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Briton ready to take on the WRX's best drivers on home soil

JORDAN

REJOINS WORLD RALLYCROSS



By Hal Ridge

Briton Andrew Jordan has secured a place on the grid for the British round of the World Rallycross Championship at Silverstone next month.

The British Touring Car Championship racer, who has a background in the mixed-surface discipline, has signed a three-event deal with the Austrian MJP squad. He will drive a Ford Fiesta Supercar alongside team-mate Toomas Heikkinen in the UK and has also cemented the drive for rounds in France and Germany later in 2018.

Jordan is the only Briton to have finished on the podium of a WRX round since the series was created in 2014. He claimed third place at Lydden Hill during that inaugural season.

Jordan said: "I'm not going to turn down an opportunity like this. I love driving these cars and I really enjoy being part of a world championship at my home event."

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JORDAN



By Hal Ridge

British Touring Car racer Andrew Jordan will compete in his home round of the World Rallycross Championship at Silverstone on May 26/27 as part of a three-event 2018 programme with the MJP Racing squad.

Jordan made a one-off appearance for the privateer Austrian team in the British round of World RX at Lydden Hill last year and qualified for the semi-finals.

He will race MJP's 2018-specification Ford Fiesta Supercar at Silverstone in the team's first World RX outing of the season, before competing in the French and German rounds of the series at Loheac and Estering in the autumn. He will team up alongside Toomas Heikkinen in the squad.

"Max Pucher [MJP owner] got in touch about doing one or maybe more rounds and obviously my home event makes sense," Jordan told MN. "I'm not going to turn down that chance. I love these cars and I enjoy being part of a world championship at my home event."

Lots to learn

While most regular World RX contenders have at least tested on the Northamptonshire venue's new rallycross layout, Jordan won't have driven on the circuit prior to his World RX return, but doesn't think that will be a disadvantage.

"Last year I hadn't driven the car at all before the event, but I knew Lydden," said Jordan. "I won't have driven the circuit at Silverstone, but while I'm sure it's tricky in some ways, it's not like going to a really specialist track like Holjes with no testing there."

The 2013 BTCC champion began his career in Junior rallycross and won the British RX Supercar title in 2007. He made his rallycross return at Lydden Hill in 2014 and finished on the World RX podium with Olsbergs MSE. He has subsequently raced at his home World RX round twice more and consistently made the semi-finals.

"I think we can be pretty strong at Silverstone," said the 28-year-old. "We're planning for me to test before the event so hopefully I can do that and my aim is to get into the semi-finals again."

"It's getting harder and harder to get into finals but from the semi-finals, if you can get a bit of luck then you never know. I think we're capable and I'd be disappointed if we didn't make the semis."

The longer term

While Jordan has made four World RX appearances to date, this season will mark the first time since 2007 that he has contested multiple rallycross events with the

same team, meaning he can apply longer-term focus.

"Since I started doing these one-off races I've said I wanted to try and do a few events in a year to really get into it. Every time I get to the end of the first day, you've just gained a bit of experience and got back into the start routines and everything like that," he said.

"To get through to a final by the end of the three events would be my aim. I think you need a bit of luck to do that but that's my aim and we'll see how it goes. From when I started doing rallycross and I went to watch the European events, I've always wanted to do them so now to be going to do Loheac, which is arguably one of the biggest races and obviously Estering is an old school circuit, is pretty cool."

Jordan has previously tested at Estering with Mattias Ekstrom's EKS team.

Track challenge

Speaking about the British round of World RX moving from Lydden Hill to Silverstone for 2018 to be part of the Speedmachine Festival, Jordan said it was the only other option.

"Everything moves on, in my opinion after Lydden there was just one place it could go, to the home of the British Grand Prix and the [track's owner, the] British Racing Drivers' Club," said Jordan. "It's a bit of a shame that it's not at Lydden because I've been racing there for years and the sport's been there for a long time, but things need to move on as the sport evolves and grows. I'm sure



Silverstone's new RX track

HEADLINE NEWS

Photos: Tim Whittington, Hal Ridge, fiaworldrallycross.com

BTCC champ returns to his roots with three-round WRX deal

AIMS TO GRAB SILVERSTONE WORLD RALLYCROSS GLORY



Jordan (left) will drive an MJP Ford

in a couple of years Silverstone will just be known as that's where the event is at.

"I hope it gets a good crowd with the Speedmachine event. When you go to the Silverstone Classic they have big concerts at night, loads of different food stalls and different attractions, it gives it more atmosphere."

Brits flood in

Oliver Bennett has already announced his intention to race at the event with the BMW Mini he debuted in the World RX opener in Spain, while Jordan's 2007 British RX title-rival Ollie O'Donovan will race a Ford Fiesta.

Albatec's 2018 British RX recruit, triple British Rally champion Mark Higgins, also stated his intention pre-season to compete in his home round of World RX, but is yet to announce his plans.

"It would be cool to have a head-to-head with British champions,

obviously I was racing Ollie when he won the championship," said Jordan. "I've never done any rallying or anything, but I know Mark [Higgins] to say hello to. I think it's good if you can have a few Brits doing it, it's just a shame there isn't any doing World RX full-time. In my opinion it needs a Brit or two to bring a bit more interest to the series from a British perspective."

Currently committed to the BTCC with main sponsor Pirtek until the end of 2021, Jordan hasn't ruled out a bigger rallycross programme in the longer term.

"I don't think the ship has sailed for rallycross full time. I'm in a lucky position in the BTCC with Pirtek, but if one day that stopped, I'd be in the middle of staying in touring cars or WRX," he said.

"It grabs my imagination. That's why it's good for me to do TV commentary and a few events. It's the only thing that'd pull me away from touring cars."

ANDREW JORDAN'S RALLYCROSS CREDENTIALS



AJ drove a Ford Fiesta in '17

2017: Signed a one-race deal with MJP Racing Team Austria to deputise for regular driver Timo Scheider in a Ford Fiesta. Top of the timesheets after every driver had completed the first practice runs, Jordan finished fifth in semi-final two. Classified eighth.

2015: Another one-off outing at Lydden Hill, this time with Team Peugeot-Hansen. Set fastest time in Q3 and made the semi-finals. Finished fifth in semi-final two and was classified seventh overall. Later the same year, Jordan deputised for Mattias Ekstrom driving an Audi S1



Podium with Olsbergs MSE

for the EKS squad at the Italian round in Franciacorta but was forced out at the end of the first day with engine problems.

2014: Made rallycross return in the inaugural World Rallycross Championship driving an Olsbergs MSE Ford Fiesta Supercar and finished on the podium at his home round, Lydden Hill.

2009: Made a one-off appearance in a Swift Sport Rallycross Championship development car at Lydden Hill with Peter Gwynne Motorsport before the single-make



British Supercar champ '07

category was introduced to British RX the following year.

2007: Scored a trio of victories (twice at Pembrey and once at Lydden Hill) and won the British Rallycross Supercar category title, but just missed out on the overall MSA British Rallycross crown.

2006: Became the youngest Supercar driver ever with a Will Gollop Ford Focus, finished on the podium in second event at Pembrey and claimed maiden victory in fifth round at Knockhill. Made a one-off appearance in the opening round



Stepped into a 205 in 2005

of the Citroen C2 Rallycross Challenge in France and was classified 20th.

2005: Won the British RX Junior title with four event wins. Was again champion in the BTRDA Junior series. Senior rallycross debut driving a Peugeot 205 at Blyton.

2004: Finished fourth overall in the British Rallycross Junior category and won the BTRDA Clubmans Junior Rallycross Championship.

2003: Made Junior rallycross debut driving a 1000cc single-make Mini.

MN AND SPEEDMACHINE LINK UP ON TICKET OFFER FOR WRX CLASH

Motorsport News has partnered with Speedmachine to bring fans discounted tickets for the Silverstone RX round on 25-27 May, 2018.

Speedmachine will deliver pure indulgence for fans of speed and cars. Join us at the UK's hottest new motorsport festival where you can watch world-class RX championship racing make its official debut at Silverstone, listen to outstanding live music and

even get behind the wheel with a range of driving experiences.

Experience overdrive at this first of its kind motorsports festival as World Rallycross of Great Britain makes its debut at Silverstone. Not only can you enjoy a weekend of world championship racing, but also get behind the wheel with test drives, eSports, live music, street food, camping and much, much more..... welcome to Speedmachine.

