo-Ferrari	19
8	Kimi Raikkonen	19	8	Toro Rosso-Honda	17
9	Daniel Ricciardo	16	9	Haas-Ferrari	16
10	Nico Hulkenberg	16	10	Williams-Mercedes	0

RACING NEWS

IN BRIEF

Alonso away

Fernando Alonso is no longer a part of McLaren's Formula 1 testing plans in 2019, according to new team boss Andreas Seidl. Alonso is still affiliated with McLaren in the role of ambassador and participated in tyre testing in Bahrain at the start of the season, but is not set to drive the current car again even though his IndyCar and World Endurance Championship commitments are now complete. Meanwhile, McLaren has reached an agreement with Renault to use Sergey Sirotkin as its reserve driver for the remainder of this year.

McLaren factory

The McLaren Formula 1 team is to build an all-new windtunnel at its Woking factory. Although McLaren has made significant progress in 2019, its car still lacks fundamental downforce and McLaren's board has signed off the construction of a new windtunnel. The facility will replace McLaren's current tunnel, which will be removed, and once that is functional McLaren will stop using Toyota's facility in Cologne.

No regrets

Renault's Daniel Ricciardo has "no regrets" for his last-lap overtakes on Lando Norris and Kimi Raikkonen, despite being dropped from finishing seventh in last weekend's French Grand Prix to 11th. Ricciardo was given two separate five-second penalties in response to the moves, where stewards judged the Australian to have "left the circuit and rejoined unsafely forcing another driver off the track".

Pandora's box

Mercedes team boss Toto Wolff says the FIA risked opening a "Pandora's box" had Ferrari's request to review Sebastian Vettel's Canadian Grand Prix penalty been successful. Vettel picked up a five-second penalty for rejoining the circuit in an unsafe manner and almost forcing Lewis Hamilton into the wall. The Montreal stewards reconvened at Paul Ricard to look at the new evidence Ferrari had provided in its attempt to reopen the case but decided that there was "no significant and relevant new elements". "I think the incident itself created polarised views and like many things these days you need to respect that there are different opinions," said Wolff. "I respect Ferrari and their decisions. I feel that it's very important for the sport to support the stewards and give them authority."



There was no stopping Hamilton in French GP

HAMILTON: DON'T BLAME THE DRIVERS FOR BORING RACES

Dominant French GP winner says series bosses have made bad decisions regarding rules

By Scott Mitchell

Lewis Hamilton says boring Formula 1 races are not the drivers' fault and instead the blame lies at the rulemakers for a "constant cycle" of making bad decisions.

Hamilton dominated Sunday's French Grand Prix, winning by 18 seconds after a straightforward race with little action to earn his sixth victory in eight races and maintain Mercedes' 100% record at the start of the season.

He said he understood why races were being perceived as "boring" but urged people not to "point the finger at the drivers".

"We don't write the rules," he said. "We have nothing to do with the money shift [between the teams] and all that stuff."

"You should put the pressure on the people that are at the head, that should be doing the job."

"I think they are trying to. But for many, many years they've

made bad decisions."

Asked if he had ever considered "showboating" by allowing rivals ahead of him to spice up the action, Hamilton said that he "can't win" however he achieves success.

He said he had really enjoyed his battle in Canada after hounding Sebastian Vettel throughout the grand prix, despite only winning because of his rival's five-second penalty.

Hamilton added: "Those are the races that generally people enjoy most. These ones [the French GP] are not the ones people enjoy most."

"I think it's important for people to realise it's not the drivers' fault."

"This is a constant cycle of F1 for years and years and years, even before I got to F1."

"It's because the way Bernie [Ecclestone, ex-F1 boss] had it set up, the decisions they were making back then."

"It's still the same and until that [rulemaking] structure changes it will continue to be the same, in my opinion."

"That's not my job to do that. My job's to come here and do the best I can as a driver."

Though Hamilton will not do anything to artificially enhance the spectacle on-track, he said he is hoping to make a difference away from races.

The five-time world champion joined Renault's Nico Hulkenberg and Grand Prix Drivers Association head Alex Wurz in attending a crucial FIA summit over F1's 2021 rules in Paris last week.

"Do I have confidence it's going to shift massively? I have faith it's going to get better," he said. "To the point where I went to Paris last week to get involved."

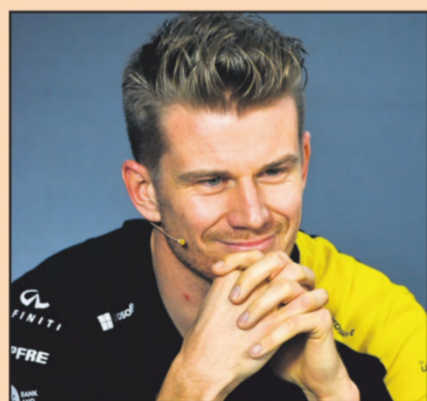
"I was in that meeting, watching all the bosses of F1, the FIA, the teams, trying to get involved."

"I have nothing to gain by being there. They've been making all these decisions and never once had a driver's input in that room."

"If that can be the decisive point that can help shift it and give fans better racing, I would be proud to be a part of that."



Briton wants to play more active role in 2021 rules



Hulkenberg: Out of contract

RENAULT LOOKING AT OPTIONS BESIDE HULKENBERG FOR 2020 F1 SEASON

Renault needs to look at the options beyond extending Nico Hulkenberg's contract as it mulls over its 2020 Formula 1 driver line-up, says team boss Cyril Abiteboul.

Hulkenberg has raced for Renault since 2017 and played a key role in its rise up the grid, beating his team-mates over the two full seasons completed so

far and finishing seventh in the drivers' championship last year.

He has now been joined at Renault by ex-Red Bull driver Daniel Ricciardo, who has a deal for next season whereas Hulkenberg's current arrangement expires after 2019.

Last year, Renault was linked with a loan deal for Mercedes protege Esteban

Ocon before signing Ricciardo.

"The situation is clear," said Abiteboul. "We have a two-year contract with Daniel. Nico's contract, the initial term is coming to an end at the end of this year. It's maybe that we continue our journey with Nico."

"Nico has delivered for the team, clearly, and if you look at where we were when Nico

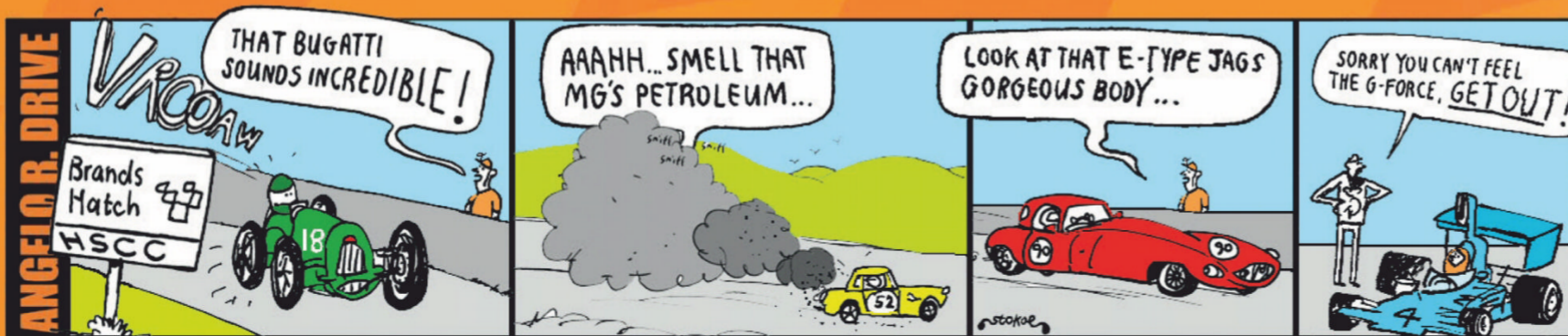
joined us and where we are today, it's crazy the change to the team, to the buzz."

"But also we need to look at the options, like everyone is doing, like I'm sure Nico is doing."

"We will see, probably after the summer break will be the right time to sit down, discuss it on the basis of fact and desire also."

BRADSHAW TO RACE CHEVRON AT SILVERSTONE CLASSIC

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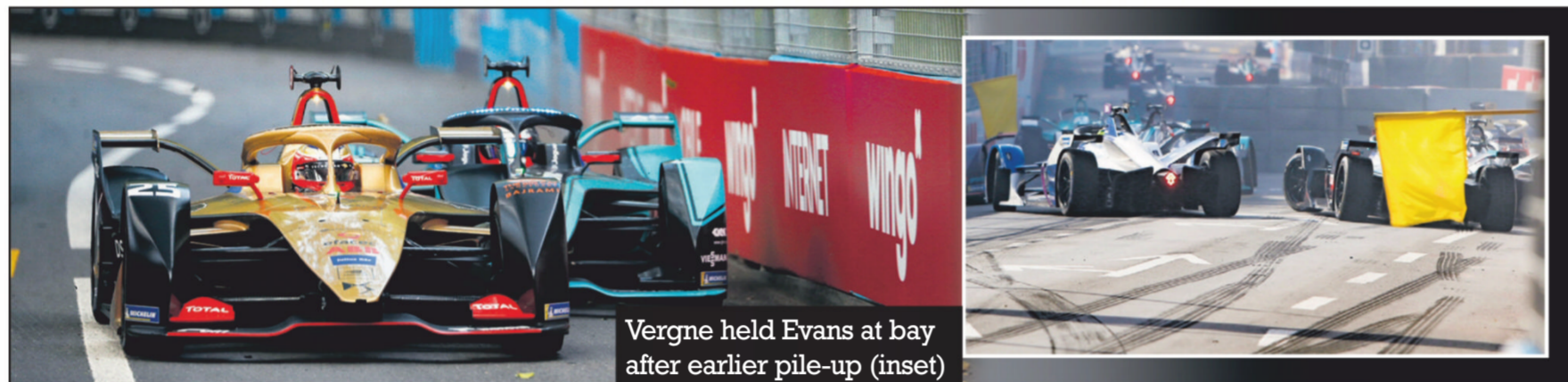
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'I'm a stronger driver now'
Gordon Shedden on WTCR move, p27



VERGNE BUILDS POINTS LEAD AFTER CHAOTIC BERN RACE

Formula E champion takes control after 40-minute red flag delay



Vergne held Evans at bay after earlier pile-up (inset)

By Tom Errington

DS Techeetah's Jean-Eric Vergne narrowly won Formula E's Swiss E-Prix last weekend after a tense race-long battle, following a 40-minute red flag period caused by a bizarre opening-lap eight-car pile-up.

Vergne's third win of the season has allowed him to open up a commanding series lead of 32 points over Lucas di Grassi heading into the double-header New York finale after the Audi driver could only finish ninth.

Di Grassi was one of several drivers incensed by the red flag period caused by Pascal Wehrlein ending up in the wall at the Turns

12-14 chicane – the first corners of the race – and blocking the track in front of Maximilian Gunther, Sam Bird and the pack behind.

Drivers such as Di Grassi – who started 19th – were far enough down the field to be able to cut the chicane and effectively make up eight places before the red flag was shown.

After a lengthy delay, the grid was reset and returned drivers to their original starting positions, and there were embarrassing scenes as several drivers confronted an FIA official over the decision to revert back to the qualifying order.

Vergne remained distant from the arguments and then made a

strong getaway to hold his lead at the restart, but he immediately came under pressure from fellow front-row starter Mitch Evans (Jaguar) – beginning a tense duel that ran throughout.

Vergne reacted to Evans activating his first use of attack mode by deploying the extra power on the following lap, but only after resolute defences at Turn 3, the long bend of Turn 6 and the hard-braking point of Turn 7.

There was a repeat battle at the mid-point when Evans again activated attack mode and attempted to pass Vergne at Turns 3 and 6 before Vergne could respond with his own activation.

Vergne was then able to use his attack mode period to pull around a second on Evans, who looked in danger of being dragged into a battle with third-placed Sebastien Buemi.

While Evans managed to stay clear of Buemi, the late arrival of pouring rain with two laps to go allowed Evans to close back up on Vergne with Buemi and Andre Lotterer in tow.

Lotterer became a contender after strategically using attack mode later than his rivals and climbed from eighth on the grid to fourth only for a 22-second penalty, for leaving the pitlane following repairs when the exit light was red, to drop him to 14th.

QUICK LAPS THE FASTEST NEWS ROUND-UP



Rossi won at Road America

Alexander Rossi dominated IndyCar's Road America race last weekend to take his second win of the season. The Andretti Autosport driver passed polesitter Colton Herta in the opening sequence of corners on the first lap and never looked back, leading all 55 laps and crossing the line almost 30 seconds clear of second-placed Will Power...

Audi Team Phoenix secured its fifth win in the Nurburgring 24 Hours

after the leading #911 Manthey Porsche was hit with a hefty penalty for speeding under yellow flags in the final hours of the race. Dries Vanthoor brought the #4 Team Phoenix Audi R8 LMS to the finish after keeping a furious Kevin Estre in the #911 Manthey Racing Porsche at bay... **Mick Schumacher endured a disastrous Paul Ricard Formula 2 weekend and extended his run without points to six races. The Ferrari Formula 1 junior**

was taken out by his teammate Sean Gelael at Turn 1 in the feature race and was sent airborne, while in race two he picked up a puncture and an undiagnosed problem with the rear-end of the car that caused him to stop almost immediately after pitting for fresh tyres. Nyck de Vries and Anthoine Hubert shared the spoils, while Prema duo Jehan Daruvala and Robert Shwartzman were again victorious in F3.

Two Fords excluded from Le Mans

Two Ford GT entries in both the GTE Pro and Am classes were excluded from the final results of the 2019 Le Mans 24 Hours as MN closed for print last week.

The #68 car Ford Chip Ganassi Team USA entry raced by Sebastien Bourdais, Joey Hand and Dirk Muller, was excluded from fourth place in GTE Pro due to an apparent breach of fuel tank capacity regulations.

The Keating Motorsports squad that took GTE Am victory with a privateer Ford GT was also disqualified for a "total onboard fuel volume in excess of the permitted limit".

This exclusion promoted the Team Project 1 Porsche of Jorg Bergmeister, Patrick Lindsey and Egidio Perfetti to the GTE Am class win.

Car of Conway, Kobayashi and Lopez lost out on win



INCORRECTLY WIRED SENSORS CAUSED TOYOTA WOE

Toyota drivers Mike Conway, Kamui Kobayashi and Jose Maria Lopez lost victory in this year's Le Mans 24 Hours because of an incorrectly wired system of tyre pressure sensors.

The Japanese manufacturer revealed that the system on the #7 Toyota TS050 HYBRID was

still showing that the right front tyre pressure was dropping after that wheel had already been changed with an hour of the race remaining.

This was because the sensors on each corner of the car had been wired up incorrectly to the antenna that communicates

with the pits.

Toyota Motorsport GmbH technical director Pascal Vasselon told MN: "The reason was that the antenna was wrongly connected. It was wired in the wrong way and was not a sensor problem. It is serious, as all mistakes are."

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"Paul Ricard is still worth a visit, despite image problem"



Unfortunately, Paul Ricard has an image problem. The current circuit mirrors many newly-built, anodyne grand prix tracks.

Despite the top-class pit and paddock facilities and multiple circuit configurations, it features a sea of run-off areas surrounded by colourful high-grip asphalt. Migraine-inducing for the TV viewer.

To compound the problems, the return of the venue to the Formula 1 calendar last year led to horrendous traffic jams and folk stuck for hours in their scorching hot cars. Then headlines after the race last weekend proclaimed 'Boring F1' after a less than eventful 53 laps. For many, a trip to the French Grand Prix would be something to avoid – but that would be wrong. Last weekend's event was a fabulous throwback to a former era of F1.

Forming the first part of the double-header (with the Austrian GP this coming weekend) we were fortunate to be lent a Renault Kadjar to gobble up the miles touring the continent – stopping at Reims and Dijon on the long journey south.

Le Castellet is not an easy place to access. The track, conceived in 1970 by the drinks magnate Paul Ricard (to end the long tradition of grand prix racing on closed road tracks) was built on top of a plateau, about a 15-mile drive from the Mediterranean coastline.

This year there was no repeat of the congested roads with easy access for everyone (although the attendance was down 20%) who commuted from the picturesque villages dotted along this region of the French Riviera: La Ciotat, Sanary-sur-Mer and Bandol – the latter famed for its thirst-quenching rosé. The circuit's remote location in a beautiful part of Europe is reminiscent of other classic venues, such as Imola, Jerez and Estoril.

The French GP paddock was also filled with former legends including Jean Alesi, more regularly a visitor of races today as his son Giuliano is competing in Formula 2.

Alesi was watching qualifying from the Pirelli motorhome last Saturday afternoon and presented the Pirelli Pole Position Award to Lewis Hamilton. On the table in front of him, you couldn't mistake which mobile phone belonged to the French Sicilian. Its back cover featured a retro 'J. Alesi Marlboro' decal, identical to the stickers positioned on his 1991 Ferrari 643, just behind his helmet.

This year marks the 30th anniversary of Alesi's remarkable Formula 1 debut for Tyrrell. Despite starting 16th on the grid, he climbed the field to run second for a short time, before finishing fourth.

Paul Ricard has a rich history, is located in a beautiful part of the world and is a top-notch facility: despite the lack of action last weekend, you should add it to your list of circuits to visit.

RACING NEWS

IN BRIEF

Mechanic award

The new-for-2019 Sports Prototype Cup has introduced a 'mechanic of the weekend award'. Organisers will choose a mechanic each weekend with a social media vote between all of the nominees being held at the end of the season to determine the overall winner. The award is being supported by commercial vehicle parts supplier Partscomm.

Walker joins JHR

British karting graduate Alex Walker has joined the JHR Developments squad to contest the remainder of the British Formula 4 season, with the exception of the Knockhill round. Walker, who was a finalist in last year's Ginetta Junior scholarship, intends to use the races as a learning experience ahead of a full season in 2020.

Series not Elite

The Series Elite races planned to be run at the Brands Hatch British Automobile Racing Club meeting last weekend were cancelled, the second time the new-for-2019 category has axed an event. Four cars took part in what became the inaugural round at Silverstone at the start of the month but the Brands races were scrapped due to "niggling issues" with the electronic software of the series' Jaguar Project 8 cars. The next rounds are now due to take place at Donington Park in August.

Sparrow unsecure

Title honours in this year's Classic Citroen 2CV championship won't be decided until the season's finale at the Snetterton 24 Hours in August after a mechanical drama hit defending champion Pete Sparrow in the penultimate round at Brands Hatch last weekend. Sparrow was heading Nick Crispin by more than 100 points, but a dropped valve while leading near the end of Sunday's first race left him with only the pole bonus while Crispin took third. But Sparrow did fight back in race two to win a frantic four-way contest.

Roddison's run

Paul Roddison maintained his 100% winning record in Mazda Max 5 championship at Brands Hatch last weekend. Ian Loversidge put the favourite under pressure but couldn't find a chink in the Yorkshireman's defensive armour. Bryan Bursley finished last in both contests, having travelled from Kazakhstan to race on the Indy circuit for the first time.