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seetickets.com/event/world-rallycross-of-gb-speedmachine-festival/silverstone-circuit/1214032

RACING NEWS

F1 ROUND-UP

Pay slump

Felipe Massa reckons his old team Williams is paying the price for putting money first in some of its considerations for the 2018 season. Now-retired Massa said he felt sad seeing his former team struggle this year, with Williams currently fighting to not be at the back of the grid. Williams opted for the well-funded but inexperienced pairing of Lance Stroll and Sergey Sirotkin this term. "It's true that the team was suffering from the financial situation and I think they made decisions putting money first," said Massa. "But this is not enough to make a competitive championship. All I can say is I came out with my head held high. I hope Williams can recover."

Rosberg and Rob

Robert Kubica says Nico Rosberg has taken a step back from being part of his management team. Rosberg played an active role in trying to broker the Pole's F1 comeback with Williams, only for the team to sign him as its third driver instead. With Rosberg now working on other business, including an investment in Formula E, Kubica said the German has stepped back. "Because of what I am doing and he is very busy with his family, we are not working as close as we were," said Kubica. "But we are still in touch."

Renault tricks

Carlos Sainz Jr says he's still learning the "little tricks" that he believes are giving team-mate Nico Hulkenberg the edge on him so far this year. Hulkenberg has outraced Sainz in each of the three outings so far. "For sure Nico is very strong in qualifying," said Sainz. "I think he has always been. Probably with this car even more. He understands it very well. When I arrived at this team last year, he had these little tricks, little things that make him go very, very fast in qualifying, which I'm still discovering and adapting. I don't think it's anything to worry about."

VER or VET?

Red Bull boss Christian Horner says the mistakes currently being made by Max Verstappen remind him of a young Sebastian Vettel. Verstappen has come under fire for clashes with Lewis Hamilton and Vettel in the last two races. But Vettel didn't have an easy time when he was learning the ropes at Red Bull, even taking out team-mate Mark Webber in Turkey and McLaren's Jenson Button in Belgium in 2010. "Yes, Max has made some mistakes, but I remember when we had Sebastian at a similar stage of his career and it wasn't uncommon for him to make mistakes too," said Horner.

COST CAP SHOULD END TWO-TIER RACING IN F1

Fresh hope for F1's future as owners plot financial restructure



By Rob Ladbrook

Formula 1's smaller teams hope that the introduction of a cost cap during the new 2021 rules cycle should be able to end "two-tier" racing.

Liberty Media and the FIA presented their vision for F1's future to the teams earlier this month, part of which included a cost cap and modification of how funds are distributed across the grid.

Mercedes, Ferrari and Red Bull have shared all of the race victories since the start of the V6 hybrid era in 2014, and last year's fourth-best team, Force India, didn't

even score a podium finish.

Force India's chief operating officer Otmar Szafnauer said: "The two tiers are defined by your budget. What restricts us is the budget that we have to enable us to do many experiments to produce what's optimal.

"If you don't have the budget to produce it instantly lags coming to the track from the time you found the improvement. If you've got money, you'll have the parts tomorrow. You'll either get a bigger supplier base or buy the machinery yourself to make it.

"Once the cost cap comes in and we're all spending the same amount, all that stuff

goes away. That should bring the field together."

Not all teams have agreed on the cost cap. Mercedes' Toto Wolff said a suggested target figure of \$150m (£107m) wasn't achievable for the larger outfits. Mercedes, Ferrari and Red Bull all spent almost double that in 2017.

F1 has set a May deadline for establishing the engine specifications for 2021 onwards but elements such as a budget cap will take longer to define. The matter is confused by issues for manufacturers, such as Mercedes, Ferrari and Renault, which also have engine programmes that need funding as well as their race teams.

More fuel as FIA looks at F1 changes

F1 teams will be allowed more fuel from next season to allow their drivers to use full engine power at all times during races.

F1's Strategy Group agreed to increase the fuel load from 105 to 110kg for 2019, and the move is set to be ratified by the World Motor Sport Council.

Teams have faced increased fuel consumption due to the higher downforce levels and faster lap times brought on by last year's aero changes. That has put an extra emphasis on drivers having to fuel save during races, something that is not popular with fans.

There was also discussion into proposed aerodynamic changes to aid overtaking, with the FIA stressing that it wanted a decision by the end of this month.

The governing body noted that "discussions will continue on proposals relating to aerodynamics, with a view to taking a decision by the end of April, once research being conducted by the FIA has been concluded".

The FIA presented the latest version of its 2021 power unit regs, noting only that the engine would be a 1.6-litre V6 turbo hybrid, with no MGU-H.

Haas F1 boss wants technology to remain

Haas F1 boss Gunther Steiner again courted controversy last week when he suggested that F1 should not be "dumbed down" in the same way IndyCar has.

IndyCar introduced a new common aero kit for this year that has moved it a step closer to a spec chassis. Since the change IndyCar has enjoyed record overtaking at the St Petersburg street circuit.

When asked if F1 should look to introduce similar spec parts, Steiner said: "If F1 goes to spec cars I think that is the end of F1.

It's the pinnacle of motorsport.

"We need to be careful to not dumb down F1. As much as we don't think people are interested, a lot of people are interested in technology, not only in racing, and I think F1 is a good showcase for technology.

"We need to make it more accessible so people at least know what we're doing.

"That is one of the goals we should be trying to achieve but we should not dumb down F1 like IndyCar, because then you just have GP1."

Ricciardo cautious over future direction

Daniel Ricciardo insists that he isn't rushing to sign a fresh contract with Red Bull Racing, admitting that the team still has work to do to convince him to stay.

The Australian's contract expires at the end of this season, and the 28-year-old has yet to ink an extension to stick with the team he has raced with since 2014.

Ricciardo is likely to be one of the hottest properties on the driver market next season, with both Mercedes and Ferrari being potential suitors.

When asked about his

contract on Australia's Channel 10 show *The Project*, Ricciardo said: "I want to be with the best car. The weekend [in China] proved that if I've got the opportunity to win I can pull it off. I can handle the pressure. If I can win a few more with Red Bull then that looks very attractive. If not I guess there are other options."

Ricciardo is also aware of the upcoming regulations shift for 2021. He added: "I don't want to sign anything too long because I don't know where the sport is going. Ideally I'd sign a two-year contract. The third year



Ricciardo: future uncertain

would be the rule change, so I will probably wait and see what happens then."

Red Bull's Christian Horner said: "Daniel's hit that balance of experience and pace and is one of the best overtakers out there. He's happy [at] Red Bull, but we need to keep giving him a car capable of winning races."

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'New BMW Car Club series gets big grids'
Growing new contest, p8



Photos: LAT

COLLARD LANDS BMW BLANCPAIN GT DEAL



Collard will contest full season with Rowe

BMW junior driver Ricky Collard will contest his first full championship programme with the German manufacturer in this year's Blancpain GT Series Endurance Cup.

The 21-year-old son of British Touring Car Championship stalwart Rob is racing a BMW M6 GT3 for the works-supported Rowe Racing team in the five-round series, which kicked off at Monza last weekend. He is sharing the car with full BMW factory drivers Jesse Krohn and Jens Klingmann.

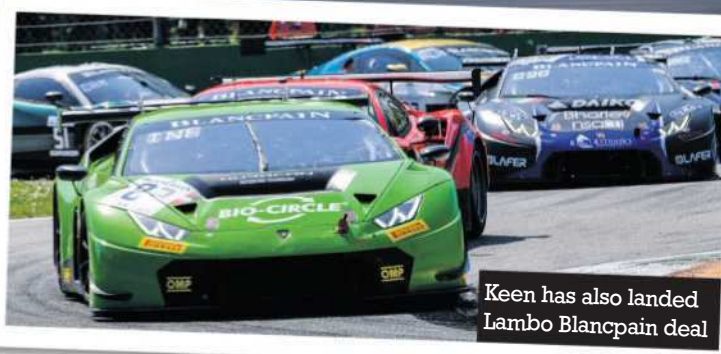
"I really wanted a full programme for this year, and the BGT's Endurance Cup is one of the hardest places to be," he said. "I'm now into the last year of my current deal and I want to tick some more boxes and hopefully become a full works driver."

Collard, who became a BMW junior ahead of his 2016 BRDC British Formula

3 campaign, contested a mixed programme of events with BMW in 2017. He raced in the ADAC GT Masters series with Schnitzer, taking one victory, and also won his class at the Nurburgring 24 Hours in a BMW M4 GT4.

Both BMWs struggled last weekend completing a total of 30 laps, while the winning WRT Audi of Dries Vanthoor, Christopher Mies and Alex Riberas managed 95 after a late duel with the Strakka Mercedes of Maximilian Buhk, Alvaro Parente and Maximilian Gotz.

Phil Keen, runner-up in the British GT Championship for the past two seasons with the Barwell Lamborghini squad, is to contest the five BGT's enduros with the Grasser Racing Team. He is sharing a Huracan GT3 entered by the reigning champions with Franck Perera and Rolf Ineichen but suffered a puncture



Keen has also landed Lambo Blancpain deal

in last weekend's race. "I did the Silverstone 12 Hours in March with Grasser after [Lamborghini motorsport boss] Giorgio Sana put my name forward," said Keen. "I've always wanted to be in pro scenario to see how I stack up and it's obviously great to be

with a team of Grasser's pedigree."

The Monza event was the first for the new M-Sport built Bentley Continental GT. The older generation car managed second in ProAm with Blancpain debutant and reigning British GT champion Seb Morris.



Turvey completes LMP1 line-up

Turvey lands Manor Ginetta WEC drive

NIO Formula E and McLaren Formula 1 development driver Oliver Turvey will return to sportscar racing in the 2018/19 World Endurance Championship with the Manor LMP1 team.

Turvey, LMP2 class winner at the Le Mans 24 Hours in 2014 with Jota Sport, will share one of the Manor team's Ginetta-Mecachrome G60-LT-P1s with Oliver Rowland and Alex Brundle in the full WEC superseason.

The deal brings Turvey back to sportscar racing for the first time since his 2016 Super GT campaign with Honda and completes the line-up of the Manor CEFC TRSM Racing squad for the forthcoming WEC season.

Turvey, 31, said: "After winning at Le Mans in LMP2, it has always been my aim to race in the top category and to challenge for the overall victory.

"I would like to thank my NIO Formula E team for allowing me to take up this opportunity and I am very grateful to Graeme Lowdon, John Booth [Manor's team bosses] and all at CEFC TRSM Racing for selecting me to race with their team in LMP1.

"I can't wait to get in the car for the first round of the WEC at Spa [on May 5]."

The second Manor G60 will be raced in the WEC series opener next month by Ginetta test driver Charlie Robertson, Dean Stoneman and Leo Roussel.

Former GP3 runner-up Stoneman and reigning European Le Mans Series champion Roussel are so far only confirmed for Spa and Le Mans in June.

QUICK LAPS THE FASTEST NEWS ROUND-UP

IndyCar's race at Barber Motorsport Park was postponed until Monday – after MN closed for press – with just 22 laps completed on Sunday night. A mixture of heavy rain and wind limited the race to just a handful of green flag laps when originally scheduled with reigning champion Josef Newgarden in the lead at the time of the final red flag... Jaguar Formula E driver Mitch Evans has

described the series' second generation car as "somewhere between a prototype and single-seater". All of the season five manufacturers completed another collective test in the new car last week and Evans said: "It's a different beast, it's faster. I think visually this will be more spectacular around the Formula E circuits." Meanwhile NIO has ditched Luca Filippi – who had scored just one point this season – with Ma Qing Hua now partnering

Oliver Turvey in Paris this weekend... **ART Grand Prix driver Anthoine Hubert set the fastest time of the final pre-season GP3 test at Barcelona last week, narrowly beating his British team-mates Callum Iott and Jake Hughes. Campos driver Leonardo Pulcini topped the times on the opening day...** Two-time DTM champion Mattias Ekstrom will compete in the season opener next weekend in an extra Audi as he marks his retirement

from the series. The Swede retired at the end of last season after 17 seasons in DTM to focus on World Rallycross... **Yifei Ye and Christian Lundgaard made it four different winners from the opening four Formula Renault Eurocup races of the season, after taking the victories at Monza. But it was a nightmare weekend for 2016 British F4 champion Max Fawcett as he was involved in**

collisions in both races and could only take a best result of 10th... Briton Harrison Scott claimed his maiden Pro Mazda win at Barber last weekend. He was second in the opener before triumphing in tricky wet conditions in race two... **Kyle Busch claimed his third NASCAR Cup victory in a row after passing long-time leader Joey Logano in the closing stages at Richmond last weekend...**



IndyCar race was postponed



Mustang will replace the current Ford FG-X in Supercars next year

Ford revives factory Australian Supercars programme with new Mustang for 2019

Ford Australia will revive its factory Supercars programme in 2019 and bring the Mustang bodyshape to the series.

Since withdrawing from Australian Supercars as a works entrant at the end of 2015, Ford's involvement has been based on licensing agreements with Tickford Racing and DJR Team Penske rather than genuine funding.

That will change next season, with Ford Australia tying the

introduction of the Ford Performance brand to its local arm with a renewed investment in Supercars.

Ford's involvement will be underpinned by a technical alliance with Tickford Racing and DJR Team Penske to develop a new two-door Mustang Supercar.

The current Ford teams have been evaluating the Mustang as a replacement to the FG-X since 2016 and the new Ford deal

clears the funding and IP permissions hurdles.

It will be the first two-door model to make use of the Gen2 regulations and be powered by the five-litre V8 engine.

The now four-year-old Ford FG-X has struggled to match the pace of the brand new ZB Commodore this season, but did claim both victories at Phillip Island last weekend with Scott McLaughlin picking up a maximum score

to claim the points lead.

● The Mustang name also returns to the top tier of NASCAR in 2019, with Ford replacing its Fusion model with the iconic name for its new car. Chevy (for 2018) and Toyota (for 2017) have both introduced new cars recently and Ford hasn't won a Cup Series title since 2004 with Kurt Busch. The Mustang name has been used in the Cup Series-supporting Xfinity championship.

RACING NEWS

Morgan keen to drive TCR car again in future

British Touring Car Championship driver Adam Morgan says he is open to racing a TCR car again after sampling one for the first time earlier this month.

Morgan, currently third in the BTCC standings after the opening meeting of the year at Brands Hatch, shared a SEAT Cupra TCR car with former BTCC driver Stewart Lines in both the 50-minute Sprint and two-hour Britcar Endurance contests at Rockingham.

Despite suffering a few mechanical issues – including tyre wear and brake problems that both drivers believe cost them a potential class win in the Sprint event – Morgan was complimentary about the car, with the pair finishing second in class in both races.

“I’m certainly open to the idea of driving these cars again if an opportunity came up,” Morgan said. “I had a few issues with the right-front brake and the length of the races means the soft tyres have worn out quickly but I do think that they are easier to drive than a BTCC car.”

“My immediate priority still has to be the BTCC particularly because, as a team, we [Ciceley] are running three cars, but I would be up for having another go in a TCR car in the future if a chance came.”

Photos: Steve Jones, Jakob Ebrey, Dave Young Photographics



Club will race at Mallory Park

NEW RACING CLUB GAINS MSA APPROVAL

Classic and Modern Motorsport Club has 60 members already

By Stefan Mackley

A new racing club already boasting 60 members has gained recognition by the Motor Sports Association, and is hoping to establish itself in the motorsport community over the coming years.

The Classic and Modern Motorsport Club has been founded by Richard Culverhouse, formerly of the Classic Sports Car Club (CSCC).

The new club already has two meetings planned for 2018, including the Classic and Modern Motorsport Festival at

Mallory Park on June 10 and Snetterton on September 22, as well as classic races at Donington Park on June 24 and Silverstone on August 4.

“It came to fruition in the last couple of months,” said Culverhouse.

“I actually vowed never to start another club but I was away in America and when I was there I had three people approach me saying they were having difficulty trying to find slots in other people’s race meetings.

“I said ‘if I formed a new club and got our own race meeting would you come on board?’, and so far we have 60 members.

“It has taken me a little bit by surprise but it has come at the wrong time of the year and we’re already planning for 2019.”

The club will host races for both classic and modern cars and groups and intends to hold five or six meetings in 2019.

“When the CSCC was formed it was because at that time there was a need for that kind of club,” added Culverhouse. “It’s grown and is bursting at the seams and that’s one of the reasons possibly why some of the people joining me now were on board with us at the CSCC.

“The main thing we need is the circuits to support us and give us dates.”

IN BRIEF

Team BRIT's GT venture

Team BRIT's first GT race using an Aston Martin V8 Vantage GT4 will take place at the Aston Martin Owners' Club GT Challenge on May 12. The car will be driven by Warren McKinlay, Jimmy Hill, Martyn Compton and Jamie Falvey. The team, which offers injured military personnel the chance to get into motorsport, is attempting to enter a car in the 2020 Le Mans 24 Hours and become the first ever all-disabled team to compete in the event.