Jackson on form

Dominik Jackson earned victory in all three Radical Challenge races at Spa last weekend. The reigning series champion was back in his RAW Motorsport-run SR3 RSX after a run in Historic Formula Ford 1600 earlier this month. Jackson completed the Belgian treble for the second year in succession, and has returned to the top of the standings over Jerome de Sadeleer as a result.



Young (c) was joined on the race-one podium by Colburn (r)



MRM racer topped both races by a winning margin of over 20 seconds as he took control

YOUNG DOMINANT IN PAUL RICARD CLIO CUP RACES

UK points leader stars with impressive double win at French Grand Prix event

By Stephen Lickorish

Renault UK Clio Cup points leader Jack Young dominated the two Clio Cup Open races that supported the French Grand Prix at Paul Ricard last weekend, winning each race by over 20 seconds.

The 17-year-old MRM driver repeated his success at the French circuit from last year when he won the Clio International Final.

Young started both contests from pole and was able to get clear of the 44-car field as they squabbled behind.

"We got penalised last week [in the UK Clio Cup race at Croft] for a jump start so I made sure not to do it this week!" said a delighted Young after the opening win. "I just did a Colin McRae-style start, got away and then they started battling. From then on it was quite an easy one – I kept a gap and kept pushing to the end.

"There's so many people who have come up to me already just congratulating me – it's just unbelievable. I think I'm just overwhelmed with the publicity it's brought."

Young's team-mate Brett Lidsey started alongside him on the front row but was given a penalty for contact in race one and suffered engine issues in the second encounter.

But there was further British success

in the opener as Westbourne Motorsport driver Ben Colburn finished third after starting eighth.

Young's attention now switches back to the UK series with the next races at Oulton Park this weekend. He has a 12-point advantage over Max Coates at the head of the standings.

● There will be more on Young's French adventure in a future issue of MN. *Additional reporting by Jack Benyon*

Coates and Wakefield join Donington TCT grid

Renault UK Clio Cup frontrunner Max Coates and VW Cup title contender Mark Wakefield both made one-off appearances in last weekend's Donington Park TCR UK/Touring Car Trophy races.

Coates won both Donington TCR races driving the Cupra he shares with Guy Colclough in Britcar. Coates and Colclough also took a Britcar class win in the car the previous day at Oulton Park, even making overnight repairs after hitting fuel pressure problems in Oulton's second race.

"If there's opportunities to do it [race in TCR again] I'd certainly like to take it with both hands," Coates said.

Wakefield also had a busy weekend, in his case combining TCR, driving a

Maximum Motorsport Cupra, with his Donington VW races. Qualifying was the first time he'd driven the Cupra, and he finished third in his debut race then fourth in race two.

"It's always been a dream to drive a touring car, in TCR or BTCC," Wakefield said. "It shows I can compete with the big boys, it's just the budget that's stopping me.

"That's the ultimate goal [to do TCR or BTCC]. We'll have to see, sit down with a few people [potential sponsors] and see what we can offer them."

Clio racer Coates won both races in Colclough's Cupra



Optimum launches fire investigation

Optimum Motorsport is investigating the cause of a pit fire that forced Bradley Ellis and Oliver Wilkinson's Aston Martin Vantage into an early exit at Donington Park, but the damage is not expected to keep the car out of the next British GT round at Spa.

The Silver Cup frontrunners had been third in the outright standings heading into the weekend, and ran third after Wilkinson's opening stint prior to the pitstops, when the team put out a flash fire before sending Ellis on his way.

However, the flames promptly ignited again and, with Optimum's garage near the pit entry, Ellis had to drive almost the full length of the pitlane before stopping at the pit exit.

"There's a lot of equipment under the rear of the car, like the fuel and oil lines, so we need to investigate exactly



Aston caught fire at Donington

what happened," said Ellis. "I just know I saw a load of black smoke and had to get out pretty quickly."

Team boss Shaun Goff said the damage was fortunately "not too bad" and said that the team is planning to take the car to the Goodwood Festival of Speed next week, before heading on to Spa.

"Thank God, Bradley is unharmed and everyone else around it, and the car is

only slightly damaged," he said. "I don't like DNFs, but we'll try and take the positives out of the weekend and look forwards."

● JRM has decided not to contest its disqualification from the Silverstone 500, after initially announcing its intention to appeal. Seb Morris and Rick Parfitt lost their third-place finish after their Bentley Continental was found to be underweight.

FIRST BRITISH GT VICTORY FOR NEW GT3 ASTON AT DONINGTON

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LEADING NATIONAL FFORD BOSS CALLS FOR KNOCKHILL RETURN

Kevin Mills says track is perfect for the series after making one-off Scottish outing

Photos: Jim Moir, Steve Jones, Peter Scherer



National FF1600 raced on reverse layout

By Luke Barry

Leading Formula Ford team boss Kevin Mills has called for Knockhill to return to the National FF1600 calendar after his squad attended the Scottish round last weekend.

Mills' drivers Neil MacLennan and Michael Macpherson scored three podiums, with MacLennan winning both races.

Knockhill was removed from the National calendar following

complaints about last year's meeting that controversially used the circuit's reverse configuration. The third race featured a dangerous incident where the safety car was stationary on the other side of a blind crest on the pit straight with the field approaching unsuspected at full speed.

But Mills thinks the regular configuration of the Scottish track is perfect for Formula Ford. "I honestly believe we

should've been here for the National this year," he said. "The two boys wanted to come back and race at their home circuit but it [the National series] should be coming here, of course it should. It [Knockhill] always gives exciting racing and it's something a little different to what you normally do.

"It's not flat and boring, there's plenty going on – it's up and down, it's sort of stomach in your mouth type corners. Turn 1 you

drop down then up, it's amazing. If it's good enough for British Touring Cars it's good enough for anyone, that's what I think.

"You get people in our championship complaining about 'we shouldn't go here, we shouldn't go there', but that's a load of rubbish. It only matters if the track is good enough. And it's a Formula Ford track; right size, right width, difficult to overtake but you can make it happen – it's that sort of track."

Mills defends small Scottish Fford entry

Kevin Mills has defended the dwindling grid numbers in Scottish Formula Ford, claiming "numbers everywhere are really bad this year".

Eight cars began the season but that included a one-off entry from Jamie Thorburn, so the number fell to seven for the following meeting.

But guest appearances for KMR's Neil MacLennan and Michael Macpherson plus a late deal for Scottish Citroen C1 competitor Glen Alcock boosted last weekend's grid to nine cars. "It doesn't really matter how many cars there are, as long as there two or three fast ones at the front," Mills said. "We had a similar situation being down at Castle Combe last year, the grid fell a little bit but the racing was still really good."

Scottish points leader Jordan Gronkowski welcomed the extra competition, but thinks it's "unrealistic" to expect big teams to commit to racing at Knockhill as they prioritise the National series.

"The guests are good to keep the numbers up, because you can't be going out there with six cars," he added. "It's fine for us racing but, for the people watching and the future of the championship, it's not ideal."

Fiesta Junior taster day at Brands event

A Fiesta Junior taster day will take place at the championship's Brands Hatch meeting next month in an effort to help boost numbers in the category.

The BRSCC-run series has struggled for entries this season, with just five cars taking part in the latest round at Snetterton last month and with a season high of just six at the two opening rounds.

In a bid to increase grids, up to 12 drivers will get two sessions accompanied by an instructor on the Indy circuit.

They will also get the chance to take part in off-track simulator sessions and media training.

"They [grid numbers] have dropped, there's no disputing that," said BRSCC competitions director, Dominic Ostrowski. "This is an opportunity to try and promote the Junior championship and give drivers a feel for the meeting at a meeting, not a trackday.

"They can talk to the current drivers and see the races as well."



Small grids for Fiesta Jr

BRSCC launches Clubsport Trophy 45-minute mini-endurance series

The BRSCC has launched a new Clubsport Trophy series featuring mini-enduro races.

Two events are planned for this year – at Brands Hatch on July 27 and Donington Park on October 19 – and each will last 45 minutes.

The races are open to one or two-driver entries and will cost £320, which includes BRSCC membership, to take part in.

The grids will be split into

five classes based on power-to-weight ratio, and cars up to a maximum of 235bhp per tonne can compete.

"We don't have something in our portfolio to offer to people who want to do longer races – we haven't got that 45-minute race or anything longer," said BRSCC competitions director Dominic Ostrowski. "Speaking to our competitors, it became apparent it was something

a lot of people wanted to do. We wanted to focus it on the clubman racer, which is reflected in the class structure.

"We're doing two rounds with a view to rolling it out with more rounds next year. The feedback so far has been very positive."

The only club-level endurance category run by the BRSCC at present is the one-make Fun Cup championship.



Club has run sprint Saloon/Sports races



Olly Bryant gave an ex-Trans-Am/IMSA Ford Mustang a runout at Donington Park last week, following its arrival in the UK. "It's a Roush 750bhp V8 GTS1 and I am taking it up the hill at the Goodwood Festival of Speed," he said. The car had a demo run recently at Dijon and raced in the Daytona 24 Hours in 1995 with Puerto Ricans Wally Castro, Roly Falgueras, Axel Rivera, Manolo Villa and Biagio Parisi, finishing 16th. The car is also eligible for the Masters Legends series.

Scottish C1 Cup series targets 20-car grids

Scottish Motor Racing Club business development manager Rory Bryant is hoping to see 20 cars competing in the Scottish Citroen C1 Cup next month after 18 drivers entered last weekend's race meeting.

Grid numbers for the new series have increased with each meeting after starting off with 11 cars.

"It's great to see the number of C1s increase each round and to have 18 this weekend was fantastic," Bryant said.

"We're getting another couple of cars built so we might be able to edge into the 20s at the next round. If everyone who did this round turns up, we could get low 20s."


Two English drivers entered the series for the first time last weekend, and Bryant is delighted to see more drivers choosing to race a C1 at Knockhill.

"In total, we have had five new drivers this weekend, a couple of them doing their first car racing meetings as well," he added.

Editor's picks



What we've loved in the classified section this week. For more see page 32



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HISTORICS

'Franklin returned to Prescott'
Champion back behind the wheel, below



Photos: Paul Lawrence

DOWN THE PUB

NIALL MURRAY

Historic newbie

Age: 24 Lives: Dublin



Murray: single-seater roots

It comes from the family business

"My parents set up Murray Motorsport in 1990 and my brother and I work in the business now. We sell all the kit to go racing and we also run the biggest race team in Ireland and on a typical race weekend we run 12 to 15 cars in things like the Fiesta classes."

He starred in FF1600

"I started racing in Formula Ford in 2013 in Ireland and won the Formula Ford Festival at the end of the year. I didn't expect to do that, at all. The following year I was the Motorsport Ireland Scholarship driver and won two championships. I took a year out of Formula Ford in 2015 and then won the UK National title in 2016, the Martin Donnelly Trophy, the Festival and the Walter Hayes Trophy. That was my best year and I won the UK National title again in '18."

He's been to the US

"I did the Mazda Road to Indy Scholarship in America and a couple of British GT races. I've driven all sorts and I'm trying to get a GT drive. Niall McFadden only started racing last year and he races with us in Ireland. I do some coaching with him and he bought a couple of historic cars over the winter."

Historic debut in the wet

"He asked me to come and race with him and do some coaching and I'm really enjoying it. My first experience was Castle Combe last year in the Jaguar E-type and I put it on pole in the wet. It was great fun. It's completely different and it keeps me sharp and I'm usually racing against people in faster cars."

He's starred in Formula Junior

"We've got a Formula Junior and Elva sports-racing car as well as the E-type. The Elva Mk7S is a fantastic car and probably the best power-to-weight ratio cars I've ever driven. It's a quick car and it is great fun. It is all good experience for me."

He's also drifting

"This year, back in Ireland, I'm also doing a drift championship. From a Murray Motorsport point of view, we bought a drift car and I'm competing in that. It is a completely different discipline and I've also done some autotesting as well so nearly every weekend I'm out doing something."



Bradshaw relishing Chevron B19 outing

BRADSHAW TO RACE CLASSIC CHEVROON B19

Bolton driver realises a dream in Masters Historic Sports Car series

By Paul Lawrence

Former single-seater and Porsche Carrera Cup star Tom Bradshaw hopes to be a frontrunner in the FIA Masters Historic Sports Car Championship in a Chevron B19 recently restored by former Chevron engineers.

Bradshaw's father John bought the two-litre sports-racing car last November and it was rebuilt by Steve Sheldon

and Neil Bailey at Red Rose Racing. A recent shakedown race at Brands Hatch was hampered by brake issues but the FVC-engined car showed great promise and Bradshaw hopes to be a contender at the Silverstone Classic in late July.

"It went to Jo Siffert when it was new in 1970. It came to us from Sweden and hadn't been run since the early 1990s," said Bradshaw senior, who has always wanted to own a B19.

"For a man from Bolton, this is an iconic car," said Bradshaw, who comes from the same Lancashire town as Chevron.

"I went to see Derek Bennett at his works when I was 20 to get some bits for an Elan I was building," said Bradshaw. "I learnt to hang glide with him."

Later, Chevron founder Bennett died in a hang gliding accident

and the company folded.

"It's a gorgeous car but we've still got a bit of work to do and we wanted to spend some time getting it right."

After the Classic, the plan is to race it at the Nurburgring, Zandvoort and Spa in the summer and Bradshaw senior will race it with his son too.



Bradshaw: realising dream



Longhurst's car at Bathurst

A trio of iconic Ford Sierra RS500s line up for Brands Hatch showdown

Two famous Ford Sierra RS500 Cosworths will go head-to-head in the Dunlop Saloon Car Cup at Brands Hatch this weekend.

Michael Lyons will have his first race in the former Eggenberger 1989 Spa-winning car now owned by Peter

Sturgeon while Carey McMahon has brought his ex-Tony Longhurst 1990 Bathurst car to Europe.

The Eggenberger car has been raced recently by period driver Gianfranco Brancatelli, but now Lyons will race the car

after a shakedown test at Silverstone. The Longhurst car, starting a three-event European tour, was built to win the 1990 Bathurst 1000 but retired with engine failure. Joining them will be a third RS500, Mark Wright's example.

Small's Brabham heads to Italy

Long-time racer Lincoln Small will head the British contingent in the Vernasca Silver Flag hillclimb event in Italy this weekend, driving his Coventry Climax-engined Brabham BT8 sports-racing car.

Small will make his third trip to the demonstration event on the six-mile hill.

"The BT8 has not been out since the same event a year ago," said Small while giving the BT8 a shakedown run at Donington Park recently. "It's a lovely event: I went to the first one about 30 years ago."

Although the BT8 is now reserved only for this type of event, Small continues to race in Historic Formula 2 in his ex-Derek Bell Brabham BT30.



Orr's victory on the Red Kite Stages has thrown the '19 championship chase wide open

ORR IS THE FOURTH WINNER IN HISTORICS BATTLE

Sunday's Red Kite Stages has thrown the British Historic Rally Championship open with Stanley Orr becoming the fourth points leader in four rounds.

Orr and co-driver Graham Henderson now head the title race going onto the asphalt of the Harry Flatters and

Ulster Rallies. However, only 19 points cover the top six. Three rounds remain, with the season finishing on the Trackrod in September.

Nick Elliott, Joe Price and Matthew Robinson have led the contest but an accident for Elliott, engine woe for Price and a limited programme for

Robinson have blunted their bids. Orr (Ford Escort Mk1) with 82 points now leads Rudi Lancaster (78 points), Red Kite victor Simon Webster (74 points), Steve Bennett (69 points), Adrian Hetherington (68 points) and Robinson (63 points). Drivers will count their best five scores.

IN BRIEF

Hear the thunder

The Historic Sports Car Club Thundersports Series has received a strong initial response to the newly-announced races at the Silverstone Classic. In two weeks, the first 30 entries have already been confirmed. With a grid capacity of 50 cars, the HSCC is hoping to have more than 40 cars racing on the Silverstone Grand Prix circuit.

R.A.C. free draw

Any crews that have paid the entry fee in full for November's Roger Albert Clark Rally by June 30 will go into a draw to be held on July 21. One lucky crew will receive a 50% entry fee refund for the five-day event, worth £1750. To date, more than 20 of the 170 confirmed entries have already paid the full amount.

Timms in force

Three members of the Timms racing family joined the Historic F3 grid at Cadwell Park recently as the event was also a round of the European Trophy. Jim (now 83 years old) was joined by his son Jason and nephew Jeremy with Jim and Jason having recently contested the Mille Miglia in an Allard J2. Jim is also racing in Formula Junior this season.

V8 in Wales

A special celebration of V8 sportscars of the 1960s will be part of the Historic Road Sports races at the Tom Pryce Memorial meeting at Anglesey (July 13-14). To mark the inaugural HRS races at the North Wales venue, the 'True Grit' initiative is aimed at bringing a wide range of V8-powered cars to the double-header.

Fordsters switch

Historic Formula Ford racers Richard Tarling and Benn Tilley will both join the HGPCA grid at Brands Hatch this weekend. Tarling will get another shot in the Alfa Romeo-engined Assegai while Tilley will race the former Team Lotus-entered Lotus 18 of Paul Smeeth. Tilley will also race his Lotus 23B in the Guards Trophy race.

Donnelly's rally

Former grand prix racer Martin Donnelly will try his hand at classic rallying on Saturday's East Anglian Classic, round five of the MN-backed HRCR Clubmans Championship. Donnelly's first attempt at a rally will be in Martin Phaff's Lancia Fulvia on the Bury St Edmunds-based daylight event. Donnelly's 1988 F3000 engineer Paul Crosby is now a leading contender in this branch of the sport.

In the family

John Hutchison, competitions manager for the MG Car Club, will make his single-seater debut in Formula Junior this weekend at Brands Hatch. Hutchison has raced extensively in sportscars but will now follow his parents John and Sarah into single-seaters with an Envoy after a successful test at Snetterton.

Franklin's outing

Forty-three years after he held the outright hill record at Prescott, David Franklin drove a 1972 Porsche 911 RS during Saturday's Porsches at Prescott event at the Gloucestershire hill. The 1978 British Hillclimb champion shared the car of near neighbour Ross Stone in the Porsche Club GB invitation class.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Paddon was a winner in NZ last weekend

PADDON DESPERATE FOR ANOTHER SHOT WITH HYUNDAI

Kiwi says he is match-fit and ready for a chance in a third i20 machine in Finland

By David Evans

Hayden Paddon is leaving no stone unturned in his efforts to impress Hyundai Motorsport director Andrea Adamo and land a factory i20 Coupe WRC for Rally Finland.

The Kiwi romped to a seven-minute win on Saturday's Rally of South Canterbury in a car reworked by his own team to closely mirror the power and performance on offer from current World Rally Cars.

Paddon won 12 from 12 stages and posted new records for each of the New Zealand tests.

The former Rally Argentina winner lost his world championship seat with Hyundai when nine-time champion Sebastien Loeb signed to drive for the Korean firm at the start of the season.

Adamo has confirmed Thierry Neuville and Andreas Mikkelsen will tackle Rally Finland in a factory i20 Coupe WRC, but he has yet to reveal his plans for the third car.