Commentator retires

Resident Castle Combe commentator David George is set to retire after 45 years of being in the job, with his final commentary taking place at the track's May Day Madness meeting on May 7. George began commenting at Old Paddock in 1973 having raced a Mini at the circuit between 1964-69.

'Job' advert pays off

Former Renault Clio racer Sam Randon teamed up with Freddy Nordstrom in the Ebor Racing Maserati MC GT4 for GT Cup at Donington Park last weekend, after placing an advert on LinkedIn. “We answered the ad and I tested the car at Blyton, a few days before we made our debuts with it at Donington,” said Nordstrom as they took three class wins.



Carlin is paying for Monger's racing

Monger still seeking sponsors for British F3

Billy Monger will be on the grid for the second round of the BRDC British Formula 3 Championship this weekend, but a question mark remains on whether he will complete the entire season as he still seeks to secure sponsorship.

The 18-year-old made his racing return last month at Oulton Park – almost exactly a year after a British Formula 4 crash led to a double leg amputation – and took a best finish of third with Carlin.

Both Monger and the team had hoped to secure a sponsorship deal immediately after Oulton, but this fell through at the last moment meaning Carlin will continue to fund Monger's racing.

A team spokesperson said: “Trevor [Carlin] has made clear from the start that the team won't take a penny of the [JustGiving] money raised by the public, as that was kindly donated to help Billy's rehabilitation.

“It's hard to believe that a driver with such an incredible story, talent and personality is still looking for funding. He's really deserving of this opportunity.”

● Monger will take part in a charity electric karting race organised by Formula E championship leader Jean-Eric Vergne in Paris today, to raise funds for disabled aspiring racing drivers.

The proceeds from the event will go towards Spinal Track, set up by president of the FIA Disability and Accessibility Commission, Nathalie McGloin.

Porsche Carrera Cup return for ex-BTCC driver Bratt

Former British Touring Car driver Will Bratt will return to racing in the Porsche Carrera Cup GB at Donington Park this weekend.

The 30-year-old has struck a deal to compete in the Donington rounds with the In2Racing squad.

Bratt, who won the T-Cars title in 2004, hasn't regularly competed since a BTCC campaign in an Audi A4 back in 2013 and, at the moment, has only signed to contest the next two Porsche races.

“We've got the sponsorship budget for a couple of rounds and will see how it goes from there,” said Bratt. “I haven't tested the car yet and I haven't driven a race car since a one-off World Series Formula Renault 3.5 race in 2015.

“I'm looking forward to it – for me I just want to have a good time really and do what I can. I should get a day in before the Friday [practice] to shake things down. It's a new car and I just need seat time.”



Bratt made one-off World Series Formula Renault 3.5 start in 2015

Mini guest appearance for Gornall at Rockingham

Former British GT champion James Gornall will make his front-wheel-drive racing debut at Rockingham this weekend when he joins the Mini Challenge JCW grid.

Gornall will take the wheel of the Mini UK-entered guest car, previously handled by Paul O'Neill during the season-opener at Oulton Park.

Gornall, 33, lifted the British GT title alongside Jon Barnes in a Dodge Viper back in 2008, and has since raced successfully at club level. He won the BMW Compact Cup crown in 2016 and was a frontrunner last season.

“I always want to race in competitive championships



Gornall to race Mini

and the JCWs look like one of the best grids in the country at the moment,” said Gornall. “I'm in the guest car for Rockingham, but we are looking at buying a car and running it as a dad-and-lad team with my father Ian.

“I feel the front-wheel-drive itch is one I have to scratch as I've been successful in everything from karts to GTs, but never actually raced FWD. It'll be a big challenge as there's definitely a skill to getting these cars to the limit.

But we'll see what happens and I'm just out for some fun and good, close racing.”

Norma could make “mockery” of LMP3 Cup, says Spence

LMP3 Cup driver Jamie Spence believes the series will become a “mockery” without BTCC-style equalisation if the new Norma's pace advantage shown in the Donington Park season-opener continues.

The LMP3 Cup was an all-Ligier series in its debut season last year but this year a single Norma M30 from Mectech Motorsport has joined, driven by Bradley Smith and Duncan Williams.

The Norma won race two in its debut meeting at Donington after taking pole by nearly a second.

Spence, who drives a Ligier for 360 Racing, said: “If you get to a situation that one manufacturer is quicker than the Ligier then it's going to make a mockery

of the championship as everyone who's bought Ligiers will die out of the series. “Let's give it a couple of races and see where we are. Somehow they need to keep the championship fair and in line, like touring cars do with ballast.”

Smith denied that the Norma had an inherent advantage. “Not particularly,” he said when asked. “If Ligier want to put me in one of their cars I'll do the same job, it's not a problem either way.

“The team have really got on top of the set-up really quickly, I think that's all it pretty much is.

“The team are doing a good job so if other people are off the pace they should maybe focus on what they're doing themselves.”

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'LMP3 Cup changes haven't yet worked'
Donington report, p24



Photos: Dickon Siddall, Steve Jones, Rachel Bourne

Photos: Peter Scherer

HERITAGE FORMULA FORD OFF TO A SCORCHING START



The new Heritage Formula Ford series got off to a scorcher at Donington Park last weekend – literally. Chris Hodgen had to make a quick exit from his Van Diemen RF89 in the opening race, which had attracted a 24-car entry, when it caught fire. He had qualified eighth and was up to sixth when his car began to misfire. A couple of laps later he tried to get to the pitlane but was forced to abandon as the flames erupted causing a red flag. "I hadn't planned to race this year as I have bought a Van Diemen as a project and may just race that at Pau," Hodgen said. "I had sold my F3 Cup car and Brian Soule offered me a drive in a spare car."



Owen will share Holden with his father in Dave Allan Trophy race

Civic man Owen upgrades to Holden V8 brute

Pre-2003 Touring Cars champion AJ Owen will drive a V8 Holden Commodore in 2018, racing with his father Craig in the Dave Allan Trophy race at Castle Combe.

Owen's father Craig has dreamt of racing a V8 Supercar, having driven a Ford Sierra Cosworth in recent years after starting racing in the early 1990s.

"It's not raced in Australia, but it's one of the ones they used in Bahrain in a championship they set up out there," said AJ, the 2015 Pre-2003 Touring Car champion, who will return to that

championship alongside racing in the Nippon Challenge in his Honda Civic. "It's in the '06 HSV livery. It doesn't have history in V8 Supercars but has all the right ingredients and look of a Supercar."

"We've done some test days in it. We went to watch the Dave Allan last year and thought 'we'll have a go at that'."

The Dave Allan Trophy race has been running at Castle Combe since 2013, in memory of the late Swindon-based Honda test driver who passed away after an accident in 2012.

Champion Bray in MG Trophy comeback

Three-time MG Trophy champion Chris Bray will return to the series at Brands Hatch this weekend, in another boost to the category's top class.

Bray is the most successful driver in the championship's history but retired from competing at the end of the 2016 season.

He's now back for Brands Hatch – and could compete in more races this season. He joins the top ZR 190 class, which struggled for entries last term with as few as four cars taking part in some races. Numbers have been higher this year, with up to 10 Class A cars set to feature in the MG Live races.

"It's fantastic to have Chris back," said MG Trophy



Bray is three-time champion

chairman Pete Macwaters. "He did a guest drive at Knockhill last year and he thoroughly enjoyed it. He always kept the car and has done a lot of work on it in the last few months, plus Brands is his favourite circuit."

"That class had run very low because they are expensive but they've had a little kick. Now Chris is back out that should stimulate it even further."

Clio Jr driver Doyle moves to JCW Mini

Fresh questions have been raised over the future of Renault UK Clio Cup Junior after one of its four competitors has moved into senior racing.

Jamsport racer Louis Doyle turned 16 recently and will move into the Mini Challenge JCW series with the team.

"He had a go in the car when we went to Guadix in February and he was out on Friday, Saturday and Monday," said team boss Jamie Going. "He's got some great people around him with team members, Ant Whorton-Eales and Joe Tanner as his team-mates and he's got Tom Ingram as his driver coach."

Going explained that the tiny entry in Clio Junior, with just four drivers taking part in the



Tiny grid is getting smaller

Rockingham races earlier this month, meant Doyle was better off continuing his development as a driver in a senior series.

"For him, what's the point in just driving around and around? He needs to get stuck in," Going said. "Even if he's at the back in Minis, he'll still have people to race with and learn his craft."

"I've still got people who are interested in Clio Junior but the whole junior scene has really suffered [from changes to junior technical regulations]."

DRIVER COLUMN



PAUL SHEARD

From: Congleton Car: Mazda MX-5
Position: 136/825 in the rankings



Sheard has a Mazda MX-5 Supercup team

I'd have sold my mother's soul for a go in a car when I started competing. It was the 1970s and my family didn't approve.

Then I had to do it on the quiet so my family wouldn't find out. They did find out, and eventually, it was accepted.

The want to compete and be involved in motorsport has never left me, the drug is probably stronger now than it ever was. The only thing I want to do apart from race is go on holiday with the wife and keep the peace, but even then my head is always in racing...

In recent years I've run and competed in Mazda MX-5s in conjunction with my garage, which specialises in MX-5 work, including everything from MOTs to routine maintenance.

It's been an interesting few years for MX-5 racing, and 2018 spells the start of a new championship, the British Racing and Sports Car Club's Super Series. With the long-established BRSCC Supercup – for Mk3 MX-5s – joining the TCR package, a new championship was needed to fill the void, and the Super Series has just done that.

Supercup has got the profile and supports TCR, and that's where the lads with the intensity and competitiveness have gone. In terms of fun and growth, the Super Series has found a lovely niche. It's more chilled, slightly less competitive and has more of a fun aspect. The Supercup lads have expectations to move up, and if you can finish in the top 10 in Supercup you've done well.

We're also competing in the Club Enduro championship run by the 750 Motor Club.

They had 64 registered drivers and 44 at Oulton Park. It was full. It was sensational at Spa, too. Generally I think it will be capacity for the year, it's nice as they've not tried to get too big too quickly and are aiming at the right market.

I'm thinking of branching out from MX-5s now I've recently sold my garage, but I'm not sure I will. Historics is appealing, but I want to finish some of my rally car MX-5 projects too.

Last week, I took the truck to Snetterton on Thursday to do a test, left the team of lads there and there aren't many of us – then I came back from Snett on Friday night and did the 750 Club Enduro on Saturday night, with four customers and two cars. Then the next day we went to Anglesey to do a rally. I'm clearly a glutton for punishment. But that's what's great about club racing. There's always somewhere to have fun.

See how Paul Sheard is doing on this week's National Driver Rankings: nationaldriverrankings.co.uk
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RACING NEWS

Photos: Steve Jones, Ollie Read, Gary Hawkins



Norton had Wiltshire College support

Combe launches new Fford scholarship

A new Formula Ford scholarship will provide the winner with a funded season of racing in the 2019 Castle Combe FF1600 Championship.

The Castle Combe Racing Club (CCRC) and Wiltshire College – based at the circuit – have put together the scholarship, which includes race entry and testing fees for each round.

A car will be provided and managed by the College, with the winner only needing to provide tyres and fuel for the season.

To enter drivers must have competed in at least one year of racing, which can include karting, and must be under the age of 25.

“This is something that we’ve wanted to do with Wiltshire College for a while now, to create a package and help someone on the motorsport ladder,” said Jo Lewkowicz, co-ordinator of the CCRC.

Ben Norton took the 2009 and ’12 Castle Combe FF1600 championships with a car supported by Wiltshire College.

He said: “It makes perfect sense and well done to Wiltshire College and Castle Combe for coming up with it.

“Someone coming out of karts and jumping into a car with a proven team, that’s a massive carrot to be dangling in front of people.”

Those wanting to enter the scholarship should contact the CCRC.



Wren inherited win after exclusions

JSCC winner excluded after scrutineering

Junior Saloon Car title contender Ben Kasperczak was stripped of his win at Rockingham earlier this month after failing post-race scrutineering.

Kasperczak won the second JSCC race at Rockingham on April 15 on-the-road but was later excluded, along with two other drivers, following scrutineering.

Third and fourth place finishers Scott McIntyre and Steven Chandler were also excluded, which meant the new podium consisted of race one winner Joel Wren, with Frankie Taylor and Charlotte Birch in second and third, respectively.

Series coordinator Dave Beecroft explained: “After the second race, two were excluded for ride height infringements with the exhaust hanging down too low [after a bracket had broken]. The other [Kasperczak] was using the wrong airbox, they had used the Mk1 and not the Mk2, but I don’t think it was deliberate.

“There was no performance gain from these but the rules are the rules.”

NEW BMW CAR CLUB SERIES TARGETS 30 CARS

After strong start earlier this month, category expects big grids



Inaugural races took place at Combe

By Graham Keilloh

The new BMW Car Club Racing series expects a grid of over 30 cars for its next round at Silverstone, following a successful debut at Castle Combe on Easter Monday.

The series had a strong start with a grid of 21 cars across five classes, ranging from M1s to a tightly-regulated Cup class for E46 325ti models.

Series coordinator Neil McDonald said that the aims of the series are to

bring together BMW Club racers, ensure low costs and get new people involved in racing.

“What has attracted many of the drivers is racing for fun, without costing a fortune – the club’s trackdays have been a friendly and welcoming community for years and we want to extend this with BMWCCR,” he said.

McDonald believes the grid will be even larger for the next round at Silverstone on May 5.

“For Silverstone we already are looking at over 30 cars,” he added,

“because all the ones who have had issues [ahead of Combe] have all faithfully promised [to attend].

“We even had one [driver] who went to another race meeting to buy a car because he was so upset his car wasn’t ready, so that’s the sort of enthusiasm we’re talking about.”

Organisers even hope to help set a world record for the most BMWs on a circuit at once at Brands Hatch in June.

Reigning Civic Cup champion Lee Deegan took part in the Castle Combe races, and claimed two class wins

in the six-cylinder category.

“It’s getting bigger and bigger and hopefully for Silverstone we should be above 30,” he said. “A lot dropped out [for Combe] with car problems and some people not liking the weather, so hopefully Silverstone will be warmer and we’ll have a bit more competition and have some good races.”

Former single-seater racer Michael Vitulli, who took a win and second place at the Castle Combe meeting, agreed. “It’s fantastic for a new championship,” he said. “It’s really encouraging.”



Series had small grid for first race

BARC Saloons expected to grow in popularity

Former Classic Touring Car Racing Club driver Andrew Smith believes the new BARC Saloons category can be a success, despite the series only attracting six entries for its first race earlier this month.

The series shared a grid with the VTEC Challenge at Rockingham for its inaugural round, but Honda Civic driver Smith believes numbers will quickly rise.

“The reason I like the BARC Saloons idea is, put simply, it is all about putting the fun back into motorsport,”

said Smith. “This series gives me and others the opportunity to compete against cars, many of which have cost thousands of pounds to build, on a fraction of the budget.

“There’s also no politics involved; age is no barrier and there’s no points scoring. It’s just the type of thing I’m looking for now when going racing.

“We only had six cars, but given this was the first of six meetings planned before the end of the year, I’m sure that number will increase. I know more will want to join in.”

Porsche Club category gets first 997 racers

Porsche Club Championship competitors expect the 997 model to quickly become the series’ most popular car after it appeared in the category for the first time earlier this month.

Two 997s were present in the Donington Park season opener in the hands of Michael Price and Pete Morris, with the latter taking two podium finishes.

Reigning champion Mark McAleer and Del Brett look set to add another two with 997s in build. McAleer is expecting it to replace the popular 996 used by the majority of the 2018 field.

“The 997 is the way to go at the moment,” he said. “You want the latest equipment; it will get faster. We’ve got one in progress but the 996 is still going well.”

Classes 3 and 4 – for older models – produced just one entry each, McAleer fearing they are



Former champ Morris competed in 997

“a bit of a done thing now”.

The newest car produces an additional 40bhp but is significantly heavier. Double champion Morris added: “It’s nicely balanced and we’ve taken weight off it already. You wonder where we go from here really.”

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HISTORICS

'Ralph makes his on-circuit debut'
Prep expert races, below



Photos: Paul Lawrence

DOWN THE PUB WITH

JONATHAN EDWARDS

Age: 54 Lives: Wokingham
Morgan racer

He's always raced Morgans

"I started racing in the Morgan Challenge maybe 10 years ago. I've always enjoyed sportscars and the odd trackday but it was only later in life when I had the opportunity to go racing. I had a road-going Morgan and took it on a trackday and got propositioned by one of the race preparers to have a go. It took off from there and that led to hillclimbing and sprinting and two years later to racing. I raced a +8 in the Morgan Challenge."