Paddon has urged him to take a look at his recent run of success, which includes podiums on nine of the last 11 rallies he's started and total domination of rallying Down Under.

"Everything I'm doing is geared to getting back to the World Rally Championship," Paddon told MN. "South Canterbury's not a round of the Asia Pacific Rally Championship and, with the rules being a bit more open, we could give our i20 AP4 car more power with a different [turbo] restrictor.

"We ran with 350 [bhp], which made the car that bit more relevant to what's on offer from the current World Rally Cars. I want to show the [Hyundai Motorsport] team that I'm still here, I'm still driving competition cars every day and I've never been more match-fit and ready to go. I can honestly say I've never wanted the WRC more than I do right now."

Adamo's other options include recent Rally Italy winner Dani Sordo or Irishman Craig Breen.

Sordo's not keen on Finland and has

made his feelings clear to the team. Breen, like Paddon, is desperate for a WRC return and is doing all he can to demonstrate his speed and potential.

Hyundai's junior driver Jari Huttunen had been in the frame, having tackled two Finnish Championship rounds in an i20 Coupe WRC. Adamo said the 25-year-old wasn't the answer, feeling there would be too much pressure for a young driver.

"I'm ready to jump straight in," said Paddon. "I know the team and I know the car. OK, the car will have evolved in the last six months or so, but the basics will be pretty similar to the car I knew last season. As for the testing and getting up to speed, I've genuinely never driven as much as I am right now.

"When I'm not in the rally car testing, I'm in the [i30] TCR on the track at the team's base. I know a TCR's not a World Rally Car, but it is seat time and that means so much. But the rallies have been quick and getting quicker all year.

"One of the targets I've been setting

myself at these [New Zealand] events is to keep on breaking our own stage records and the speeds we had [on the rally] on Saturday were pretty big. I was going quite hard knowing that I want to be ready for the speed if the chance comes in Finland and I reckon I'm there. Don't forget, a lot of the driving I've been doing at home is on fast wide, cresty stages – roads just like Finland."

Were Adamo to entrust the third i20 to Paddon, he says he'd be chasing a top-five result like the one he scored last season.

Paddon added: "I've always enjoyed Finland and we've had some pretty strong results in the past. I'd be fairly confident of jumping in the car without much of a test and delivering at least a fifth place and maybe even better for the team. I've been there and done that before."

● Paddon will make his Global Rallycross Europe debut at Essay, France this weekend. He will drive a Hyundai i30-bodied car in the Global Titans category.



Kiwi was fourth in Finland in 2018

Camilli puts more mileage on Citroen C3

Eric Camilli completed a second test of a Citroen C3 WRC in Germany last week.

The Frenchman drove the car on gravel for the first time last month, completing some development for the Velizy squad. Last week was all about furthering work on improving the C3 ahead of the Bostalsee event in August.

Asked why Camilli had driven the car, team principal Pierre Budar replied: "Why not? He has driven for us on some gravel test, there are many rumours about this. But it's just some testing."

Camilli has to be one of the busiest drivers around at the moment, with testing and training other drivers.

He goes from Citroen's Germany running to Belgium, where he will drive M-Sport's all-new Ford Fiesta R5 for the first time at the Ypres Rally.

REPORT: WEBSTER TAKES A FIRST BRITISH HISTORIC RALLY WIN

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The Strength of Experience



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'Thorburn was pushed hard'
Scottish championship report, p18



TWO WRC OUTINGS FOR TOYOTA TALENT KATSUTA

Japanese driver linked to an expanded programme for 2020 as well

By David Evans

Japanese star Takamoto Katsuta will tackle Rally Germany and Rally Spain in a Toyota Yaris WRC later this season – and an expanded programme in the car next season.

Katsuta has impressed both Toyota Gazoo Racing team principal Tommi Makinen and the squad's chairman – Toyota Motor Corporation president Akio Toyoda – with his progress aboard a Yaris WRC this season.

The 26-year-old, who is co-driven by Brit Dan Barritt, has started two Finnish Championship rounds in a Yaris WRC this season and won both convincingly. It's those performances that have helped him towards a brace of top-line outings in the second half of the season.

In addition to Germany and Spain, Takamoto will contest Rally Japan's final dress rehearsal event in November in a Yaris.

Beyond the Yaris, Katsuta's speed in WRC 2 has improved considerably this season. He



Japanese driver: big break

was looking good for back-to-back class wins in his Ford Fiesta R5 when the car caught fire and forced his retirement from Rally Italy.

After watching in Sardinia, Toyoda said: "I'm looking forward to seeing Takamoto standing on the podium with the Yaris WRC in the future. We need to convert the experience from this rally into strength for the days to come."

Katsuta's programme is expected to be confirmed this week and will also include outings at Rally Finland and Rally GB in a new Fiesta R5.



Toyota protege Katsuta has his future in a Yaris mapped out

Makinen told MN: "Right now we don't have anything confirmed for Takamoto, but we would like to organise a couple of [WRC] events and the rally in Japan. He seems to like the car [the Yaris WRC] very much and it seems to suit his style of driving which comes more from the circuit background. It's too early to say anything yet, but it looks good with him and we keep moving forward."

Katsuta added: "It looks like something will change with the programme. I like to drive the Yaris. In the car I can feel how nice is the handling – it's

an amazing car, but the speed is so high you have to respect this and take care with the pacenotes. I have a lot of work to do still, but I'm very happy to be driving in this car when I have the opportunity."

MN understands initial thoughts for next season are to run Takamoto in a fourth Yaris on most rounds. The car's not expected to run in factory livery or be serviced with the factory trio – most likely it will be a similar operation to the one which ran Juho Hänninen in Sardinia or Marcus Gronholm in Sweden earlier this season.

Briton Greensmith's Rally Portugal pace impresses four-time world champ Makinen

Four-time world champion Tommi Makinen has praised Gus Greensmith's transition to a Ford Fiesta WRC after the Briton stepped up from his R5 car at Rally of Portugal. Greensmith, 22, ran in seventh

position before he slid off the road – but still impressed Makinen.

The Finn was talking about the potential for progression from an R5 to a current generation World Rally Car.

"Gus Greensmith improved

immediately," said Makinen. "These young drivers take to these cars very quickly – it's the same with [Takamoto] Katsuta when he did that round of the Finnish championships. It was really positive. Katsuta and Gus are two good examples of

how quickly these young guys can step up."

MN understands Greensmith will return to a factory M-Sport Ford Fiesta WRC for either his home round of the world championship in Wales or in Turkey.

Ingram aims to zero in on European title

Chris Ingram will chase his first win and the lead of the European Rally Championship at this weekend's Rally Poland.

The Briton holds a comfortable lead in the ERC1 Junior standings – where success would deliver a €100,000 (£89,000) prize fund towards competing in the final two rounds of the season – but it's the overall European title he's looking towards.

Ingram starts the Mikolajki event in his usual Toksport-run Skoda Fabia R5 but will face still competition from ERC pacesetter Lukasz Habaj.

Local hero Habaj (Skoda) admits he's torn between home-grown glory and a season-long goal. The Polish driver said: "I would like to continue the success story of other Poles who have won Rally Poland, but I need to focus on the championship standings at the same time. This is my ultimate goal –

to stay on the top of the leaderboard until the end of the ERC season. Winning this event is a dream to me and I think I'm able to achieve it. My plan is to drive fast and show consistent pace right from the beginning of the event."

Defending ERC champion Alexey Lukyanuk (Citroen) will look to build on the second place he scored last time out in Latvia, while Jari Huttunen will be hoping a possible victory on the Polish lake district's super-fast roads could yet be enough to play him into contention for a third Hyundai seat at Rally Finland.

The former WRC counter gets underway with a qualifying stage on Friday morning before the first run through the Mikolajki Arena test on Friday evening. Two days of competition concludes after 14 further stages and a total of 120 competitive miles on Sunday afternoon at 1530hrs.



Tasmania made its maiden appearance in the FIA's Asia Pacific Rally Championship last weekend, with Australian driver Harry Bates (pictured) winning the Subaru Rally Tasmania. Bates shared the podium for the Pacific Cup qualifier with his third-placed brother Lewis Bates – both were driving Toyota Yaris AP4 cars. Subaru Australia star Molly Taylor was second in her WRX STI.

GROUP RALLYING EDITOR

DAVID EVANS

"Adamo needs to make a firm decision"



Am I missing something? What's with this continued debate about who to give the third Hyundai i20 Coupe WRC seat to in Finland?

Is Hayden Paddon not the most blindingly obvious shoo-in in the history of time? What's the boy got to do to get a look in?

Like my colleague and fellow MN columnist Colin Clark, I'm a big fan of Hyundai Motorsport director Andrea Adamo, but I'm not a fan of his indecision on this one. The first six months of Adamo's time in charge of the team have been all about strong, unflinching decision making. He's benched drivers, talked world champions into events and – apparently – young Finns out of events. But the one decision he needs to take, he hasn't managed.

Andrea, just give the Kiwi a go!

And if it's not him then put Craig Breen's name down next to the car. Either way, just get on with it.

But it's got to be Paddon.

Sebastien Loeb's arrival in the team couldn't have been more poorly timed for Paddon last year, but the knock of a nine-time champion is hard to ignore. And beyond the obvious, "you've had your go" argument, it's hard to counter the reasoning for putting the Frenchman in the New Zealander's seat.

But here's a good opportunity to do not only the most sensible thing, but also the right thing.

To my mind, Paddon was pretty poorly treated at the back end of last year and deserves another shot. Admittedly, benevolence has no place in professional sport, so let's look at the speed he's showing and his track record on one of the most difficult rounds of the world championship.

Granted, the competition in the New Zealand Rally Championship's a significant step below the WRC, but to beat NZ series frontrunner Ben Hunt and his Subaru by the thick end of seven minutes over 120 miles and 12 stages is impressive stuff, especially given that he was running in tricky, icy conditions first thing in the morning – and he did all of that with only a single-pass recce.

As for that record on the roads around Jyväskylä, he beat all his Hyundai team-mates last year and was just a couple of seconds off Thierry Neuville in 2016. Finland is so much about confidence, self-belief and comfort on some of the season's fastest and most technical roads – and when you've started the rally nine times, as Paddon has, you don't forget any of those things.

Adamo's right in his belief that this is not the time to throw a young driver to the wolves, but it's definitely a good moment to give an experienced, past world rally winner one more shot at the big time.

Just before I go – and just in case you worried this section of the newspaper was going to be free from politics – don't forget the 2020 WRC calendar is expected at the end of this week. If European event rotation does come on next year's schedule, it'll offer plenty to talk about next week. And if the calendar doesn't come – and the FIA misses out on delivering next season's itinerary for the second time (it was expected at WMSC earlier this month) – then there'd be just as much potential for debate...

RALLY NEWS

Photos: Roy Dempster

IN BRIEF

Welsh closed-road entry

Entries for the inaugural Rali Bae Ceredigion will open on July 3 with 120 spots available for the event, which will be the first in Wales to make use of new legislation and run on closed-roads. The eight stages of the event will consist of 43 competitive stage miles during the rally, which is scheduled to take place on September 8. For more information, visit rbcrally.co.uk

Clark consultation

A public consultation regarding the return of the Jim Clark Rally will close this Friday (June 28) ahead of the event being run again after a five-year hiatus. The rally, which hasn't taken place since 2014 after three spectators were killed, is scheduled to be held on November 8-9. For more information, visit scotborders.gov.uk

On the big screen

Supported by the Royal Aero Group, the Scottish Rally Championship featured a big screen TV at the service area for the first time. Live images and interviews by Becksport Media were broadcast with Matt Cotton and Luke Barry interviewing crews at stage finishes, and on-stage commentary was supplied by rally driver Andy Kelly and former co-driver Roy Campbell.

Centenary Stages woe

For the fourth consecutive year Sheffield & Hallamshire Motor Club has had to cancel the Centenary Stages Rally due to a lack of venue. The event had been scheduled for last weekend having last been held at Snetterton in 2015 and at Twyford Wood and Barkston Heath before then. The event was first run in 2004, with past winners including Nigel Mummery, Michael Glendenning and Richard Hill.

MACDONALD PLOTS WALES GB OUTING

Junior 1000 series graduate Jude MacDonald is eyeing a possible outing on Wales Rally GB later this year after impressing so far in 2019.

The 17-year-old won the Scottish Rally Championship's John Horton Star Driver Award for his performance on the Speyside Stages, which puts him in contention for the end-of-season shoot-out and the chance for a day's driving tuition.

Last weekend he won a hard-fought Class 3 on the Argyll Stages from the experienced Barry Lindsay and continues to lead the Scottish Junior Championship. "This is just my third event with this car," said the Skoda Fabia R2 driver. "I'm still learning. I'd love to do the Wales Rally GB National at the end of the year, but that's all dependent on money!"



Crash happened on the final day's opening stage

THREE-TIME DONEGAL VICTOR KELLY KILLED IN RALLY CRASH

Popular driver was competing in Ireland's biggest rallying event last weekend

By Jason Craig

An investigation has been launched by police following the death of three-time Donegal International winner Manus Kelly on the Irish event last weekend.

The 41-year-old is understood to have lost control of his Hyundai i20 R5 on a bumpy part of Fanad Head called Baile na Brocar during Sunday's first stage.

One of the impacts caused Kelly, who was running sixth overall on the event at the time, to crash through a hedge and into a field.

The 15th stage was halted as emergency services attended the scene before the remaining five stages were cancelled.

Motorsport Ireland confirmed Kelly's death in a statement on Sunday evening.

"Donegal Motor Club & Motorsport Ireland would like to extend its sympathies to the family and friends of Manus Kelly who was fatally injured during a tragic accident while competing

in the Donegal International Rally on Sunday June 23 2019," it read.

"Manus was a three-time winner of the rally and was immensely popular in the rally fraternity. He was elected to Donegal County Council in the recent elections and was a prominent businessman in Donegal.

"Our thoughts are with his family and all affected at this time."

Kelly's co-driver, Donall Barrett, was transferred from the scene of the accident to Letterkenny General Hospital where he is receiving treatment for his injuries, which include a broken collarbone and bruising. He was in a stable condition but remained in hospital as MN went to print.

Kelly was a hugely popular figure and a highly-decorated driver, winning his home international on three consecutive occasions (2016-2018) and was a regular in the Irish Tarmac Championship.

Paying tribute to Kelly, Donegal International Rally clerk of the course,



Kelly was aiming for his fourth consecutive victory on the famous event

Eamon Magee, described the father-of-five as "a great ambassador" for the sport of rallying, and said the news of his death was "devastating".

In another statement issued by Motorsport Ireland, it confirmed that an investigation into the tragic events had been launched.

"The relevant authorities have begun a full investigation into the incident and

will be assisted by Motorsport Ireland and Donegal Motor Club," it read.

"Motorsport Ireland and its affiliated clubs are recognised internationally for operating to the highest standards of motorsport safety for competitors and spectators in line with the best practices of the FIA."

● A full tribute will be given to Manus Kelly in next week's Motorsport News.

WALES RALLY GB PLANS FOR OULTON PARK UNVEILED

PAGE 25

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VOLUNTEERS WANTED

'New Aston Martin finally wins'
British GT report, p20



EDWARDS: YPRES WIN CRUCIAL FOR TITLE TILT

Reigning BRC champion hopes for Belgium success again as in 2018

Photos: Jakob Ebrey



YPRES PREVIEW



Edwards took BRC Ypres spoils in '18

By Stephen Brunson

Reigning British Rally champion Matt Edwards says securing maximum points in this weekend's Ypres Rally is key to retaining his title following his disqualification on the Pirelli last time out.

Edwards was thrown out of a fifth-place finish on the Cumbrian event in April after driving part of the road section with a punctured tyre.

The Welshman lies seven points behind championship leader Tom Cave, but knows a repeat of his Ypres win 12 months ago can bring him back into title contention.

"The way we ended the last rally was disappointing," Edwards told Motorsport News. "My confidence wasn't high in

the morning, then to get disqualified after finishing where we did was harsh." Edwards contented himself with what he classed as "effectively my dropped score for the season" but is all too aware of the challenges the Belgian roads pose this weekend.

"It's probably just a case of whoever adapts to the roads and keeps out of trouble will be the winner at the end," he said. "Non-scores are what is going to decide the championship, which is why we fought so hard to keep our Pirelli result and why we probably need to win in Ypres."

Leading the overall entries is former Citroen WRC driver Craig Breen and WRC2 regular Ole Christian Veiby, both driving Volkswagen Polo GTI R5s.

Dutchman Kevin Abbring, who

TOP SEEDING ENTRIES

Ypres Rally, Belgium, British Rally Championship, round 4/6, June 27-29

POS	DRIVER/CO-DRIVER	CAR
1	Kris Princen/Bram Eelbode	Volkswagen Polo GTI R5
2	Craig Breen/Paul Nagle	Volkswagen Polo GTI R5
3	Matt Edwards/Patrick Walsh	Ford Fiesta R5
4	Ole Christian Veiby/Jonas Andersson	Hyundai i20 R5
5	Tom Cave/Dale Bowen	Hyundai i20 R5
6	Sebastien Bedoret/Thomas Walbreck	Skoda Fabia R5
7	Kevin Abbring/Veronique Hostens	Volkswagen Polo GTI R5
8	Rhys Yates/James Morgan	Skoda Fabia R5
9	Kevin Demaerschalk/Lara Vanneste	Citroen C3 R5
10	Freddy Loix/Pieter Tsjoen	Skoda Fabia R5

starred on his World Rallycross debut in Norway a fortnight ago, returns to the Belgian event in a DG Competition-run VW Polo GTI.

Marty McCormack returns in the BRC1 class after missing the previous round in Carlisle and

will be aiming to reach the finish of the event after crashing out in his Skoda Fabia R5 last year.

The Junior BRC title race remains a close-knit affair heading into Ypres, with Josh McErlean holding an 11-point margin over William Creighton.

Ypres return for Gass in Skoda Fabia R5

Former Irish Tarmac champion Darren Gass will return to the Ypres Rally for the first time in 12 years this weekend, where he will drive his Crozier Motorsport-prepared Skoda Fabia R5.

The winner of the Tarmac series in 2012, Gass has made only sporadic appearances in the Czech car to date.

Most recently he finished sixth overall and first in class on March's Midland Stages and followed this up with another top 10 result on April's Monaghan Stages Rally alongside Enda Sherry.

The 31-year-old explained that the rush of World Rally Car entries for Donegal had

influenced his decision.

"It was either go to Donegal or Ypres and because I don't have a World Rally Car it made more sense to head to Belgium," he told Motorsport News.

"I'm not going with any real expectations because I haven't been out in the car as regularly as I would've liked with work commitments.

"Enda is in Germany now for the next six months with work, so Neil Shanks is going to be sitting alongside me. He called the notes for me on my first and last visit to Ypres back in 2007. We won't test beforehand, so our first time in the car together will be at shakedown."

Reynolds back to Junior BRC with Peugeot

Reigning British Rally Championship Cadet champion Jordan Reynolds will return to the Junior BRC for the Ypres Rally, but switches from a Ford Fiesta R2T to a Peugeot 208 R2.

Reynolds contested the Cambrian and West Cork rallies in a Fiesta R2T for EDSL Sport, but returns for Ypres in his own car after skipping April's Pirelli Rally.

Reynolds has been impressed by the performance of the 208 this season and, coupled to his difficult start to the season, he felt a change was needed.

"One came up for sale at a really good price and I purchased it," Reynolds told MN. "Instead of growing up a little, going out and getting a house, I thought 'let's go and have a Peugeot!'"

"After the first two rounds and having two non-finishes I was

just looking at the championship, a third of the way through, and I said to myself 'this is going to be really hard now to try and win the prize for the M-Sport Pirelli fund'.

"So after the running costs and stuff like that I just decided to re-evaluate where I was going with this. But given the strong performances the Peugeots were putting in, after about a month I was like 'I quite fancy this'."

Reynolds' main focus is on this weekend's Ypres Rally but he expects to do the rest of the BRC season too.

"If I can be in the mix [on Ypres] basically I'd be happy, because with it being such a long event I think there will be retirements to be honest," he said.

"So with that, a finish would be perfect because the car is an unknown to say the least, but I am definitely looking forward to it."

MIN'S MAN IN SCOTLAND

STEPHEN BRUNSDON

"The quality is still present at the front"



What a difference a year makes in UK rallying. Twelve months ago when the British Rally

Championship left Ypres, Matt Edwards had effectively done enough to be crowned champion. Although much was still left to play for, it never seemed like the Welshman would be troubled too much and that spoke volumes of the 2018 BRC season.

Poor entries, a lack of consistent competition for Edwards and the cancellation of two events – the Border Counties and the Manx Rally – left a bitter taste in the mouths of rally fans. It was as if the BRC had, after a superb 2017 season, fallen back into its old ways.

Fast forward a year and we have a genuine battle for the title between two crews at the top of their game. And while the entries have dipped significantly since the opening round on the Cambrian in February, both Edwards and countryman Tom Cave have shown that the quality is still very much present at the front.

This battle could take a turn in either driver's favour this weekend as Cave aims to make it three wins in a row, while Edwards looks to get on terms with the Hyundai driver – whom he trails by seven points – by taking a first win since the Cambrian.

A lot of naysayers will have you believe that the BRC is finished or lacking in entertainment, but that is a load of nonsense in reality. Yes, the entries could be better and yes, there have been disappointments this season – think the reduced running on the Pirelli last time out, or the Irish entries curtailing their campaigns – but who says this is necessarily a bad thing?

If anything, it puts more emphasis on two increasingly interesting title fights. As well as Cave and Edwards for the overall title, the Junior BRC has been sensational since the opening round. Josh McErlean has been the man to beat but he has an array of quick crews willing and able to snatch the momentum away from him.

William Creighton has been going somewhat under the radar this year, doing his own thing and is only 11 points adrift of his fellow Northern Irishman. James Wilson is another who can potentially take a win off McErlean having won the opening round, while James Williams is desperate to show what he is capable of as he returns to his trusted Adam R2.

The BRC may be some way short of its late 1990s heyday, but it is too often done a disservice by those waiting for it to fail. Whatever Ypres brings, Cave versus Edwards might just be the shot in the arm the BRC needs.

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Slowly Sideways is all about rally cars. The group motto could easily be "The Car's the Star" and it is particularly concerned with the rally cars of historical interest and importance.

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Slowly Sideways UK is certainly not a formal club, commercial body or institution. It is a virtual meeting point for the owners of classic rally cars. The tiny bit of organisation at its core seeks out rallies and other events that are prepared to accept members of the group and their cars in a non-competitive demonstration that is integrated into their event.

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26-28th July
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RALLY NEWS

LEADING BRC AND ITRC DRIVERS IMPRESSED WITH NEW FIESTA R5

M-Sport's new Ford Fiesta R5 put through its paces ahead of public debut this weekend at Ypres

Photos: Jakob Ebrey, M-Sport

By Luke Barry

A number of leading British and Irish drivers who were invited to test the brand new M-Sport Ford Fiesta R5 earlier this month are already plotting to purchase one of the new machines.

Irish Tarmac champions Josh and Sam Moffett, as well as Desi Henry, Meirion Evans, Callum Black, Garry Pearson and works M-Sport British Rally Championship drivers Matt Edwards and Alex Laffey were just some of the competitors who tried the car.

BTRDA 1400 driver Black, who won the Welsh championship in a Fiesta R5, admitted he is looking to order one of the new cars for the 2020 season.

"The new Fiesta is a real eye opener," Black told MN.

"I didn't expect it to be quite the step up it has been, but the engine is so strong and driveable. It pulls with no lag through the gears, you just keep chucking gears at it.

"The back of the car has the same geometry set-up as the new WRC Fiesta, and the stability and

Laffey was full of praise for Fiesta



balance is phenomenal. I hope to put an order in around Christmas time to get one for the 2020 season."

Laffey also believes the new model is a significant step forward and immediately spotted where the improvements have been made over the old R5 model he will use in Ypres this weekend.

"The biggest take-away from it was the power, the driveability of it, it seems to have a lot more torque than the old engine so it just pulls and pulls," Laffey told MN.

"As soon as you put your foot down it just goes, it doesn't really feel like it's struggling at all, you can leave it in a lot higher gear even when you're going round tighter corners.

"You won't get a proper look at it until you get on a proper stage but from what we could, there were places where you could test the braking, test the steering. The car itself just felt more precise, really planted. I will be doing my best to try and get into one."

The car will make its public debut on the Ypres Rally this week as the event's VIP car, with Eric Camilli at the wheel. M-Sport factory driver Teemu Suninen will give the car its competition debut two weeks later on Rally Estonia.



New model 'a real eye opener' according to Callum Black, who plans to get one ahead of the 2020 rally season

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SCOTTISH RALLY

Photos: Eddie Kelly

IN BRIEF

Non-starter

One of the top seeds failed to even make the start of the rally when a head gasket in title contender Jock Armstrong's Subaru Impreza failed on the Wednesday prior to the event. TEG Sport confirmed the problem on Thursday, but was too busy to be able to get Armstrong back on the road for the weekend, although Armstrong did appear as a spectator to cheer on his rivals.

Excellent Escorts

The two-wheel drive classes were dominated by Ford Escort Mk2s, with Iain Wilson in fine form and scoring eighth overall and top honours in the over two-litre Class 8. Mark McCulloch won Class 7 first time out in the ex-Mike Stuart car as Paddy Munro took the two-litre Class 4.

Maiden win

After two thirds and two seconds so far this season, Linzi Henderson scored her first ever class win in Class 6 aboard her Ford Fiesta R2T. It was a task made easier by Carl Tuer's retirement when the Suzuki Swift Maxi broke a driveshaft, Johnny Mackay's Fiesta ST broke its clutch and Bobby Mitchell's Fiesta ST tumbled off the road.

Close battle

The best scrap of the day was in Class 3 where Jude MacDonald scored his first class win in his Skoda Fabia R2 by just eight seconds from the Peugeot 206 Cup car of Barry Lindsay, who was fighting back strongly after a puncture on the opening stage. Caroline Carslaw was third in her Ford Fiesta R2 with new 'co-driver' Matt Edwards.

Smoke no fire

Scott Peacock was an easy winner of the 1450cc class in his MG ZR while arch rival Niall Cowan Jr retired his ZR after "it put a con-rod through the block". There was lots of smoke which caused concern to other drivers for Cowan Jr and Thomas Bruce's welfare, but no flames.

Low entries

Only 54 crews started the rally, with the reputation of the event seemingly suffering from the use of one stage three years ago which was so rough that it had to be cancelled for the second run through. But, this year, praise was universal for the quality of the Argyll roads. Iain Wilson said: "You don't realise how good these stages are until you get on them."



MacDonald won Class 3



Winning margin was 1m02s

THORBURN MOVES CLOSER TO SRC TITLE

Argyll Rally win goes to Ford Focus WRC05 driver after tense battle. By **John Fife**

Euan Thorburn and Paul Beaton were back to their winning ways at the weekend when they won the Argyll Rally in their Ford Focus WRC05 but they had a fright as, for four of the eight stages, Garry Pearson and Dale Bowen led the way in their Ford Fiesta R5.

As the Cowal peninsula basked in sunshine, the two-wheel-drive machines led the field away ahead of the four-wheel-drive contingent from the rally start at the picturesque pier in Dunoon.

The Glenbranter test opened proceedings, winding its way up one side of a glen and zig zagging down the other with Thorburn and Pearson inseparable at the end of it. John Wink and Neil Shanks were third quickest in their Hyundai i20 R5 13 seconds behind, ahead of Michael Binnie and Claire Mole in their Mitsubishi Lancer E9. Fifth quickest and not too happy were Bruce McCombie and Michael Coutts in their Focus WRC01.

"It stalled on the start line, again," said McCombie. "It did it on Speyside and the Scottish but I practiced this week at home and it was fine, then this morning. Stalled. I don't know whether it's me or it!"

Things changed dramatically on the next test at Coire Ealt overlooking Loch Eck. Pearson suddenly had a 21s lead over Thorburn, which was down to a front-wheel puncture picked up by the Focus driver. "I blame myself," said Thorburn, "I thought it was soft at the start of the first stage and again at the start of the second. With hindsight I should have changed the wheel."

In the next test at Gairletter, Thorburn took a second back from a hard driving Pearson, but on the fourth test of the day at Bishop's Glen a determined Thorburn took flight and pulled back

14s in just over six miles.

At the half way point of the rally, Pearson was still leading but by only six seconds from Thorburn, with McCombie a full minute behind the rally leader now simply driving off the stage starts and not using his launch control. Wink was in fourth place and puzzled. The i20 was switching itself between 2WD and 4WD mode with the team eventually concluding that the electronic switch, which controlled the handbrake and rear diff, was faulty. That led to some interesting moments mid-stage.

In fifth place were Thomas Gray and Harry Marchbank (Lancer E9), with Gray impressing with his speed and commitment and demoting Binnie to sixth. However, Binnie was having problems of his own. He had punctured a front tyre and bent the bottom arm, spending the rest of the day "welding additional bits of metal on to the arm just to keep it going".

The afternoon stages featured a repeat of the morning run, but there was no let up from the lead pair. Thorburn was fastest over Glenbranter 2 by just two seconds from Pearson, but at the end of SS6 Thorburn's lead had stretched to 54s.

This time it was Pearson who had punctured a front tyre. "There was no point in stopping to change, but it did give me a serious problem getting round right handers," he said.

McCombie was third quickest in both tests. "It's just getting it off the line that's the problem but, once it's going, it's something else," he said. Binnie was now back up to fourth as it was Gray's turn to have a puncture in SS6, but perhaps one of the most impressive times was set by Iain Wilson and Chris Williams. Their Ford Escort Mk2 was fourth quickest overall singing its evocative song down through the glens and stirring memories of RAC MSA Championship Burmah Rallies of old.

RESULTS

Argyll Rally, Argyll and Bute, Scottish Rally Championship, round 5/7, June 22

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Euan Thorburn/Paul Beaton	Ford Focus WRC05	40m36s
2	Garry Pearson/Dale Bowen	Ford Fiesta R5	+1m02s
3	Bruce McCombie/Michael Coutts	Ford Focus WRC01	+1m44s
4	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+2m46s
5	Thomas Gray/Harry Marchbank	Mitsubishi Lancer E9	+3m18s
6	John Wink/Neil Shanks	Hyundai i20 R5	+3m25s
7	Alan Dickson/Martin Forrest	Mitsubishi Lancer E9	+4m43s
8	Iain Wilson/Chris Williams	Ford Escort Mk2	+5m21s
9	Ian Baumgart/Sinclair Young	Subaru Impreza	+5m29s
10	Mark McCulloch/Michael Hendry	Ford Escort Mk2	+5m41s

Class winners: Scott Peacock/Robin Neil (MG ZR); James Campbell/Ricky Finlayson (Talbot Sunbeam); Jude MacDonald/Michael Cruickshank (Skoda Fabia R2); Paddy Munro/Keir Beaton (Escort Mk2); Tom Coughtrie/Ian Fraser (Mitsubishi Galant VR4); Linzi Henderson/Tom Hynd (Ford Fiesta R2T); McCulloch/Hendry; Wilson/Williams; Binnie/Mole; Dickson/Forrest; Thorburn/Beaton.



Puncture undid Pearson's hard work but he still managed to finish second

Meanwhile, the fight at the front was far from over as Pearson tied with Thorburn on the penultimate test before Thorburn put the issue beyond doubt with an eight-second faster time through the final test. McCombie was secure in third while Binnie hung on to fourth ahead of Gray, as Wink slipped back to sixth with his disobedient Hyundai. Alan Dickson finished seventh in his

Lancer E9, despite a puncture on SS6, just ahead of Wilson. Ninth-placed Ian Baumgart also punctured a tyre on his Subaru Impreza on SS6 while Mark McCulloch completed the top 10 first time out in his recently acquired Mk2.

"The puncture was a setback, so I had to put the pressure on Garry, then he got a puncture," said Thorburn. "That was a shame, it would have been a good fight."

RACING REPORTS

KNOCKHILL: SMRC BY LUKE BARRY
JUNE 23

Photos: Jim Moir

MACLENNAN TAKES BRACE ON SCOTTISH RETURN



The 2016 champion edged Gronkowski



Grant topped the 18-car C1 Cup grid in the second race after taking the lead into Duffus

WINNERS

Scottish Formula Ford 1600
Races 1 & 2: Neil MacLennan (Spectrum)

Scottish Citroen C1 Cup
Race 1: Kieren Preedy
Race 2: Lewis Grant

Scottish Mini Cooper Cup
Races 1 & 3: Robbie Dalgleish
Race 2: Michael Weddell

Scottish Legends
Heats 1, 2 & Final: John Paterson

Scottish Classic Sports & Saloons
Races 1 & 2: Alastair Baptie (MGB GT)

Scottish Sports & Saloons
Race 1: Ron Cumming (Nemesis Kitcar)
Race 2: Paul Brydon (Solution F BMW M3)

Scottish Mini Cooper S & Fiestas
Races 1 & 2: Oly Mortimer (Mini)

Jordan Gronkowski extended his championship lead in Scottish Formula Ford at Knockhill, but was edged to both race victories by guest entrant Neil MacLennan.

Gronkowski qualified just 0.018 seconds behind MacLennan, but was mugged by MacLennan's Kevin Mills Racing team-mate Michael Macpherson off the line and was then harried by Neil Broome as 2016 champion MacLennan stretched his legs.

After fending off Broome's challenge, Gronkowski began to hunt down Macpherson and latched himself onto his gearbox with just a couple of laps remaining, nosing his Van Diemen up the inside of the hairpin.

But Macpherson used the cutback and pulled alongside Gronkowski down the main straight, only for Gronkowski to copy the opening lap move that Macpherson had pulled on him around the outside of Duffus Dip to seal second spot. Broome profited too as Macpherson was off line to take third.

The second encounter was more straightforward as MacLennan gently edged away from Gronkowski.

A bulging grid of 18 cars contested the **Scottish C1 Cup**, as Kieren Preedy and guest entrant Lewis Grant scored a win apiece.

Paul Donkin made the trip up north and dominated the opening race from pole position, but was later disqualified for using an incorrect specification of tyre. Preedy inherited the win after a strong defensive drive kept him ahead of Finlay Brunton.

Brunton was second again in the second race, despite a fantastic move around the outside of Duffus Dip that allowed him to lead early on. Grant made a similarly good start from fourth and began to hound Brunton as the laps ticked by, eventually making a move stick into Duffus

that paved his way to the race win.

Robbie Dalgleish and Michael Weddell shared the victories in three aggressive **Scottish Mini Cooper Cup** races.

Dalgleish made a committed move around the outside of Butcher's to overtake David Sleigh and win the opener, but dropped back to third in race two as Weddell took charge.

Contact with Craig Blake had pushed Dalgleish down to fifth but, after passing Mark Geraghty at the hairpin, he closed up to the battling Sleigh and Vic Covey Jr to steal third from Sleigh on the race's final turn.

The final race produced a breathless showdown between Dalgleish, Weddell and Sleigh that eventually swung in Dalgleish's favour when he muscled his Cooper up the inside of the hairpin. Weddell was forced wide into the gravel and had to give best, but managed to snatch second from Sleigh at the hairpin on the next lap.

John Paterson was unstoppable as he won all three **Legends** races. Dominating the opening heat, he sold David Hunter a dummy at the hairpin in heat two before using the supreme slipstream effect to blast from last to first in the final.

Alastair Baptie qualified last in the **Classic Sports and Saloons** as his MGB's bonnet pins "stopped working", but surged from 13th to fourth off the line before reeling in John Kinmond for the opening race win. He bested Kinmond from pole in the following encounter.

Ron Cumming returned to Scottish Motor Racing Club action in his Nemesis Kitcar and simply drove away from Paul Brydon's BMW M3 silhouette in the opening **Sports and Saloons** race.

But Cumming wouldn't start the second race, leaving the path clear for Brydon to win a race of attrition as Scott Tollan, Andrew Paterson and Damien McKay all retired with mechanical failures.

OULTON PARK: BARC BY DOM D'ANGELILLO
JUNE 22

ADVANTAGE FERRARI AS BAILEY AND SCHULZ TAKE ANOTHER WIN

"When the more experienced drivers are out in the first stint, you open yourself up if there's an early safety car." Those were the musings of **Britcar Endurance** race one winners Paul Bailey and Andy Schulz following their 43-second victory over the Praga R1T drivers Tim Gray and Grant Williams.

The team, as always, opted to send the less experienced Bailey out in the Ferrari 488 Challenge first. Despite losing places to the more experienced drivers early on, in handing over the reins to Schulz, it was order restored as the Ferrari comfortably earned its first win since Brands Hatch.

The words spoken earlier that day between the Ferrari 488 drivers would come into action, however, in race two as an early safety car and pit strategy handed victory to lone driver Ian Humphries (Porsche 991 GT3).

The Saker of Chris Hart was the early leader, extending his advantage to over 12 seconds after only five laps,

but it was neutralised when Guy Colclough's Cupra TCR stopped on track, necessitating a safety car.

While teams with two drivers had to wait until the allotted pit window, individual drivers could pit at any time and Humphries did exactly that, returning to the track only 30 seconds behind Hart with all the cars ahead yet to stop.

Once they did so, it became a sprint to cut the deficit to Humphries. Hart's team-mate Steve Harris couldn't maintain the pace finishing a distant fourth, leaving the experienced Schulz and Ben Clucas (Porsche 997 GT3) to begin closing the 1m04s gap to the leader. Despite a 4s per lap advantage, it wasn't enough to overturn Humphries' advantage, with Clucas finishing 3.8s behind.

"My team kept telling me P1, but I didn't know if it was in class or overall as my radio is bloody rubbish," said Humphries following his first victory of the season.

"I'm really happy, but as a

single driver we do have the advantage of pitting whenever we can."