This car came back from Australia

"This is my third racing Morgan and I bought it last year. It was the first +8 imported into Australia back in 1969. For the last 10 or 15 years it has been raced in historic racing in Australia. It was brought back to the UK a year ago. It needed rebuilding to UK historic specification but it has always been a right-hand-drive car."

He made a strong debut

"Snetterton last weekend was my first time in it, running in Historic Road Sports. I tested on Friday and that was really my first time out and I was more surprised than anybody to be on the podium. I've raced quite a lot before but I've had a couple of years off and so Snetterton was my first race for over two years."

He's raced at Spa

"I raced another historic +8 at Spa when we had the Eau Rouge Trophy within the Classic Six Hours and I really enjoyed that. I fancied a change and this car is eligible for all sorts of things and is competitive. It is road legal and has an MOT. I have done a few miles on the road in it, but it's a bit of a handful."

The Silverstone Classic features

"We'll do some more Historic Road Sports races in this year and try and beat Kevin Kivlochan. It is 50 years of the +8 this year and we have a Road Sports race at the Silverstone Classic and we could have as many as eight of them on the grand prix circuit. I sell in-flight entertainment systems for the aviation industry, and I look after Russia and Eastern Europe so I travel quite a lot. We also have two children so I can't go racing every weekend."



Edwards: Morgan fanatic

AMES FINALLY GETS CHEVRON ON TRACK

Le Mans and the Gold Cup are the target for freshly restored car



Ames has tested his Chevron B8

By Paul Lawrence

A Chevron B8 that has not been seen in public for at least 15 years returned to the track at Silverstone last week when Alex Ames shook down the car he will race with his father Richard.

The B8 has been undergoing a slow rebuild for 15 years since it was bought from former

Chevron owner Chris Smith. It is a very original car based on a period Arch Motors chassis, but its competition history is yet to be researched.

"We don't know when it last ran on a track," said Ames, who ran it during the HGPCA test day on Friday. "It has taken forever to get it finished," said Ames who is busy running customer cars across historic

racing. "It is a proper period car on one of the last Arch Motors chassis and we think the bodywork is to road car specification as it is very heavy."

The spur to get the car finished came when it was granted an entry for the Le Mans Classic, when Alex and Richard plan to share the car. A run in the Chevron race at the Oulton Park Gold Cup is

also a possibility as the 50th anniversary of the model is celebrated.

"We plan to run in in Duckhams colours and we've tried to rebuild it to period specification with a Hewland gearbox and a BMW engine from Craig Beck," said Alex. "Martin O'Connell has done some of the work as he has several B8s in his workshops."



Group 2 Rover will return

Sportscar duo team up in Rover Vitesse

Patrick Blakeney-Edwards and Fred Wakeman will branch out from racing period sportscars to field a Group 2 Rover Vitesse in the Historic Touring Car Challenge.

They recently bought the car, which raced in South Africa in period and contested the Kyalami 9-Hours in 1981 and '82. It was originally built by Dave

Price Racing and came back to the UK to be restored by BGM Sport in 2014 for Tim Summers.

Now Blakeney-Edwards and Wakeman will race it alongside their sports cars, starting at the Donington Historic Festival. "We had a shakedown at Silverstone and it's fantastic," said Blakeney-Edwards.

Drake steps up to iconic Cooper

The unique Cooper T71/73 grand prix car will be raced by Formula Junior racer Chris Drake this season after 22 seasons in the hands of Alan Baillie.

The 1964 1.5-litre car was originally built up by privateer Bob Gerard and was notably raced by John Taylor and Piers Courage in period.

Baillie has owned and raced the car since 1997 but finally sold it to Drake a couple of months ago.

"I've been trying to buy this car for 10 years," said Drake, who has taken it back to original Gerard colours. He had a first run at Silverstone over the weekend and will now take it to Monaco.

Open season in BHRC as top stars miss Pirelli clash

The British Historic Rally Championship is wide open heading into round two on Saturday, the Pirelli Rally, as the top two crews from round one are absent.

Nick Elliott and Dave Price, winners on Rally North Wales, always planned to miss the Pirelli due to a major family commitment for Elliott, while

Marty McCormack is returning to his Skoda R5 for the BRC section of the rally.

Making his 2018 BHRC debut after missing North Wales due to business commitments is Matthew Robinson, so it is Northern Irishman Paul Barrett who is best-placed to move ahead in the overall

points. Ranged against Barrett will be more quick Escort Mk2s for Steve Bennett, Rudi Lancaster, Alan Walker and Simon Webster as well as the Avenger-BRM of Ieuan Rowlands.

The BHRC crews will tackle four stages in the central block of Kielder, running ahead of the BRC section of the rally.

Scirocco-BRM F1 car to return to the European circuits after restoration programme

One of the three Scirocco-BRM grand prix cars from 1963 is back in the UK for a European programme this season with owner Harindra De Silva.

Three cars were built in the UK by Roy Thomas with US

funding via team driver Tony Settember. US-based De Silva's car is the second chassis, which is markedly smaller as it was

De Silva will drive '63 car

built for the diminutive Ian Burgess. It was later found stored in a mill in Bristol.

Now restored by Hall and Hall, it has run at

Goodwood in recent times but is now in Europe for a fuller programme with De Silva. However, he will miss Monaco as it clashes with his son's university graduation in California.



Newcomers finished in 10th

IN BRIEF

Webb's return

Clubmans racer Barry Webb started his 40th season of racing at Snetterton on Saturday in his Classic Clubmans Mallock Mk16BW. Webb first raced in Formula 1300 in 1975 but switched to Clubmans in 1979 and has only missed three seasons since then.

Historics on Epynt

Over 30 historics, including a strong field of Minis, will contest Sunday's Dixies Challenge Rally over the Epynt ranges. The event is a round of the HRCR Old Stager Championship and the Mini Cup and the field is headed by Ray Cunningham. It will be a second visit to Epynt for the Galway Mini expert.

Ralph takes a bow

Novice racer Colin Ralph made his race debut at Snetterton in a Classic Clubmans Mallock Mk16. Bedfordshire-based Ralph has helped championship pacesetter Mark Charteris run his Mallock Mk20/21 in recent seasons and has now built up a Formula Ford Kent-engined car for his own use.

Peter's F2 victory

German racer Hans Peter scored a double win as the HSCC Historic F2 season started at Hockenheim. As the event celebrated the life of Jim Clark, Peter kept his Ralt RT1 ahead of current champion Robert Simac (March 712M) and Swedish racer Torgny Johansson (March 782) in both races run in very hot conditions in front of a big crowd.

ERAs at Prescott

A dedicated class for ERAs will be part of Le Vie en Bleu at Prescott hillclimb (May 26/27). The line-up of famous 1930s Grand Prix Voiturettes will include the ex-Raymond Mays R4D and will also feature the Post-War ERA E-Type of Duncan Ricketts. The 12th running of the event will mainly focus on French and Italian cars.

Chisholm refreshed

John Chisholm has had his ex-Jim Clark Lotus 18 grand prix car fitted with a 1500cc Coventry Climax engine ahead of the Monaco Historic Grand Prix on May 11-13. The car will run in the same trim as in 1961/62 but will also return to a 2.5-litre Climax engine, as it ran in 1960, at certain events including the Silverstone Classic, which takes place on July 20-22.

Lotus newcomers

Racing newcomers father and son Roderick and Patrick Jack are currently gathering licence signatures with a Lotus Elan and finished 10th in the Guards Trophy race at Snetterton last weekend. They are racing under the wing of Martin Stretton and have plans to race historics at international events once they have achieved the relevant licence status.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Breen is back after two rounds away

BREEN FIRED UP FOR CITROËN RETURN

Irishman keen to build on early season progress



Irishman says he's hungrier than ever after break

By David Evans

Irishman Craig Breen returns to Citroën Racing for this week's Rally Argentina with the aim of showing his employer what it missed by replacing him with nine-time World Rally champion Sebastien Loeb for the last two WRC rounds.

Breen's enforced sabbatical has, he says, made him hungrier than ever to break his WRC duck on one of the remaining rounds this year.

Loeb was offered a programme of three rallies through 2018 and *MN* understands the original plan was for him to run a third car alongside Breen and team leader Kris Meeke, but budget cuts forced the team to demote Breen to the bench. Strong performances from Loeb, where he led in Mexico until a puncture and then crashed out of second place in Corsica before he returned to set three fastest times, demonstrated the sense in Citroën's decision.