While Clucas couldn't take the race win, he did manage to hold off Schulz to narrowly earn second ahead of the championship-leading Ferrari. "I know Andy [Schulz] quite well and we've done some driver training together, but haven't done much racing and that was a great scrap," Clucas said.

MG Trophy frontrunner Adam Jackson made a rare **MG Owners Club Championship** appearance. The Leeds-based driver stuck his ZR on pole and comfortably sealed the race one victory. Second-placed Simon Kendrick's F couldn't keep up with Jackson for the entirety, falling off the pace late on, but narrowly managed to hold off Steve McDermid in third.

It looked like a similar result in race two until Jackson retired with a suspected frayed battery cable meaning the race one winner kept losing power. This handed

WINNERS

Britcar Endurance Championship
Race 1: Paul Bailey/Andy Schulz (Ferrari 488 Challenge)
Race 2: Ian Humphries (Porsche 991 GT3 Cup)

MG Owners Club Championship
Race 1: Adam Jackson (ZR)
Race 2: Simon Kendrick (F VVC)

CNC Heads Sports/Saloons
Danny Winstanley (Caterham Superlight)

the victory to Kendrick who celebrated his first overall race win of the season. A 7s advantage over McDermid had been quashed to just 0.5s by the final lap. "Another lap or two and he would have definitely had me," panted an exhausted Kendrick.

In the only **CNC Heads Sports/Saloon Car** championship race of the day, two-time Caterham 420R champion Danny Winstanley dominated proceedings in his Caterham Superlight despite a 10s jump start penalty and admitting he was ultimately using the one-off race as a shakedown to test slick tyres.

Photo: Mick Walker



Ferrari 488 duo won the opening race but safety car helped Humphries in race two

BRITISH GT: DONINGTON PARK



Davidson led away at the start of the race

NEW ASTON TAKES FIRST BRITISH

Adam and Davidson make up for late Silverstone woe by taking the Donington Park spoils ahead

TF Sport pair Jonny Adam and Graham Davidson became the fifth different British GT winners this season in the championship's first of two visits to Donington Park, finally scoring a maiden series win for the new Aston Martin Vantage after their near miss at Silverstone.

Adam's tangle with a GT4 car just three minutes from the end a fortnight ago – which resulted in a DNF and the loss of at least 27 points – still weighed heavily on both Scots, but they managed the perfect response to double their seasonal points tally in one hit, underlining their confidence in the new car.

A second pole in as many rounds, with Davidson topping the Am session, was converted into an early lead that never

seriously came under threat in the race, despite worsening brake problems that left Adam clinging on at the end from Rob Bell's Balfe Motorsport McLaren.

Given the late drama of Silverstone, the overwhelming emotion in the TF camp at the finish was relief, especially for Davidson who came into the weekend staring down a 54-point deficit to championship leaders Phil Keen and Adam Balon.

"Everything went to plan," Davidson said. "I'm very determined, I know what we need to do, the team know it, it's just going through the motions now of delivering the results. I do believe that we have the ability to keep it up the front and get the points we need, hopefully our bad luck is now past."

That Bell never quite got close enough to challenge Adam is partly thanks to the second TF Sport Aston Martin of Nicki

Thiim. Fighting back after two spins by Mark Farmer left the car way down the order, Thiim unlapped himself from Bell then dutifully sat behind Adam, under strict instructions not to pass his team-mate or cause him to lose time.

"As soon as [Thiim] passed me, I thought 'I'm in trouble here because he's a rear gunner'," said Bell. "And he did what he should have done, which meant I was always in his dirty air rather than Jonny's. It just made it harder, but I don't want to dwell on that, they won fair and square. That wasn't why we lost the race."

Adam had been struggling to slow the car down particularly at the Esses and almost threw it away with six minutes to go when he went in too hot and ran over the grass on the exit, allowing Thiim through. That put Bell right onto his bumper but, while Adam was

able to nip past Michael Broadhurst's GT4 Mercedes in the Craner Curves, Bell got stuck behind until the exit of Coppice due to yellow flags which finally allowed Adam to breathe easy.

"It was tricky because you're trying to pass traffic under braking but the pedal is changing all the time," Adam said. "Rob looked very fast in sector three, especially on the braking where we were struggling, but I just managed to use the traffic in the right places which gave me the gap at the end."

Second still marked the best result for the new McLaren 720S GT3 after a problem with the door thwarted its victory hopes late on at Silverstone.

Once past front-row starter Michael Igoe's WPI Motorsport Lamborghini, Shaun Balfe showed strong pace to whittle Davidson's advantage down from nine seconds at one stage to a

little over two by the pitstops. Leading Silver Cup entrant Ollie Wilkinson had followed Balfe past Igoe with a bold outbraking manoeuvre into the Melbourne Hairpin, but had slipped 14s back from the McLaren when his Optimum Motorsport Aston Martin caught fire during the handover to Bradley Ellis and promptly retired.

A 10s success penalty for Igoe's team-mate Dennis Lind meant Barwell's Jonny Cocker – in for Sam De Haan – thus took third after the pitstops. Lind steadily caught him, but a grassy moment at the Old Hairpin late on thwarted the Dane's hopes of snatching a second successive podium.

Barwell boss Mark Lemmer reckoned Davidson and Balfe's pace was such that third and fourth was the maximum possible result so was not displeased with Keen's recovery to fifth after Balon

ROUND-UP



Hoggard took two wins but was again involved in a collision during race two

"Mainly good" was Johnathan Hoggard's apt summary of his **BRDC British F3** Donington Park weekend as he took assured lights-to-flag wins in two of the three races. But he didn't finish the reversed-grid affair after a clash with Ayrton Simmonds.

The upshot is he has trimmed the gap to Clement Novalak at the table top, from 36 points to 28, when he didn't finish the reversed-grid affair after a clash with Ayrton Simmonds.

"There was nothing I could really do [in the Simmonds clash] – scoring no points was a bit hard," said Hoggard. "We had it all to make up in race three which we managed to do and mainly dominate the weekend."

Hoggard now has four wins this season with only Novalak otherwise having as many as two, and insists

his form reflects old-fashioned desire. "We all just really want it so much, me and the team," Hoggard added. "They've been doing a really good job with setting the car up the past few weekends and rounds, it's just been a case of getting the results and putting it all together."

Simmonds got a five-place grid penalty for the Hoggard clash, plus was disqualified from the same race for a separate contretemps with Kris Wright. He had the grace to admit his race was "messy". And race three was little better for him as he dropped out early after losing drive. He remains third in the table, but has lost ground.

He did however give Hoggard by far his strongest legitimate challenge of the weekend, chasing him hard in the first race and finishing a close runner-up. Simmonds therefore looked on the bright side.

"To be under a tenth off pole is really good, and then our race pace in race one was really good," Simmonds said; "I think we had the best race car out there, just a shame that we couldn't get past Johnathan."

"It's a bit tricky in a reverse grid [race]; you sometimes get tangled up. There's some stuff I've learnt for sure..."

Points leader Novalak, quintessential of his consistency this year, took three fourth places at Donington. It disguised an evolution as his weekend went on though, as he was struggling with oversteer initially.

"All in all we had some good pace, we developed the car in the right direction especially for when we come back [to Donington] in September," Novalak explained.

"This weekend the most important [thing] was being consistent, obviously my other title contenders

weren't, so it definitely paid off."

Josh Mason meanwhile bagged the reversed-grid win, which he said "felt like a proper win", after taking in a truncated race behind the safety car in Silverstone's rain last year.

Nathan Harrison won both **Mini Challenge JCW** races. He held a late charge from his championship rival James "Jiggy" Gornall in race one, then did similar with Dan Zelen in a drizzly race two after rising from sixth on the reversed grid to lead the end of lap one.

Scott McKenna followed up his Silverstone **Ginetta GT5** double breakthrough with another at Donington, prevailing in a frenzied race-one scrap with Geri Nicosia. Nicosia thought he'd won race two but was disqualified for a technical breach with his bonnet meaning Gordie Mutch inherited victory. Josh Mal

Photos: Jakob Ebrej



Davidson (l) and Adam (c) celebrate after missing out on victory two weeks ago



Points leader Keen fought back to fifth after Balon had a tangle with a GT4 Aston

SH VICTORY of McLaren. By James Newbold

who started fourth – got “beaten up” in the early stages. He had dropped back to ninth before being tangling with Alex Toth-Jones’ GT4 Aston Martin at the Melbourne Hairpin, so Keen was needed to dispatch Ben Green’s BMW and Seb Morris’ Bentley to limit the damage, although the sister crew now only trail by 8.5 points. After its dream comeback at Silverstone, RAM Racing landed back to earth with a bump and was never a factor after qualifying, when Callum Macleod spun off at the Esses and couldn’t set a time. From the back of the grid, Ian Loggie was hit with a stop/go penalty for spinning JM Littman’s BMW at Goddards, had to make another unscheduled stop for a puncture before serving the 20s success time during the handover to Macleod and finished a lowly 10th.

RESULTS

GT3 (79 laps) 1 Jonny Adam/Graham Davidson (TF Sport Aston Martin Vantage); 2 Rob Bell/Shawn Baffe (Baffe Motorsport McLaren 720S) + 3.417s; 3 Jonny Cocker/Sam De Haan (Barwell Motorsport Lamborghini Huracan EVO); 4 Dennis Lind/Michael Igoe (WPI Motorsport Lamborghini); 5 Phil Keen/Adam Balon (Barwell Motorsport Lamborghini); 6 Ross Gunn/Andrew Howard (Beechdean AMR Aston Martin). Fastest lap Thiim 1m27.948s (101.81mph). Pole Adam/Davidson. Starters 15. Points 1 Keen/Balon 104; 2 Cocker/De Haan 95.5; 3 Adam/Davidson 72.5; 4 Bradley Ellis/Oliver Wilkinson (Optimum Motorsport Aston Martin) 51; 5 Igoe 49.5; 6 Nicki Thiim/Mark Farmer (TF Sport Aston Martin) 47.

GT4 (73 laps) 1 Sebastian Priaulx/Scott Maxwell (Multimatic Motorsport Ford Mustang); 2 Dean Macdonald/Callum Pointon (HHC Motorsport McLaren 570S) +28.853s; 3 Lewis Proctor/Jordan Collard (Tolman Motorsport McLaren); 4 Billy Johnson/Chris Hoy (Multimatic Mustang); 5 Tom Canning/Ash Hand (TF Sport Aston Martin Vantage); 6 Martin Plowman/Kelvin Fletcher (Beechdean AMR Aston Martin). FL Johnson 1m36.181s. (93.10mph). P Priaulx/Maxwell. S 25. Points 1 Priaulx/Maxwell 90.5; 2 Macdonald/Pointon 82; 3 Proctor/Collard 70.5; 4 Plowman/Fletcher 64; 5 Canning/Hand 57.5; 6 Scott Malvern/Nick Jones (Team Parker Racing Mercedes-AMG GT4) 49.5.

held off Mutch to win race three, with Nicosia rising from the back to seventh.

Michael Kidson won both GRDC races while his title rival Mark Sansom could only take two eighth places. Sansom had taken race one pole but was “swamped” in the opening turns then spun at McLeans on lap two.

Mark Wakefield won the opening Volkswagen Racing Cup race, taking the lead at half-distance when early leader Josh Coggan lost pace with an engine problem. Rob Allum won the reversed-grid race two after a late fight with Martin Depper.

Patrick Sherrington won all three OSS Championship races in his MCR Sport, making it six wins in a row. Mike Jenvey looked set to win race one but had to retire then sit out the other two races as his Jenvey-Gunn TS6 dropped a valve.

Graham Keilloh



Bonnet irregularity denied Nicosia win



Harrison heads the Mini Challenge horde



GT4

Victory for Priaulx/Maxwell gives them GT4 points lead

MUSTANG STRIDES BACK TO THE TOP

Seb Priaulx and Scott Maxwell reclaimed the GT4 championship lead, becoming the season’s first double winners on a day when their Multimatic Motorsport Ford Mustang was seemingly impervious to the woes happening all around them.

Pole starter Maxwell lost out on the first lap to the McLarens of Josh Smith (Tolman Motorsport) and pre-event points leader Callum Pointon (HHC), but soon re-passed Pointon and was right on the tail of Smith when contact with “a yellow Lambo” at the Esses broke the McLaren’s left-front suspension.

With Smith and James Dorlin retiring from the lead for the second successive race after engine issues hit at Silverstone, Maxwell inherited top spot from Jacob Mathiassen’s Century Motorsport BMW, which then emerged from the pits ahead in the hands of Mark Kimber. But, despite his best efforts, karting graduate Kimber was unable to hold off Priaulx’s charge, the Mustang carrying more speed through the

Esses and completing the move at the Melbourne Hairpin with 15 laps to go.

“We rolled off the trailer with a strong car and we were competitive from the get-go, so definitely we earned it,” Maxwell said. “We had the pace and we executed well with no mistakes, hopefully we can keep the momentum going.”

Kimber was easily maintaining second from Pointon’s team-mate Dean Macdonald until a brake disc failure sent him straight on at Coppice in the dying minutes, promoting the HHC McLaren to second despite a 20-second post-race penalty for taking an unfair advantage.

That would have dropped them behind the Steller Performance Audi of Sennan Fielding and Richard Williams – which had been just four seconds behind Maxwell in third before losing 20s in the pits when Fielding had to be manoeuvred into his box on the trolley jacks – but a fuel problem half a lap from home consigned Williams to 13th.

“We probably could have won

that,” rued Steller team boss Gary Blackham.

Despite lacking the pace of its sister car, Jordan Collard and Lewis Proctor took third for Tolman ahead of Pro-Am winners Billy Johnson and series returnee Sir Chris Hoy, who rebounded from gearbox problems on Saturday to cap a splendid double for Multimatic.

Vaulting up the order with a 26s short pitstop relative to the Silver cars, Johnson made the crucial pass on Martin Plowman’s Beechdean Aston Martin at Redgate on lap 52 of the 73.

The Beechdean car had led Pro-Am comfortably in the hands of Kelvin Fletcher after the demise of Silverstone winner Nick Jones’ Mercedes with a holed radiator, but a delay getting into its box exacerbated its 15s-penalty carried over from Silverstone.

“I left nothing out there, that was probably one of the best stints I’ve had but it’s a little bittersweet,” said Fletcher.



Kimber/Mathiassen were on course for good result

RESULTS

BRDC British Formula 3 Championship (12 laps) 1 Johnathan Hoggard (Fortec); 2 Ayrton Simmons (Chris Dittmann Racing) +0.618s; 3 Kiern Jewiss (Douglas Motorsport); 4 Clement Novalak (Carlin); 5 Ulysse De Pauw (Douglas Motorsport); 6 Neil Verhagen (Double R). Fastest lap Hoggard 1m25.379s (104.87mph). Pole Hoggard. Starters 16. **Race 2 (12 laps)** 1 Josh Mason (Lanan); 2 Pavan Ravishankar (Double R) +0.525s; 3 Manuel Maldonado (Fortec); 4 Novalak; 5 Benjamin Pedersen

(Douglas Motorsport); 6 Hampus Ericsson (Double R). FL Novalak 1m25.574s (104.63mph). P Ravishankar. S 16. **Race 3 (12 laps)** 1 Hoggard; 2 De Pauw +4.004s; 3 Sasakorn Chaimongkol (Hillspeed); 4 Novalak; 5 Nazim Azman (Chris Dittmann Racing); 6 Jewiss. FL Hoggard 1m25.454s (104.67mph). P Hoggard. S 16. Points 1 Novalak 288; 2 Hoggard 260; 3 Simmons 210; 4 Verhagen 176; 5 Maldonado 172; 6 De Pauw 171.

Mini Challenge - JCW Races 1 & 2: Nathan Harrison

Ginetta GT5 Challenge Race 1: Scott McKenna **Race 2:** Gordie Mutch **Race 3:** Josh Malin

Ginetta Racing Drivers Club Race 1 & 2: Michael Kidson

Volkswagen Racing Cup

Race 1: Mark Wakefield (Golf) **Race 2:** Rob Allum (Golf)

OSS Championship Races 1, 2 & 3: Patrick Sherrington (MCR Sport)

TCR UK Championship/Touring Car Trophy Races 1 & 2: Max Coates (Cupra TCR DSG)

DONEGAL RALLY

IRELAND'S BIGGEST RALLY MARRED BY TRAGEDY AS MOFFETT WINS

Tragedy struck on the first of Sunday's six stages when three-time Donegal Rally winner Manus Kelly sustained fatal injuries in an accident on Fanad Head.

The event was immediately cancelled and as word filtered its way back to service the sense of loss was palpable. It had been the worst possible conclusion to what had been the best Donegal International Rally in recent memory.

"The relevant authorities have begun a full investigation into the incident and will be assisted by Motorsport Ireland and Donegal Motor Club," read a statement from Motorsport Ireland.

Ironically, much of the pre-event hype had surrounded Kelly, as the defending champion chose to stick with R5 power in a bid to retain his crown as others headed down the World Rally Car route. The main event was full of subplots, with the first coming en route to stage one. As Donagh Kelly set about warming up the tyres on his Ford Focus WRC08, the forces broke a prop shaft. Game over for the Donegal businessman, whose wait for a first victory on home soil continues.

Crowds reminiscent of the Donegal heydays lined the Mouldy Hill test to see Callum Devine (Ford Fiesta R5) go fastest. The picture remained unchanged after SS2, but Craig Breen trimmed the deficit in half despite being hampered by an imbalance with the brakes on his Melvyn Evans Motorsport Fiesta RS WRC.

The power advantage World Rally Cars hold over their R5 counterparts came to pass on stage three when, on spent tyres, Declan Boyle (Fiesta RS WRC) negotiated his way back to the top of the leaderboard.

Boyle held station on the second blast over Mouldy Hill before Breen momentarily displaced him on SS5. But the 2014 winner returned serve on SS6 to lead overnight by less than a second.

A replacement coil pack and new spark plugs cured an earlier misfire on Sam Moffett's Fiesta RS WRC as he leapfrogged Devine to make it a World

RESULTS

Donegal International Rally, Co Donegal, Irish Tarmac Rally Championship, round 5/7, June 21-23

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sam Moffett/James Fulton	Ford Fiesta RS WRC	1h49m44.9s
2	Craig Breen/Paul Nagle	Ford Fiesta RS WRC	+13.4s
3	Callum Devine/Brian Hoy	Ford Fiesta R5	+40.9s
4	Garry Jennings/Rory Kennedy	Subaru Impreza S12b WRC	+48.1s
5	Josh Moffett/Keith Moriarty	Hyundai i20 R5	+1m39.5s
6	Alastair Fisher/Gordon Noble	Ford Fiesta R5	+3m15.7s
7	Joseph McGonigle/Ciaran Geaney	Ford Fiesta RS WRC	+4m24.5s
8	Meirion Evans/Jonathan Jackson	Hyundai i20 R5	+4m54.6s
9	Niall Maguire/James O'Reilly	Subaru Impreza Sb12 WRC	+6m20.9s
10	Eugene Donnelly/John McElhinney	Proton Iriz R5	+8m15.4s

11 Declan McCroary/Stephen O'Hanlon (Impreza S12B WRC); 12 Aidan Wray/Kieran McGrath (Mitsubishi Lancer E10); 13 Paul Barrett/Dai Roberts (Fiesta R5); 14 Brendan Cumiskey/Gerry McVeigh (Fiesta R5); 15 Gary Cooney/Elaine Ni-She (Impreza Sb12 WRC); 16 William Mavitt/Marton Connelly (Lancer E9); 17 John Coyne/Stephen Joyce (Fiesta R5); 18 Eamonn Kelly/Conor Mahon (Fiesta R2); 19 Johnnie Mulholland/Charles Gallagher (Fiesta R2T); 20 Niall Devine/Liam McIntyre (Lancer E9).

Class winners: Jennings/Kennedy; Moffett/Moriarty; Wray/Grath; Kelly/Moham; Darragh Kenny/Niall Healy (Honda Civic); Mark Ewing/Francis Devine (Civic).

Points: 1 Craig Breen 68; 2 Alastair Fisher 62; 3 Callum Devine 47; 4 Josh Moffett 38; 5 Desi Henry 32; 6 Jonny Greer 24.

Rally Car top three. Garry Jennings was still in the hunt in fifth despite picking up a rear puncture over the day's closing miles on his Subaru Impreza S12B WRC. Switching to a Hyundai i20 R5, Josh Moffett was adapting well to the new machine and, but for fuel pressure problems, would have been higher than sixth. Reigning champion Kelly was seventh overall and third in the R5 race. Desi Henry would take no further part, however, after he damaged his Fiesta RS WRC's steering on SS3.

Saturday should have begun with Gartan but it had to be shelved for safety reasons. When the action resumed proper on Glen, Sam Moffett emerged as the leader. His cause was advanced by Boyle puncturing and a frustrated Breen was still unable to find the sweet spot with his Fiesta.

It went from bad to worse on SS9 for Boyle as he crashed heavily as he slowed for a tricky kink meaning notional times were awarded to all of the leading crews. There were no such problems for Sam Moffett as he went fastest on the second pass over Glen to extend his lead to 2.8 seconds over Breen.

His purple patch continued into Knockalla, even though he had a "big moment" on cold tyres, and was second best to Breen on Gartan which meant just 6.3 seconds separated the pair.

Behind them, Donegal debutant

Meirion Evans limped through SS12, the result of cutting the front tyre on his i20, while Josh Moffett's car escaped damage when it bulldozed a chicane.

The pace of seventh-placed Alastair Fisher was thwarted by brake and transmission gremlins and effectively dashed any chance he had of scoring a maiden R5 victory of the 2019 campaign.

Back at the front and the main men had different fortunes over the last loop: Sam Moffett was quickest on both as Breen surrendered ground to an overshoot and a spin on Knockalla 2. Also spinning on the stage was Devine. That, coupled to a resurgent Jennings, meant the race for the final podium spot was back on.

In the Showroom Class, Aidan Wray comfortably led the way.

Rested and replenished, crews and fans prepared for what was being billed as 'Super Sunday' as three true classics – Fanad Head, Atlantic Drive and Port Lake – all had to be negotiated. However, only the first five crews completed Fanad Head before proceedings were brought to a premature halt as news of a serious incident involving Kelly and co-driver Donall Barrett quickly surfaced.

For the record, Moffett etched his name on the Jim Kennedy Memorial Trophy for a second time but, given the circumstances, and the sense of loss felt in the sport, it pales into insignificance.

Jason Craig

INTERNATIONAL

Photos: Roy Dempster



Sam Moffett took the win by 13.4 seconds aboard his Ford Fiesta RS WRC



Breen could only manage second as he tried to adapt to his Fiesta RS WRC



Devine claimed the final podium spot in his Fiesta R5 after initially leading

NATIONAL



Loughran/Doherty inherited the win after Barrett suffered a puncture



Tourish/McAlaney took second on what was a sombre day for rallying

BARRETT'S PROBLEMS GIFT LOUGHRAN VICTORY AS EVENT CUT SHORT

Stopped after the tragedy that claimed the life of Manus Kelly, the results of the National category of the Donegal International Rally showed Ryan Loughran/Gareth Doherty (Ford Escort Mk2) finishing with an 11.3-second advantage.

The similar car of Damien Tourish/Domhnall McAlaney was second with Declan Gallagher/Derek Heena (Toyota Starlet) a further 58.8 seconds adrift in third.

The opening three stages produced three different leaders in Gary McPhillips (Escort Mk2), Ian Barrett (Darrrian T90) and Loughran, with the last of the trio enjoying the strongest advantage – 5.3s up on McPhillips after the opening loop.

An untroubled Loughran led at the overnight halt as McPhillips crashed on the day's final stage, with Barrett closing to within 1.2s of the lead with a steady Tourish 5.7s further behind.

Jonathan Pringle, Kevin Eves and Kevin Gallagher followed with the strong prospects of cutting the deficit on day two.

Barrett edged ahead on the run over Glin to lead Loughran by a single second with Tourish six seconds back. A repeat of both stages retained the same order but the margins were 12.2s and 11.6s respectively.

Barrett admitted it was tough and the margins were small, Loughran reckoned his tyres were on the canvas at the end of Glin while Tourish also admitted some tyre woes. Kevin Gallagher moved up two places to fourth with what he described as a good set-up on the Darrrian T90.

Over Knockalla and Cairnhill, Barrett went 19.9s clear, Loughran damaged the front left wing that brought associated steering troubles and led to him sailing perilously close to a wall after the jump near the end of Knockalla.

Having sorted his problems, he was in the lead after SS13 where Barrett lost time with a puncture, dropped to fifth and retired. Overnight, Loughran led Tourish by seven seconds as Declan Gallagher, who began the day in 11th, made rapid progress to hold third.

Sadly, proceedings ground to a halt the next day after the Kelly tragedy and nothing else mattered.

Martin Walsh

Results

1 Ryan Loughran/Gareth Doherty (Ford Escort Mk2) 1h54m05s; 2 Damien Tourish/Domhnall McAlaney (Escort Mk2) +11.3s; 3 Declan Gallagher/Derek Heena (Toyota Starlet); 4 Damien Gallagher/Mac Walsh (Escort Mk2); 5 Mark Alcorn/John O'Donnell (Escort Mk2); 6 Damien Toner/Michael Coady (Escort Mk2); 7 Kevin Eves/Chris Melly (Toyota Corolla); 8 Paul/Karl Reid (Escort Mk2); 9 David Condell/Paul Kelly (Escort Mk2); 10 Kyle/Dale McGettigan (Escort Mk2).

Class winners: Damian O'Reilly/Seamus McTigue (Escort Mk2); Eamon McLaughlin/Steven Boyle (Escort Mk2); Brian Lavelle/Sean Brunton (Honda Civic); Shaun Doherty/Chris Harley (Escort Mk2); Vincent/Jane Collins (Escort Mk2); Johnny Jordan/Paddy McCrudden (Starlet); Damien Gallagher/Mac Walsh (Escort Mk2); Jim/Charlotte McDowall (Subaru Impreza); Michael Carbin/Darragh Kelly (Mitsubishi Lancer E8); Paddy Walker/Oliver Doherty (Civic).

BRITISH HISTORIC RALLY

Photos: Paul Lawrence

BATTLE ON RED KITE STAGES GOES TO WIRE

Webster seals the win by just two seconds on final stage. By **Paul Lawrence**



Webster/Rogers took the spoils

Simon Webster and Jez Rogers took an overdue debut win in the British Historic Rally Championship after a sensational contest with Steve Bennett and Osian Owen in the forests of South Wales.

On a day that went from thick dust to heavy rain, the Red Kite Stages drew widespread acclaim as some of the best gravel stages in the UK formed the backdrop for a lead contest that was as friendly and sporting as it was fiercely competitive.

"It feels really, really good," said Webster after a breakthrough victory that has been on the cards for some time. "I don't mind losing to Simon," said Bennett, as he congratulated his rival at the end of a battle that was decided by just two seconds on the final stage.

Six fast, flowing and beautifully presented stages offered high speed and high stakes. Having come so close to winning in Carlisle two weeks earlier, Webster was on it from the start in his Ford Escort Mk2 and grabbed a whopping eight-second lead in Margam. Bennett had to respond quickly and did so a few minutes later in Bryn to claw the gap back to five seconds.

After service came the first Rheola stage and the times were tied. However, with a modern Ford Fiesta off, stage four in Glynacastle was cancelled. Bennett lost six miles of opportunity and Webster had a very lucky escape; driving through the stage non-competitively they picked up a puncture, but it cost them nothing. Now, with rain starting to fall, it was back to Margam for a longer stage and then a re-run of Rheola.

Bennett ripped through Margam and turned a five-second deficit into a one-second lead. With two long stages in the loop, Webster took two rear spares in the boot of his Escort Mk2 and changed them before Rheola. Bennett, however, went in on used rubber. Perhaps that was the critical moment in this nip-and-tuck

battle as Webster took a three-second margin on the final stage to win the rally.

It was an incredibly popular result for Webster and Rogers who were mobbed when they got back to service. However, Bennett had driven just as well. "That's just an amazing result," said Webster.

"They were going like hell and so were we. It was unbelievably fast; well outside my comfort zone!"

Never far adrift of the lead contest, Rudi Lancaster and Guy Weaver were a fine third and dropped barely half a second a mile. "Fantastic," said Lancaster. "Lovely stages and no punctures, I really enjoyed that."

Nine seconds was all that split Lancaster from fourth placed Adrian Hetherington/Ronan O'Neill, but they were left to rue a spin near the end of stage two, on well worn rubber, that probably cost them 10 seconds.

The afternoon rain didn't help Stanley Orr/Graham Henderson in terms of tyre choice as they continue to learn about Hoosiers but they still moved to the head of the BHRC standings after finishing fifth. This was despite a stern late challenge from Josh Browne/Jane Edgington, who pulled back eight seconds in the last two stages to bring the margin down to four seconds. Browne blitzed Class D3 and his speed in the Pinto-powered Escort Mk2 was outstanding.

With an Escort Mk1 quickly rebuilt after its Carlisle roll, John Perrott and Andrew Sankey took seventh overall and second in Category 2, while the National A top 10 was rounded out by Tim Freeman/Paul Williams, Jonathan Brace/Paul Spooner and New Zealand visitors Tony Gosling/Blair Read who had a holiday ball in one of the Meirion Evans' Escort Mk2s.

Among the classes, the big story was in C2 as Stuart and Linda Cariss took an unexpected victory. Losing seven minutes with a first stage roll put them well out of contention but their two major rivals were out by the end of SS2 and so the York pensioners came

RESULTS

Red Kite Stages, Neath Valley, British Historic Rally Championship, round 4/7, June 23

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Simon Webster/Jez Rogers	Ford Escort Mk2	37m45s
2	Steve Bennett/Osian Owen	Ford Escort Mk2	+2s
3	Rudi Lancaster/Guy Weaver	Ford Escort Mk2	+21s
4	Adrian Hetherington/Ronan O'Neill	Ford Escort Mk2	+30s
5	Stanley Orr/Graham Henderson	Ford Escort Mk1	+1m17s
6	Josh Browne/Jane Edgington	Ford Escort Mk2	+1m21s
7	John Perrott/Andrew Sankey	Ford Escort Mk1	+1m46s
8	Tim Freeman/Paul Williams	Ford Escort Mk2	+2m16s
9	Jonathan Brace/Paul Spooner	Ford Escort Mk2	+2m40s
10	Tony Gosling/Read Blair	Ford Escort Mk2	+2m50s

Class winners: Ken Davies/Alan Jones (Volvo Amazon); Stuart/Linda Cariss (Ford Escort Mk1); Orr/Henderson; Malcolm/Ronald Mounsey (Talbot Sunbeam); Browne/Edgington; David Kynaston/Val Thompson (Triumph TR7 V8); Lancaster/Weaver.



Close but not close enough for Bennett/Owen who had to settle for second

through to win in their Escort Mk1.

Young Manxman Rory McCann set an incredible pace in the opening stage to go sixth fastest in Tim Tugwell's Hillman Avenger but was soon sidelined by distributor problems. However, McCann had once again shown his prodigious natural talent. Meanwhile, Philip Atkinson and Louise Gilks should have taken the class but were soon out with a failed headgasket on their Escort.

Ken Davies and Alan Jones had Category 1 to themselves but threw the Volvo Amazon around in style while brothers Malcolm and Ronald Mounsey took Class D2 in their Talbot Sunbeam. In D3, David Lloyd-Roberts and Dei Jones (Escort Mk2) led the chase of Josh Browne (Escort Mk2) and David Kynaston/Val Thompson kept the Triumph TR7 V8 on the road to take D4.

NATIONAL B CLASS ROUND-UP

Dan Evans/Jessica Hockley had a dominant run to take the **Class 1** win in their Suzuki Swift, finishing over two minutes ahead of their nearest class rivals. Andy Gary/Howard Pridmore inherited the **Class 2** lead in their Peugeot 205 GTi when Ed Fossey/Tom Wood retired their Peugeot 208 with throttle response problems.

BMW's ruled the roost in **Class 4**, with eighth placed Colin Griffiths/Tom Bishop just having the edge in their E36 Compact.

In the road rally category, Phillip and Clive Jones were in a class of their own, finishing five minutes ahead of their nearest rival in their Escort Mk2.



Winning Ford Fiesta R5

National B hat-trick for Davies

For the third year running victory on the National B section honours went to Dylan Davies who, on this occasion, was driving a hired Ford Fiesta R5 rather than his usual Subaru Impreza.

With Mark Glennerster alongside, Davies, who was competing for the first time since last September, admitted to feeling rusty early on and not making the most of the Fiesta's braking capabilities as he got used to the new car.

Nonetheless, the pair set fastest time on four of the five stages completed to take a comfortable win.

Another crew having a good day were Russ Thompson/Andy Murphy, who were having a problem-free run for once after a mixed start to the year. The pair set fastest time on the final stage to secure second place in their Mitsubishi Lancer E9.

Tom Llewellyn was enjoying the stages as he and Patrick Walsh were leading Welsh Historic contenders. They finished in third place in their Ford Escort RS 1800, with fourth going to Martyn Andrews/Steve Greenhill in their Subaru Impreza.

Chris Powell/Jim Lewis finished fifth in a hired Ford Escort Mk2, finding that things happened a lot quicker than their usual Talbot Sunbeam.

Final stage punctures resulted in Mathew Hirst/Declan Dear (Lancer E9) and Wug Utting/Bob Stokoe (Impreza) dropping out of the top 10. Josh Taylor/Heather Merrison had a good run to finish sixth in their Impreza, just keeping ahead of Jim Munden/John Leigh's similar car.

Simon Gronow

Results

1 Dylan Davies/Mark Glennerster (Ford Fiesta R5) 36m01s; 2 Russ Thompson/Andy Murphy (Mitsubishi Lancer E9) +53s; 3 Tom Llewellyn/Patrick Walsh (Ford Escort RS 1800 Mk2); 4 Martyn Andrews/Steve Greenhill (Subaru Impreza); 5 Chris Powell/Jim Lewis (Escort Mk2); 6 Josh Taylor/Heather Merrison (Impreza); 7 Jim Munden/John Leigh (Impreza); 8 Colin Griffiths/Tom Bishop (BMW E36 Compact); 9 Andy Williams/Andy Darlington (Impreza); 10 Andrew Fox/Den Golding (BMW E30). **Class winners:** Dan Evans/Jessica Hockley (Suzuki Swift); Andy Gary/Howard Pridmore (Peugeot 205 Gti); Powell/Lewis; Griffiths/Bishop; Phillip/Clive Jones (Escort Mk2); Thompson/Murphy; Williams/Darlington; Bob Gibbons/John Harris (Ford Cortina GT); Lee Sellars/Michelle O'Connor (Triumph 2.5 Pi); Llewellyn/Walsh.



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ANALYSIS

Photos: Jakob Ebrej, mcklein-imagedatabase.com

HAS RALLY GB GOT A FAB FUTURE?

This year's event was launched in Liverpool, but **David Evans** feels it needs help



Liverpool is better known for The Beatles than motorsport



Palmer is delighted to have Rally GB at Oulton Park

The French teacher was not amused. The whole point of venturing the northern side of the English Channel was to see the UNESCO-designated World Heritage site and the largest collection of Grade 1 listed buildings anywhere in Britain.

Forget that. A whole class-worth of French schoolchildren were interested in one thing and one thing only: the Toyota Yaris WRC parked neatly outside the Royal Liver Building at Liverpool's Pier Head. In the end, Mademoiselle gave up and got her camera phone out as well. This year's Wales Rally GB was launched in one of Britain's most famous sporting cities last week. Come October and the penultimate European round of the World Rally Championship and every car and every crew will gather on the banks of the River Mersey. For the first time since Cheltenham, 1999, Britain's WRC round starts outside of Wales.

But why Liverpool? The event's started up the road at Blackpool three times before, but never Liverpool. Liverpool, in fact, has little relevance or reference in our sport. But that will all change this autumn.

Talking to Liverpool's Lord Mayor, Councillor Peter Brennan, there's genuine warmth in the welcome extended to the WRC. And getting out and talking to some of the locals in and around the Albert Dock and Pier Head, there's intrigue and interest to match.

"Is this one gonna race?" asked a man on a bike, busily snapping pictures of the Yaris and adding without looking up from his phone: "Is the track here?"

Clearly, there's the need for some degree of education. And there's a desperate need for action rather than just ceremony on Thursday October 3. It's all very well for Motorsport UK CEO Hugh Chambers to talk about Oulton Park and the splendid commercial opportunity the Cheshire circuit offers in terms of corporate hospitality... but the trick has been missed.

Brennan talked about the excitement about the city when the Red Bull Drift Shifters spent much of a summer Saturday sideways up and down The Strand.

"It was amazing," said Brennan. "The rubber marks were on the road to remind us for months afterwards."

That event went down a storm in Liverpool and the potential for doing the same thing with the world's finest rally drivers is clearly of interest to the city council.

And MUK would love to do it too. If only it could afford to do so.

The bigger question is what's the cost of not doing it?

Britain's round of the WRC stands at a crossroads. There remains a very strong chance of going to Belfast for 2020, but Stormont needs to find a way of getting the budget sorted without a sitting parliament. Do that and we're in and, make no mistake, Bobby Willis and his team in Northern Ireland will put on a superb show.

But then what?

As has been discussed previously on these pages, Belfast's likely to be a single-



Chambers: Oulton good for hospitality

year deal, so then we come back to Wales where funding from the government will be lower than ever (likely less than £1m for an event Chambers says could cost up to £3.5m to put on), forcing MUK to deliver million-pound-plus partners or dip a hand into its own pocket to support the event.

Then there's the WRC Promoter's point about the only way forward for Rally GB is for the event to move out of Wales. For clarity – and for the avoidance of confusion for the folk in Colnbrook – WRC Promoter managing director Oliver Ciesla said: "I do not see a long-term calendar where we continue to go to Wales again and again."