Breen is now keen to put his

frustration behind him and focus on the rest of the year.

"It really wasn't easy sitting on the sidelines for those two rallies," Breen told *MN*. "Since I was eight-years-old I was out there competing pretty much week-in, week-out, so to be twiddling my thumbs for eight weeks hasn't been the easiest of things."

Breen has revealed how, in an effort to take his mind off the Tour de Corse, he had prepared himself for a return to kart racing.

"I'd gone under the radar to get myself into a local kart race in Italy," he said, "I'm good friends with Robert Kubica and I bought a 125cc gearbox kart from him – I absolutely love it and I'm out in it most days. But when the race got nearer, I got the flu and I wasn't going to be fit so I had to pull out."

"On the first day [of Corsica] I went away to the kart track anyway, turned off all of the social media and told myself I wasn't going to listen or watch anything. That lasted for all of 15 minutes, until I was back off the track and

working on the kart – I started listening and heard Seb was off. I was gutted for him and the team."

Breen was back aboard the C3 for the first time since finishing second on Rally Sweden in February when he tested the car in Portugal last week (*see sidebar*).

"That was the most difficult thing," said Breen. "We'd gone so well in Sweden and everything felt right with the car. We need to get that feeling back."

"There are some rallies this year where I'm looking to tick the box with a win, but as well as that the primary focus for me is to leave every rally knowing that I can come back and fight for the win next year. When we left Sweden, that feeling was there – I was so confident I was in no other state of mind other than to be fighting to win it next time we're there."

"Compare that to last year when we left rallies like Argentina, Sardinia, Portugal and Finland struggling for confidence and you can see how far the team and the car has

come since that time."

Breen admitted his return to the WRC could be tricky after missing much of the 2017 event when his car sustained a broken gearbox and oil leak.

He said. "I will struggle a bit for knowledge compared with the other guys, but we've got a good place on the road – providing it doesn't rain, if it rains, we've got a sh*tte place on the road – and we have to try and use that to cling to the coattails of the guys ahead. A podium would be a really nice result to come back on."

● Mads Ostberg will return to Citroën Racing for the next two European rounds of the World Rally Championship in Portugal and Sardinia – the Norwegian was back aboard the C3 WRC for a two-day test in Portugal last week. Khalid Al Qassimi and navigator Chris Patterson will make their first appearance in a C3 WRC this season in Argentina. The pair have only tackled the event once before, but finished a strong sixth overall in 2015.

Citroën suspension tweaks working

Twelve months ago, Citroën's trip to South America was the confirmation of a nightmare. The C3 WRC was all over the place and, at times, looked dangerous to try to drive at anything approaching stage speed.

Since then, the French firm has evolved its World Rally Car into a genuine contender and the latest phase of that development will be seen with revised rear geometry at this week's Rally Argentina.

"The team works tirelessly every day to improve and refine our C3 WRC a little bit more," said team principal Pierre Budar. "The new rear-axle geometry introduced for this rally aims to provide even more consistent handling, regardless of changes in the road surface

and therefore generate greater confidence for all of our drivers."

Pre-event testing has confirmed the change is a step in the right direction, with both Kris Meeke and Craig Breen offering positive feedback.

Breen told *MN*: "It's definitely helped a lot. I'd reserve judgement before I described it as a eureka moment, but it's a real step. The guys [Meeke and Sebastien Loeb] did a bit of work with this before Mexico and it's really a big piece of the jigsaw slotting in for us."

"You can take so much confidence from the rear of the car now. Before [this change] any time you put energy, yaw or angle into [the car] you were always a little bit afraid of the rear."

WHAT'S GOING ON WITH RALLY GB'S STAND-OFF WITH THE FIA?

PAGE 23



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'Kelly adds to Focus WRC win count'
Monaghan Stages, p19



VW REVEALS ELECTRIC CHALLENGER



New I.D. R is for Pikes Peak

Volkswagen has revealed the all-electric I.D. R racer that will go for an electric record attempt at this year's Pikes Peak hillclimb. The first works car produced since the quadruple World Rally champion walked away from the WRC at the end of 2016 is capable of 0-60mph in 2.25 seconds and a top speed of

150mph. Its drivetrain boasts 680bhp, 650Nm of torque and four-wheel drive. It will attempt to climb the 156 corners and 12.42 miles of Pikes Peak in under 8m57.118s – Rhys Millen's electric record. I.D. R is understood to be the precursor to VW's entry to an all-electric World Rallycross series in 2020.

"As with the VW brand's production vehicles, fully-electric racing cars will also play an increasingly important role for us in the future," said Sven Smeets, VW Motorsport director. "The cooperation within the group really helped us, particularly given the tight schedule. For example, we

received support from the Volkswagen battery plant in Braunschweig and worked together with the technical development department in Wolfsburg." Two-time Le Mans winner, and former Pikes Peak competitor, Romain Dumas, will drive the I.D. R in America this summer.

GROUP RALLYING EDITOR

DAVID EVANS

"Block knows it's wrong, but his hands are tied"



It's not often Ken Block gets it wrong, but he got it wrong this time. I wasted no time in pointing out the error of his ways. He wasted even less time getting back to me letting me know he knew. But his hands were tied.

Block's desire to breathe life into machinery he could only yearn for while he was busy making skateboard shoes through the 1990s is a real demonstration of his understanding of the history of our sport. It's why he started last weekend's Oregon Trail Rally in a pukka Group A Ford Escort Cosworth.

I loved and still love the Escort Cosworth. But the icing on the cake was a side exhaust. From memory, I can't remember if the original Boreham car exited from the side or rear, but certainly as time progressed and the car evolved, the side exhaust became *de rigueur*.

And Ken knows it. His car was fitted with one, but it had to be removed to comply with all manner of rules and regulations required to drive the thing on the road. Shame.

But still, fantastic to see such a beautifully restored car competing again. I know, I know Escort Cosworths are out and about up and down Britain every weekend, but this one's special. It's a time machine back to 1992 and the Scottish Rally.

The Sierra RS Cosworth 4x4 had pretty much had its day and Ford Motorsport was busy shipping transmission parts – including a glorious seven-speed gearbox – across into the Escort. Malcolm Wilson and Spain's Mia Bardolet were charged with making the thing work and they managed that job splendidly.

A Wilson victory on the Centurion Rally, a Kielder-based BTRDA round, didn't come as much of a surprise early in 1992, but the Scottish of that year would be a much better indication of the Escort's pace. Ford entered MW in the development car, running in a separate class as it had yet to be homologated. Crucially, it was running in Group A trim and met with the same criteria as Colin McRae's Subaru Legacy RS.

Wilson was quicker and, had both cars been running in the international field, the Escort would have won quite comfortably.

Boreham had built a winner. Yet, staggeringly, it didn't take a title at the highest level. In 1993, Ford was pipped by Toyota in the makes' race and, while Francois Delecour won three times, he lost out to Juha Kankkunen.

That was as good as it would get for Ford and Delecour, who broke both ankles in a road accident while driving a mate's Ferrari F40, ruling him out for much of 1994. At the end of that season, Boreham announced it was shutting its doors as a factory development team, with RAS Sport taking over the running of the cars for 1995.

The Escort RS Cosworth's moment had passed, side exhaust or not.

Sadly, I wasn't in Portland for the Oregon Trail Rally, but I can well imagine the Block Escort would have been a sight to behold. Then again, when is a car driven by Park City's happiest handbraker anything less than spectacular?

Chile moves closer to a WRC event after successful pilot rally



Event in Concepcion was a hit

Chile looks to be closing on a round of the World Rally Championship after a successful RallyMobil candidate event ran in Concepcion last weekend. WRC Promoter and FIA officials were on the Pacific side of the Andes to observe what's looking increasingly likely to be the WRC's second South American outing of the year starting from next season. The gravel rally ran without fault, with WRC Promoter Oliver

Ciesla "amazed" at the event. Ciesla told MN: "From a promotional point of view this rally really delivered. For what was essentially a national-level rally, the infrastructure is amazing. There's solid support from industry and the enthusiasm and pride we have seen here is fantastic. "I have been to the stages and, while I'm not saying I'm an expert on these things, I could imagine the drivers will have a lot of fun to drive these roads.