That said, while I was in Italy last week, I detected a certain softening towards a future in Wales, providing there's a much bigger effort to take the rally to the people.

Liverpool this year is a half-measure. Investing in a street stage in October – for what, ironically, would have been a similar amount to the Dayinsure sponsorship the event lost last year – was the right thing to do.

For me, it's economic folly to save money this year at what could be the expense of the event in years to come. And, let's not forget, Liverpool, Manchester and Birmingham are all cities within reach of the rally and all have multi-million-pound budgets to spend on the right major event.

October was our opportunity to showcase the spectacle of a sideways World Rally Car on our city streets. Instead, the cars will go over the ramp at four in the afternoon and be out and through the tunnel and off to Oulton with the locals barely having noticed they were even there.

It's worth pointing out here that I'm hugely in favour of Oulton Park. As Jonathan Palmer rightly says, World Rally Cars on gravel-specification suspension have always been an entertaining handful on circuits – and that will certainly be the case at his place in October.

Palmer's enthusiasm for bringing the WRC back to Oulton for the first time since 1993 was the highlight of an otherwise fairly flat launch which included one out-of-date film and another film which was supposed to explain the event's tag line: "A World Apart."

Relying far too heavily on crash footage (including pictures from just about every shunt Kris Meeke's had in recent years) it failed. Miserably.

Liverpool opened a window of opportunity last week, let's just hope it doesn't get closed before the good folk of England's north-west get a glimpse of just how good this show can be. ■

How Rally GB is returning to the racetrack with Oulton Park stage

Oulton Park's 2.5-mile stage will run as SS1 on Thursday October 3 and will include a mix of on and off-track action.

Outlining how the stage will work, Palmer said: "We've worked with Motorsport UK and Rally GB experts to come up with something truly unique, encompassing the best of both worlds. We'll use Lodge corner, through Old Hall and down to Cascades.

From there we're onto a bit of gravel – not as much as Wales, but a bit – then we come back onto Oulton Park's own rally stage.

"The good thing for us is that we're used to running motorsport events, we're capable of dealing with tens of thousands of people, parking's no problem, we've got plenty of disabled viewing points, there's big screens, live music – it's going

to be one hell of an evening."

Oulton Park was last used on the RAC Rally schedule in 1993, when Juha Kankkunen, Armin Schwarz and Francois Delecour shared fastest time around a 2.73-mile stage.

Further detail of how Liverpool will work as a ceremonial start came from last week's launch, with the cars departing Llandudno at 1300hrs on Thursday October 3. They

have to be in the centre of Liverpool for an autograph session outside the Cunard Building at 1500hrs. The cars go over the ramp at 1600hrs and head down to Oulton for the opening test.

While the stage runs competitively once, fans will see the rally cars three times as the crews complete their two-run recce before starting SS1.



Silverstone was last circuit to feature

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INTERVIEW

Photos: fiawtcc.com



Shedden has raced at the Nordschleife

GORDON SHEDDEN'S JOURNEY TO ENLIGHTENMENT

Matt James caught up with the BTCC champion and World Touring Car battler



Shedden has struggled with unlocking the ultimate performance in 2019



Street tracks provided some variety



The three-time BTCC title winner has been on a voyage of discovery

In Gordon Shedden's last 18 months in the British Touring Car Championship before he jumped ship to the World Touring Car Cup contest, the Scotsman won six races and lifted his third BTCC crown. In the next 18 months, his career has taken a huge leap—even if the results have yet to show it.

The 40-year-old joined the Audi Sport Leopard Team on the global stage after stunning on his debut in the TCR International Series at the end of 2017. A podium on his maiden outing turned heads, and it was no surprise to those who had tracked the Fife man's career. A mainstay of the BTCC since 2006, he had rapidly become the benchmark for pace in the UK and has rocketed to joint fourth place in the all-time race winners list with 48 triumphs.

The switch to the Audi Sport-supported team for what was effectively a two-year works deal showed that some people had been watching. The pickings might have been slim since joining the Belgian squad, but Shedden himself knows that he is now a much better driver than the one who stepped out of the Team Dynamics Honda for the last time at the end of 2017.

He took his first (and only, to date) WTCR win in China at the end of last year on his way to 13th in the standings in the RS3, and has faced another uphill task this year with only two top 10 finishes at the halfway point of the campaign.

It was a decision, though, that the driver knew was one to push his own

personal limits. The BTCC was a comfort zone, whereas the next step was into the unknown.

"This deal [to join the WTCR] snowballed really quickly," explains Shedden. "It was an opportunity to go and do something that I might never have had the opportunity to do again. I had done 11 years of the BTCC and it was great—and I was really happy and everything was perfect. But wherever you are in life, sometimes it is nice just to go and experience a bit more and try and improve and to try to get to grips with other things."

"It was a challenge to myself because we are racing on some amazing circuits—and there is a huge variety, from the Nordschleife to street tracks like Marrakesh. Then there are the grand prix circuits like Suzuka and the Hungaroring. I have been through this massive change of circuits. It is also nice to experience how another team works and to try and make myself better as an all-round package as a driver because I know that whatever I do in the future, I will be stronger than I was at the start of this back in 2018 because of the experiences I have had."

But for a driver so used to success it must be a hard pill to swallow. There are 30 rounds in the global contest much like the domestic one, but the ebb and flow in the Balance of Performance calculations, which are designed to keep the field close and the cars even handed, can be a real millstone around the neck of all in the paddock. There are also other things that have meant Shedden has had to

reset his mind to tackle the challenge.

Shedden explains: "There is also a change in that the car in the BTCC was built around me and [former team-mate] Matt [Neal], and that was designed from a blank sheet of paper to our spec, if you like, to get the optimum performance. Now I have jumped into a car which exists already. It is customer racing—the car that exists is the same that anyone can go and buy. You have to then try and make it work for you."

"[The WTCR] is also a Balance of Performance formula and that makes it tricky, because you don't have to be a long way away to be a long long way away for this to have an effect. We have seen that this year: the Hyundais weren't on the pace in Marrakesh and then they had a huge amount of speed. Then the Lynk and Co cars weren't fast in Slovakia and, lo and behold, they suddenly are on the pace after that. It is very up and down and you have to ride the waves in this series."

"Also, as more new cars come into the championship, they are built more as race cars than the original concept of



China in 2018 was a WTCR highlight

TCR, so fundamentally they are different. The organisers have to find a way of balancing that performance because a race-bred car will inherently do things better than a car that wasn't built that way. It is a very hard job."

As well as the regulations to try and navigate a way through, there are other learning steps that Shedden is getting on top of now. One of them has been the switch of rubber, and one of the others is the inevitable byproduct of the fact he is up against the best tin-top talent on the planet.

"One of the other biggest differences for me personally has been the tyres," he admits frankly. "The Yokohama tyre is like black magic compared to the Dunlops we ran in the UK. In terms of switching it on, durability, everything. I would never have possibly thought that it could be so different especially when I drove the TCR Golf on the Michelins [at Dubai at the end of 2017]. That was OK, and it made sense compared to the BTCC Dunlops. The Yokohama is night and day different. In some circumstances it can produce a huge amount of grip. It affects the car a great deal, and that is 100% the key to unlocking pace from the cars."

"In the WTCR too, the weight makes a massive difference. Remember in the BTCC, there used to be guys running around with 75kg of success ballast and still winning races. In this, 10kg transforms the car. The TCR car has slightly less horsepower and it is a standard turbo and standard engine, so it hurts. If you took 50kg out of the WTCR car, it would be transformed."

Those are the obstacles in the way, but there are 25 other drivers on the grid who are mapping out the same path as Shedden, who works as the commercial director at Knockhill racetrack in Scotland. He is fully aware of the ramped up competition on the international stage.

"What you have got [in the WTCR] is a grid of 26 drivers, and every one of them is professional," says Shedden. "Depending on how the Balance of Performance is, what I find is that where you qualify is generally where you are going to finish. So it is all about unlocking the performance in qualifying. In the BTCC, there are weights, soft tyres, hard tyres, a huge amount of variety. In the WTCR, you have to take what you have got and, because everyone is on the limit and no one is making mistakes, you have all got the same compound of tyre and overtaking is much harder."

The future of the WTCR has only been set in stone in the last 10 days with promoter Eurosport confirming that it will continue and grow the category in 2020. Now the talks can start about the team's and Shedden's plans going forward. He says, at the moment, that he is "looking at all options" but the WTCR is likely to be front and centre on his radar.

He says: "To come back, I would be so much better. At Slovakia Ring [in May], I was sat 20th on the grid, but alongside drivers like Yvan Muller and Andy Priaulx behind me...you can't get away from that. That is the level that it is, you know? I have done so much learning. I want to put it into practice." ■

REPORT: THUNDER 500



Haird took his sixth win at the Thunder 500



More silverware for the points champion

HAIRD LAYS DOWN A MARKER

Graham Brown watched the Vauxhall Tigra battler throw down the gauntlet to his rivals

Chris Haird won the traditional World Final warm-up event for the second year running and a record-breaking sixth time, crossing the line well ahead of heat winners Billy Wood and Northern Irishman Carl Sloan, which put three of last year's top four on the podium again.

Haird's pace makes him a firm favourite to take his fourth world crown at the same venue in a couple of weeks but, as has become the norm at this event, many world finalists gave preparation for the big July race priority. That prevented any direct comparison between the winner and a number of drivers likely to be among his main challengers. Nevertheless, the event still attracted a cosmopolitan 29-car entry.

The line-up was bolstered by the return to the UK of popular European visitors, John van den Bosch and Winnie Holtmanns, as well as Scottish and Irish contenders, while there was a surprise among the English regulars when Stefan Lloyd arrived with a Ginetta instead of his usual Peugeot (*see right*).

There was a strong sense of déjà vu about proceedings when Sloan drew pole for the first heat – exactly as he had last year. And, just as it did 12 months ago, that gave him an excellent shot at a win with which to kick things off. He went straight into the lead and within a couple of laps had begun building what was already looking like it might be an unassailable lead even at this early stage.



A packed field tackled the event

Sloan was being helped in his quest by the dice over second between Shane Bland, Carl Waller-Barrett and Jason Kew. Bland was battling handling woes, however, and was eventually forced to let the other two by.

CW-B was working hard at closing down the leader but, with little noticeable effect until Sloan started having to eat up a steady diet of backmarkers. That did allow Waller-Barrett to inch up on the Tigra ahead, despite the second man still being pestered by Kew. Sloan was finally forced to confront the challenge with three laps to go.

The pacesetter was continuing to dive confidently through the traffic, leading Waller-Barrett to try what turned out to be a highly optimistic lunge up the outside into Turn 1 as part of a three-wide moment which simply ended with him spinning out of the reckoning altogether.

That left Sloan to take the flag safely clear of Kew and Bland although the third man ended up out of the results when he failed to attend post-race scrutiny, handing the place to Kym Weaver instead.

The reversed-grid second heat looked as though it could be a gift for poleman Wood but it was fellow front row man Aaron Dew who got away first. While

Dew concentrated on trying to dump Wood, most eyes were on Haird, who was on an absolute mission from the fourth row and second group of starters.

Rocketing past all his immediate opposition, the three-time world champ looked as though he might face a bit more of a problem tackling Shane Murray. But Haird simply swept around the outside, relegating Dick Hillard as well in one flowing move.

Now the leaders looked like they could be in bother, with Haird still charging at undiminished speed. But Wood put himself out of harm's way by finally darting past Dew and heading for the flag and the win. Haird was all over Dew with about five to go but the Ginetta man kept slipping away around various backmarkers to just keep second at the flag.

The aggregate results formed a final grid with Haird on pole alongside Rob McDonald – coincidentally the exact same starting positions the pair shared at the last World Series round. But there was stiff opposition lined up right behind the pair as well, with Wood and Dew sharing row two ahead of Kew (defending the Angie Rowe trophy he won at Hednesford last year) and Weaver, another former Thunder 500 winner.

And this time Haird made no mistake

about who was going to be at Turn 1 first, launching the car perfectly at the green as McDonald got pushed back to third by Wood, with Kew, Dew and Weaver all rubbing shoulders behind. Kew went spinning out of this pack on lap two and managed to stage an almost immediate recovery any Saloon Stock Car driver would have been proud of. But the initial impact had damaged the car's rear suspension and his race was run.

Up front the race swiftly settled down to a straight Haird-Wood fight, with both men carving through the traffic which soon loomed up ahead. But, inch by inch, the leader was widening the gap between them with seemingly nothing the current world champion could do about it.

Further back, Sloan started to get going, particularly with the passing of half distance. Putting Weaver behind him to go fourth, Sloan then reduced third man McDonald's advantage until suddenly the Scot wasn't having such a lonely race anymore.

Sloan eventually snuck underneath as they exited Turn 2 to put himself third but the lead pair were far up the road by then, with Haird now a very safe distance clear of Wood and on his way to writing an amazing sixth Thunder 500 win in the record books.

RESULTS

National Hot Rod Angie Rowe Thunder 500

When: June 22 Where: Foxhall Heath, Ipswich Laps: Final – 40

POS	DRIVER	CAR	TIME
1	Chris Haird	Vauxhall Tigra B	10m00.201s
2	Billy Wood	Vauxhall Tigra	+2.228s
3	Carl Sloan	Vauxhall Tigra	+3.773s
4	Rob McDonald	Vauxhall Tigra	+4.973s
5	Gordon Alexander	Vauxhall Tigra	+11.536s
6	Aaron Dew	Ginetta G40R	+12.119s
7	Carl Waller-Barrett	Vauxhall Tigra	+12.580s
8	Shane Murray	Ginetta G40R	+13.498s
9	Scott Bourne	Vauxhall Tigra	-1 lap
10	Mikey Godfrey	Vauxhall Tigra B	-1 lap

11 Chris Crane (Vauxhall Tigra); 12 Colin Smith (Vauxhall Tigra); 13 Perry Cooke (Vauxhall Tigra); 14 Brendan O'Connell (Vauxhall Tigra); 15 David York (Vauxhall Tigra); 16 Lewis Shelley (Vauxhall Tigra B); 17 John van den Bosch (Peugeot 206cc); 18 Winnie Holtmanns (Vauxhall Tigra); 19 Nick Bass (Vauxhall Tigra); 20 Steven Armit (Vauxhall Tigra); 21 Stefan Lloyd (Ginetta G40R); 22 Alan Shelper (Peugeot 206cc); R Dick Hillard (Vauxhall Tigra) 32 laps/oil leak; R Lee Carlin (Peugeot 205) 14 laps/accident damage; R Jason Kew (Ginetta G40R) 2 laps/spin/accident damage; DQ Kym Weaver (Vauxhall Tigra) 40 laps. Heat one: 1 Sloan; 2 Kew; 3 Weaver; 4 McDonald; 5 Bourne; 6 Waller-Barrett; 7 Haird; 8 Carlin. Heat two: 1 Wood; 2 Dew; 3 Haird; 4 Murray; 5 Cooke; 6 Crane; 7 McDonald; 8 Alexander.



Trophy-holder Jason Kew was sent spinning on lap two of the final

IN BRIEF

Lloyd's new car

Stefan Lloyd raised eyebrows by showing up in the Ipswich pits with a Ginetta G40R in place of the Peugeot he's been racing recently. Lloyd – who was involved in a multi-car crash at Hednesford last month – has hired the hastily reliveried car for both the Thunder 500 and the support races at the World Final meeting. The Ginetta is in fact the Carl Boardley Motorsport car still owned by Carl Boardley. The event did not go well for Lloyd who put the machine in the wall within seconds of the start of practice and started from the rear of the grids for the remainder of the meeting. He was 21st in the final.

Angie Rowe cash fund

After initiating the striking and presentation of the inaugural Angie Rowe Memorial Trophy last season, Shane Bland generously added £500 to the prize fund for this year's race. He also approached Lee Carlin to see if he wanted to become involved and Carlin matched Bland's contribution. Neither man was able to share in the extra spoils they provided. Unaware that he had to attend a post-race weight check following heat one, Bland got disqualified. Carlin meanwhile, was unable to repeat his popular on-the-road Aldershot win with his Peugeot 205 and went out of the 500 before half-distance with a bent wheel.

Drama for Kew

When Jason Kew went spinning on lap two of the Thunder 500 that was the end of his attempt to win the Angie Rowe Trophy for the second year in a row, being forced to retire the car with rear-end damage following the incident. After the finish, the steward judged that Aaron Dew – who finished seventh on the road – had been responsible for Kew's demise and handed down a disqualification for the incident. Dew appealed the penalty and, following the viewing of further video evidence, was reinstated on Sunday morning. Kym Weaver was also disqualified from his fifth place after the evidence was studied.

SPORTING SCENE

Full programme for Titans at Lydden Hill

The third and fourth rounds of the TitansRX Europe Series at Lydden Hill will be supported by categories for rallycross Supercars, Retro Rallycross and Group B machines.

The second weekend of the new series will take place in the UK at the end of next month (July 27-28). Star entrants will be joined by British Supercar regulars, who are expected to compete in the event's support class. Group B cars will be run on a standalone grid, in addition to Retro RX series races. The first round takes place this weekend at Essay in France.

OlsbergsMSE back for World RX outing

Former World RX Teams' winners OlsbergsMSE will return to the series for its home round next week at Holjes.

World RX race winner Kevin Eriksson will partner namesake Sebastien Eriksson in the sister Ford Fiesta Supercar raced by Robin Larsson last season. Dane Ulrik Linnemann will drive one of the squad's Honda Civics.

OMSE's Fiestas have been reengineered to incorporate a rear cooling package for 2019, but retain the in-board suspension design it shares with the Civic from the same stable.



Gronholm has history in top-flight rallycross



Hansen will be back behind the wheel

GRONHOLM AND HANSEN TO GO HEAD TO HEAD IN SWEDEN

Multiple champions square up in all-star Crosscar showdown at Holjes next weekend

By Hal Ridge

Double World Rally champion Marcus Gronholm and 14-time European Rallycross champion Kenneth Hansen will headline a one-off Crosscar buggy race at Holjes next week, on the eve of the Swedish round of the World Rallycross Championship.

Both now team owners in the World RX series, Gronholm and Hansen will compete in the Crosscar Star Challenge against a host of big name drivers, including WRC podium finisher Henning Solberg, triple European Rallycross champion Sverre Isachsen and former Swift Sport Rallycross champion Graham Rodemark, who works as an

engineer for Hansen's Team Hansen MJP squad in World RX. Rallycross and rally driver Stig-Olov Walfridson, who won the Swedish round of the European Rallycross Championship in 2009, will also compete. Gronholm Sr made his rallycross debut at Holjes a year earlier than Walfridson's win and claimed victory aboard a

Ford Fiesta on his debut, ahead of Hansen, who was driving a Citroen C4.

Gronholm later competed in the Global Rallycross Championship with the same OlsbergsMSE team and won the first two rounds of the 2012 season, but his top-line career was effectively ended after he was hospitalised by a crash at

the X Games event in Los Angeles.

Hansen's last competitive outing was in Swedish Rallycross at Kinnekulle in 2012, while Solberg has been competing in WRC events this year in an R5-spec Skoda Fabia and has made ad-hoc rallycross appearances in recent years. A number of Crosscar regulars will also compete in separate races at the event.

BRITISH RALLYCROSS CHAMPIONSHIP

GODFREY TURNS UP THE HEAT ON TOHILL IN WALES

British Rallycross Championship

By Hal Ridge

Organiser: BARC/LHMC When: June 22-23 Where: Pembrey Starters: 51/53

Julian Godfrey drew level with Derek Tohill in the British Rallycross Championship standings at the halfway point of the year after victory in round three of the series at Pembrey.

That win initially elevated Godfrey into the points lead as Tohill finished third behind Ollie O'Donovan on the opening day of the double-header at Pembrey. But, despite Godfrey dominating qualifying on the second day in South Wales, it was Tohill who took the initiative at the first corner of the final before leading from the front to claim his second win of the year and draw back level in the standings.

Godfrey dominated the round three final on Saturday as the pack behind battled in extremely dusty conditions.

O'Donovan missed Q1 while his team changed the gearbox in his Ford Fiesta, he then retired from Q2 with a related issue. He then flew to Llandysul-based rally team Spencer Sport's base by helicopter in the lunch break to

collect a load sensor for his car's gear selection system and was rewarded by being fastest in Q3.

He climbed from the second row of the grid in the final to second on the opening lap, before getting passed by compatriot Tohill during the dust-hit race. Double European champion Tohill finished second, ahead of O'Donovan, but the positions were later reversed after Tohill's move was deemed to have gained him an unfair advantage.

As it had for the World Championship round the week before in Norway, rain fell ahead of the final stages of the British RX event on Sunday. Poleman Godfrey made a poor start as Tohill took the lead at Turn 1 followed by O'Donovan. While Tohill got away out front in a controlled performance in wet and slippery conditions, Godfrey passed O'Donovan for second.

Following the race, O'Donovan was one of a number of drivers across all finals to receive a track limits penalty, initially handing third to Roger Thomas. However, the decisions were later scrapped, dropping Thomas back to fourth on his debut weekend in his M-Sport Ford Fiesta, recently fully rebuilt by Tony Bardy Motorsport.

Steve Hill drove O'Donovan's Ford Focus to a brace of fifth place finishes after the team's rolling road, being used to test Mitsubishi's engine expired the day before the event.

Tristan Ovenden maintained his unbeaten run in the Supernational category with his Renault Clio. He won with ease on Saturday in dry conditions while Paige Bellerby had a torrid day and crashed out before Turn 1. In the wet final on the second day, Bellerby hassled Ovenden for the win to finish second, while Craig Lomax was second on Saturday and third on Sunday to also collect a brace of Super1600 class wins.

Latvian driver Roberts Vitols put the disappointment of retiring from the final in round two of the Junior series to claim a brace of wins, with Patrick O'Donovan and Luke Constantine finishing on the podium on both days.

Title protagonists David Bell and Drew Bellerby took wins in the BMW Mini class. Max Weatherley won at the scene of his maiden Swift Sport victory last year on Saturday, before Will Layton claimed a first rallycross win on Sunday. Jon Armstrong and Chrissy Palmer took a win

each in the RX150 buggy division. BMW driver Gary Simpson won twice in the Retro Rallycross finals.

Result

Round 3 British Rallycross: 1 Julian Godfrey (Ford Fiesta); 2 Ollie O'Donovan (Fiesta) +15.677s; 3 Derek Tohill (Fiesta); 4 Roger Thomas (Fiesta); 5 Steve Hill (Ford Focus); 6 Andy Grant (Focus).

Supernational: 1 Tristan Ovenden (Renault Clio); 2 Craig Lomax (Citroen C2) +14.935s; 3 Dave Ellis (Suzuki Swift); 4 Jarek Suchowicki (C2); 5 Paige Bellerby (Lotus Exige); 6 Paul Coney (Vauxhall Corsa)

Junior: 1 Roberts Vitols; 2 Patrick O'Donovan +1.083s; 3 Luke Constantine; 4 James Constantine; 5 Ben Sayer; 6 Alfie Porter.

BMW Mini: 1 David Bell; 2 Drew Bellerby +2.379s; 3 James Osborne; 4 Martin Hawkes; 5 Andrew Hawkes; 6 Stephen Brown.

Suzuki Swift: 1 Max Weatherley 5m20.186s; 2 Tom Constantine +0.566s; 3 Dominic Flitney; 4 Will Layton; 5 Nikita Abramov; 6 Don Macleod.

RX150: 1 Jon Armstrong; 2 Chrissy Palmer +5.186s; 3 Hal Ridge; 4 Stuart Oliver; 5 Stephen Jones.

Retro: 1 Gary Simpson (BMW E30); 2 Brian Hardman (Ford Escort) +0.935s; 3 John Cross (Lancia Stratos); 4 Steve Cozens (Citroen AX); 5 Mark Finch (Ford Fiesta); 6 Simon Hart (Ford Escort).

Round 4 British Rallycross: 1 Tohill; 2 Godfrey +1.487s; 3 O'Donovan; 4 Thomas; 5 Hill; 6 Grant.

Supernational: 1 Ovenden; 2 Bellerby +1.435s; 3 Lomax; 4 Suchowicki; 5 Ellis; 6 Stawomir Woloch (Citroen Saxo).

Junior: 1 Vitols; 2 L Constantine +0.453s; 3 O'Donovan; 4 J Constantine; 5 Sayer; 6 Archie Thomas.

BMW: 1 Bellerby; 2 Bell +5.314; 3 Brown; 4 Osborne; 5 Hawkes; 6 Dave Ward.

Suzuki Swift: 1 Layton; 2 Weatherley +0.283s; 3 Abramov; 4 Flitney; 5 Constantine; 6 Macleod.

RX150: 1 Palmer 5m17.366s; 2 Ridge +13.569s; 3 Oliver; 4 Armstrong. **Retro:** 1 Simpson; 2 Hardman +0.993s; 3 Cozens; 4 Cross; 5 Finch; 6 Paul Smith (VW Polo).



A win in the opener has put Godfrey joint top of the points



Tohill restored some order with a win on Sunday afternoon

BriSCA F1



England (346) held on to a narrow BriSCA F1 win at Foxhall Heath

ALL ENGLAND FINAL TO KEEP IT IN THE FAMILY

BriSCA F1

By Colin Casserley

Organiser: Spedeworth Where: Foxhall Heath Raceway, Ipswich When: June 22 Starters: 31.

Ashley England kept up a family tradition when he won the final at Ipswich on Saturday night. Both his grandfather, Alan England, and his father, Alan Jr, had previously won at the Suffolk track. Alan Sr won back in July 1976.

Kelvin Hassell continued his run of good form and led the race from the drop of the green flag, opening up a sizable advantage from the chasing pack.

As the laps wound down, Daz Kitson began to close in on the leader with England a few car lengths back. Tom Harris broke away from the pack and also began to close in on the leading trio. It was a perfect justification of the handicapping system in BriSCA F1, as one car from each of the four grades was contesting for the win and, with five laps to go, it could have gone to any of the drivers.

England managed to muscle his way into the lead as the one lap to go board was displayed. He

drove deep into the final turn and went a little wide expecting an assault from Hassell but the second-placed man hugged the kerb and came up on the inside of England. The duo raced off the final turn with England winning by half a car's length.

England said: "With five to go I didn't think I would be able to get second place from Kitson, let alone win it. But in those last few laps my car was handling well and I managed to get past Kitson cleanly and didn't lose any time. I could see Hassell behind me going into the last turn so I went in as hard as I could, but he came up the inside and I just was able to hold him off."

"It was close, but I knew I was ahead of him when we went over the line. Although this is my third final win, this one means a lot to me as I remember watching my dad win here when I was younger."

Kitson held off Harris to claim the final podium place.

Result

1 Ashley England; 2 Kelvin Hassell; 3 Daz Kitson; 4 Tom Harris; 5 Ryan Harrison; 6 John Fortune; 7 Frankie Wainman Jr; 8 Charlie Swords; 9 Mat Newson; 10 Luke Davidson.

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MN does not always agree with opinions expressed in letters

MN SAYS...

The champion taking on the future

Hamilton is as concerned about the on-track action as those criticising F1

It is six wins out of eight now for Lewis Hamilton, and he has stretched his advantage to 36 points at the head of the world championship chase. The season is nowhere near its midpoint yet. Only eight out of 21 races have taken place, and Mercedes has locked out the top two steps on the rostrum in all but two of them.

Casual observers of Formula 1 are quick to tell you that this kind of domination is ruining motorsport. Listening to the sports news on the radio, it is clear that the interest is on the wane. Football, both male and female, tennis, cricket, rugby – they are all further up the news agenda at the moment. Hamilton even apologised after winning at Paul Ricard for F1 being boring. But he made the valid point that any concerns or criticisms should not be directed at the drivers, more towards the rulemakers. F1 bosses have often talked about a radical overhaul to improve the racing, but nothing has happened as yet. Hamilton himself has got involved in talks in an effort to improve the spectacle. He is right, it isn't his fault, but even he knows the show is not at its most exciting right now.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS

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



ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!

Chris Noble visited the Historic Rally Car Register event and captured this dramatic shot of an MG tackling a watersplash section



Don Sandom's photo from the recent Thruxton celebration



Charlie Killick visited Le Mans and took this at the Ford Chicane



Yvonne Williams's shot from a recent 750 Motor Club meeting



Hot and dry Scottish Rally action, sent in by Garrick Collier



A brave Richard Salisbury survived the Carlisle Rally rain



Michael Vickers watched a dramatic Porsche race at Croft



The dusty Red Kite Rally, photo supplied by Brian Morgan



Josh Cook gets his Honda out of shape, taken by Rich Cranston

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE



Elio de Angelis took his maiden Formula 1 victory in the 1982 Austrian GP

Can't wait for this weekend's Austrian Grand Prix? Well, fear not, as you can relive the 1982 encounter with **F1 Classic Races** as Elio de Angelis pipped Keke Rosberg to the win in one of the closest finishes in the history of the championship (Wednesday, 2100-2130hrs, Sky Sports F1).

You can also catch all the thrills and spills from an eventful round of the **World Rallycross Championship** from Hell in Norway (Thursday, 0830-0930hrs, BT Sport 1).

Reigning **Australian Supercars**

champion Scott McLaughlin has dominated the 2019 season so far, but would he be able to continue that during the latest round from Darwin? Tune in on Thursday (2300-0100hrs, BT Sport 3) to find out.

The fourth round of the **British GT Championship** took place at Donington Park (Sunday, 1000-1100hrs, Eurosport 2), and the **BRDC British Formula 3 Championship** also raced there, as Brit Johnathan Hoggard tried to close the gap to points leader Clement Novalak (Sunday, 1830-1930hrs, BT Sport 2).

LIVE TV

Formula 3: Red Bull Ring

■ **Race 1:** Saturday, 0915-1010hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 0840-0920hrs, Sky Sports F1

Formula 2: Red Bull Ring

■ **Race 1:** Saturday, 1535-1645hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 0955-1050hrs, Sky Sports F1

Porsche Supercup: Red Bull Ring

■ **Race:** Sunday, 1100-1200hrs, Eurosport 2/1110-1200hrs, Sky Sports F1

BTCC: Oulton Park

■ **All the action:** Sunday, 1130-1800hrs, ITV4

NASCAR: Chicagoland

■ **Race:** Sunday, 1930-0000hrs, Premier Sports 1

LIVE F1

Austrian Grand Prix Sky Sports F1 HD

■ **Drivers' press conference:** Thursday, 1400-1430hrs
 ■ **Welcome to the weekend:** Thursday, 1700-1730hrs
 ■ **FP1:** Friday, 0945-1155hrs
 ■ **FP2:** Friday, 1345-1550hrs
 ■ **FP3:** Saturday, 1045-1230hrs
 ■ **Qualifying:** Saturday, 1300-1535hrs
 ■ **Race:** Sunday, 1230-1730hrs
 ■ **Highlights:** Sunday, 1800-1900hrs

Channel 4 HD highlights

■ **Qualifying:** Saturday, 1830-2000hrs
 ■ **Race:** Sunday, 1900-2100hrs



LISTINGS

RACING SATURDAY

■ **Donington Park, Leics**
VSCC meeting: Vintage races, HRDC races **Starts** racing from TBA (qualifying from 0910hrs)
Admission adult £21, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
 ■ **Oulton Park, Cheshire**
BTCC meeting: BTCC, F4, Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1420hrs (qualifying from 0905hrs) Sunday, racing from 1220hrs **Admission** adult £35, under 13 free **Web** msv.com **Contact** 0843 453 9000



Maloney leads F4 standings

■ **Brands Hatch, Kent**
Legends of Brands: HGPCA, Dunlop Saloons, Jaguar Challenge, Guards Trophy, Historic FF1600, 70s Road Sports, Historic Road Sports, XL Aurora, Formula Junior, Thundersports **Starts** Saturday, racing from 1315hrs (qualifying from 0900hrs) Sunday, racing from 1130hrs (qualifying from 1000hrs)

Admission adult £25, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Thruxton, Hants**
Truck meeting: Trucks, Kumho BMW, Mighty Minis, Classic FF1600, Clubmans, Pickups, Hyundai Coupe **Starts** Saturday, racing from 1330hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs **Admission** adult £20, under 16 free **Web** barc.net **Contact** 01264 882200

■ **Snetterton, Norfolk**
BRSCC meeting: Caterham Seven 420R, Caterham Seven 310R, Caterham Seven 270R, Caterham Roadsport, Caterham Academy, Mazda MX-5, Production GTi **Starts** Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs

(qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLY FRIDAY/SATURDAY

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

SUNDAY

■ **Waterford, Co Waterford**
Ravens Rock Stages Rally
Starts 0745hrs **Admission** free **Web** carrickonsuirmotorclub.com
 ■ **Anglesey Circuit, North Wales**
JRT Envile Stages Rally
Starts 0915hrs **Admission** £10

Web warringtondmc.com

SPORTING SCENE SUNDAY

■ **Belle Vue, Gr Manchester**
BriSCA F1
Starts TBA **Admission** TBA **Web** brisca.com
 ■ **Blyton Park, Lincs**
BTRDA Rallycross
Starts 0900hrs **Admission** TBA **Web** clubmansrallycross.weebly.com
 ■ **Colorado, USA**
Pikes Peak International Hillclimb
Starts 0730hrs **Admission** \$75, under 10 free **Web** ppihc.org

Listings correct at time of press but please check before travelling

NEXT WEEK

OUT WEDNESDAY, JULY 3

AUSTRIAN GRAND PRIX REPORT



WILL RED BULL SHINE AT HOME VENUE?



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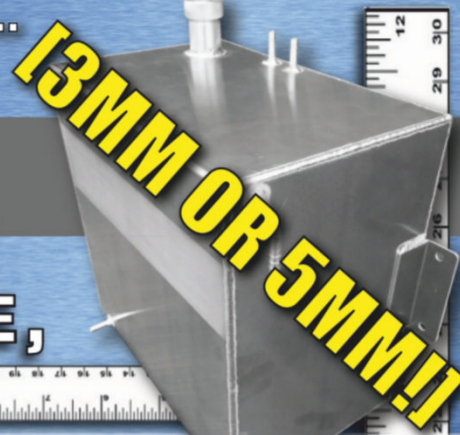
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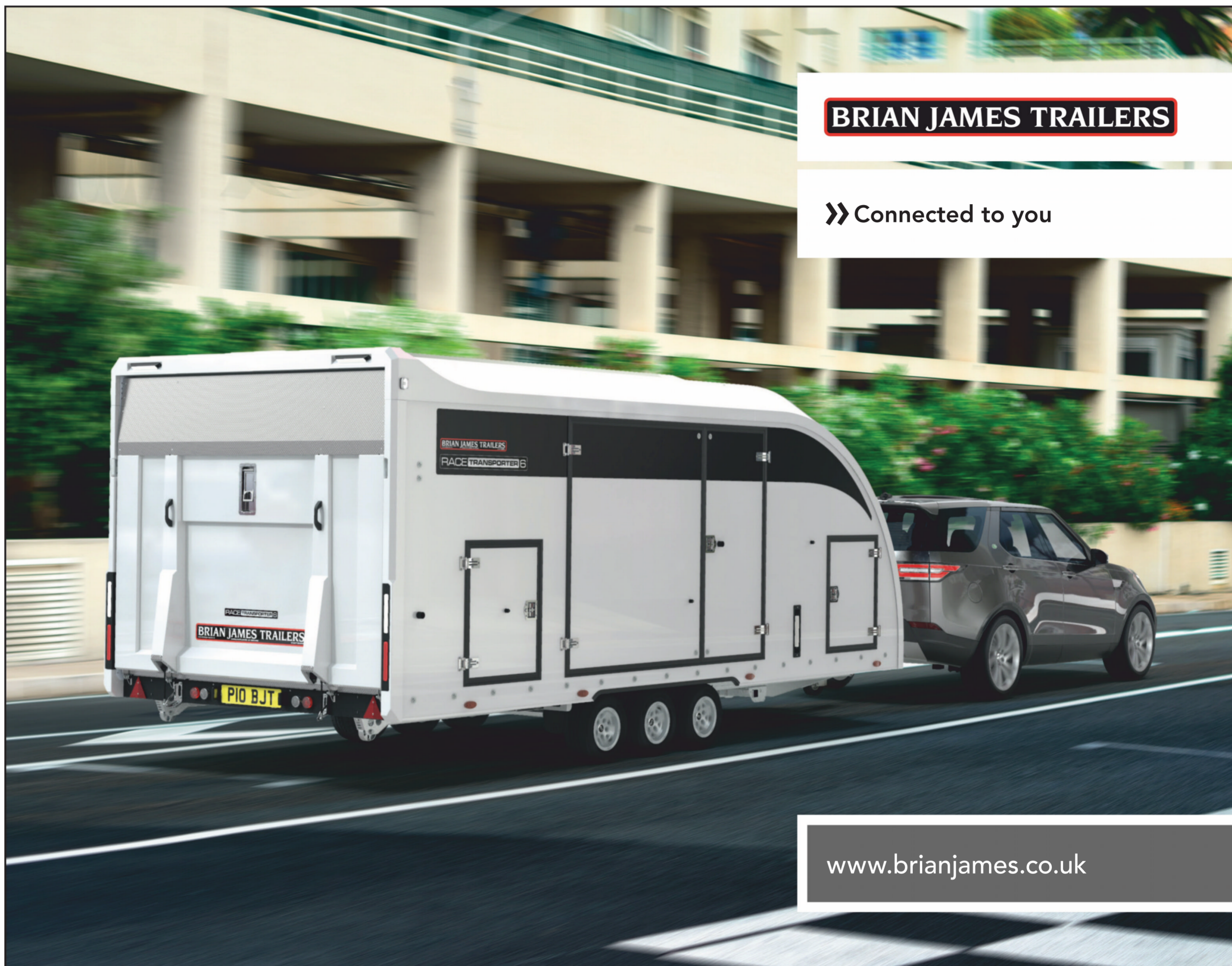
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