There was a bit of loose on top, but they were very, very good." RallyMobil organiser Sebastian Etcheverry added: "We have done a very strong event. We know there are things to improve, but we are working on those. We've had very good co-operation from Michele [Mouton, FIA safety delegate]. I think the raw appeal is here, but we keep on learning and we're fortunate to have people who have the know-how. We are very happy."

Rally GB decision set for this week

Wales Rally GB officials remain locked in discussion with the FIA regarding the route for Britain's round of the World Rally Championship. An announcement is expected this week regarding the use of the Great Orme as the powerstage on the October event. The governing body raised concerns over the all-asphalt test representing what's known around the world as a gravel round of the series. Both the event sponsor, the Welsh government, and WRC Promoter is keen to see the Great Orme remain on the itinerary for the event, leaving the organisers to shuffle the schedule to keep them and the FIA happy. ● See P23 for further analysis of the debate.

Ken Block secures World Rallying return in time for Rally Spain

Ken Block will return to the World Rally Championship for the first time in four years when he starts Rally Spain in October. Ford Performance director Mark Rushbrook had hinted at the potential for Block to be back in rallying's big time at the start of the season, and the American Gymkhana star comes back to one of his favourite rallies in the world. Block, who will drive a Ford Fiesta WRC, was last seen in WRC action when he finished 12th in Catalunya in 2014.



Block last did WRC in 2014

"I love those roads," Block told MN, before explaining his decision to return to rallying with Fords new and old, with his Ford Escort RS Cosworth – a car he

used in competition for the first time to finish third on last weekend's Oregon Trail Rally. He said: "I've really enjoyed the past few years of rallycross, but I started my career with rally and my heart has always been with it, so to be able to get back into doing events like these while still doing some rallycross makes me very happy! I love my old Cossie and I'm looking forward to going and pushing that a bit here in America during some events, but then I'm going to the opposite end of the spectrum with the 2017 Fiesta."



David Higgins' pursuit of a 10th American rally title started with a six-minute victory on last weekend's Oregon Trail Rally. The Subaru-driving Manxman demolished the opposition to take his seventh success in eight starts at the Portland event.

AGREE/DISAGREE?
letters@motorsport-news.co.uk

RALLY NEWS

Photos: Jakob Ebrey

CRONIN GETS HYUNDAI IN BID TO MATCH MCRAE

Irishman is out for a fifth BRC title



Hyundai was fast in Cave's hands



Cronin switches from Fiesta

By Jack Benyon

Keith Cronin is targeting a record-equalling fifth British Rally Championship title in a fifth different car, after switching to a Hyundai i20 for 2018.

Cronin has four BRC titles; back-to-back in 2009 and 2010 in a Mitsubishi and Subaru respectively, 2012 in a Citroen DS 3 R3, with his fourth coming last year aboard an M-Sport-run Ford Fiesta R5.

Now Cronin switches to the latest version of Hyundai's R5 challenger, and will drive Eugene Donnelly's car in the Pirelli before Cronin's new car arrives for the next round.

NOTABLE ENTRIES

Pirelli International Rally, April 27, Carlisle

NO.	DRIVER/CO-DRIVER	CAR
1	Keith Cronin/Mikie Galvin	Hyundai i20 R5-N
2	David Bogie/John Rowan	Skoda Fabia R5
3	Martin McCormack/David Moynihan	Skoda Fabia R5
4	Matt Edwards/Darren Garrod	Ford Fiesta R5
5	Rhys Yates/Alex Lee	Skoda Fabia R5
6	Jonny Greer/Kirsty Riddick	Ford Fiesta R5
7	Peter Taylor/Andrew Roughead	Ford Fiesta RS WRC
18	William Creighton/Liam Regan	Peugeot 208 R2
19	Oscar Solberg/Jorgen Eriksen	Ford Fiesta R2T
38	Finlay Retson/Tom Hynd	Ford Fiesta R2

"I'm looking forward to the new challenge and the 2018 season," said Cronin. "We haven't driven the Hyundai yet but we plan to get plenty of seat time in before the Pirelli. We are of course looking for another title and to equal Jimmy [McRae]."

"To mount a challenge we are going to need to have a clean run and stay out of trouble. If we didn't have the problems on the gravel events last year, we would have made it easier for ourselves!"

Cronin starts as car number one for this year's event. The car led on its BRC debut on the event last year in Tom Cave's hands before

suspension trouble.

His closest contender will likely be David Bogie, who hasn't won the BRC since 2011. He won last week's Speyside Stages and brings the Skoda Fabia R5 that he will compete in for a third season.

R.A.C. Rally winner Marty McCormack and BTRDA Rallynuts Stages winner Matt Edwards should challenge, with Rhys Yates making constant strides in a new Skoda Fabia and rounding out the top five.

The championship starts with 31 cars entered, with 33 registrations received for the year so far.

Solberg gets Pirelli entry adding to 21 British Rally Championship Junior entries

Norwegian driver Oscar Solberg is targeting event wins on his return to the Prestone Motorsport News Junior British Rally Championship for the Pirelli International Rally.

Solberg, son of Henning and nephew of Petter, finished third in last year's JBRC aboard a Ford Fiesta R2T run by MH Motorsport. He's back with car and team for the Kielder event this weekend.

"I hope to do the whole series," said Solberg. "We'll start with the Pirelli and see how things look after that. I think it will be good to go back to two-wheel drive again, and I know a lot of the people who are driving in the Junior BRC so I'm looking forward to it."

"It's good to come out of Norway and drive on different rallies. I hope to do one rally in the ERC. I hope to do one more rally at the end of the

year in the R5 as I was learning a lot on the last event with that."

Solberg won the opening JBRC round last year, the Border Counties Rally, while he suffered reliability trouble on multiple other rounds.

In the winter, he drove Petter Solberg's historic-spec Ford Escort Mk2 in Norway, and a Skoda Fabia and Ford Fiesta R5 over three events.

"I borrowed Petter's Escort,

I don't have a rally car at home," said Solberg. "It was too nice [to break] I had to be careful. I was driving from the rear!"

Solberg will be partnered in Cumbria by new co-driver, Jorgen Eriksen. Solberg starts as the second JBRC entrant behind last year's runner-up William Creighton (Peugeot 208 R2). Last year's champion starts the event but isn't BRC registered (below).



Solberg is hoping for more rounds after the Pirelli in R2T

Callum Devine targets Donegal Rally outing in his Fiesta R5

Reigning Prestone Motorsport News Junior British Rally champion Callum Devine is set to compete on the Donegal International Rally in an upgraded Ford Fiesta R5.

Irishman Devine has used the £30,000 JBRC prize money to step up to the Junior World Rally Championship in 2018. He finished sixth in class in Sweden, his first event on snow and his first with his own pace notes, and followed that up with fifth in the JWRC in Corsica alongside co-driver Keith Moriarty.

Devine purchased the Fiesta R5 and competed on Wales

Rally GB in it last year – his only event in four-wheel-drive machinery so far – and finished 13th in the RC2 class mostly populated by fellow R5 cars.

The result was more impressive given the field of Fiestas on the event had Evo 1 and 2 upgrades, whereas Devine's car had neither.

Now he's looking to get some asphalt running in on the car, at one of Ireland's most competitive rallies.

"I've done Donegal three times in an R2 car, I know what the pace is like come Donegal in the Irish Tarmac Championship," said Devine.

"It gets out of hand! I'd be stupid if I thought I was going to keep up with those guys as the likes of the Moffetts [Sam and Josh] are on it. The pace is crazy. It will be a nice gauge for us to see where we're at."

"It's one of the only ones [ITRC rounds] I have experience of."

Devine will also return to the Pirelli International Rally this weekend to get some gravel testing in his Ford Fiesta R2T before the next round of the JWRC, Rally Portugal.

Devine is eager to sharpen his notes to be more accurate and detailed.



Devine (r) and co-driver Moriarty

Tejpar to join Davies in the Iberica Cup 208s

Nabila Tejpar will compete in the Peugeot Iberica Cup in 2018 aboard her new 208 R2.

Tejpar has competed in the British Rally Championship for the last two seasons and will now make the step across to the series, which has three rounds in Portugal and three in Spain. The calendar includes both Rally Portugal and Rally Spain WRC rounds.

"I want to progress my career, and I feel combining an international season with my other plans will allow me to gain a great deal of experience over the year," said Tejpar.

"I need to get outside of my

comfort zone and really push myself and Rally Portugal will do just that. I know I have a professional team around me who I can learn from and going up against a dozen or so competitors in identical cars will be a great benchmark for me."

Tejpar will partner Welshman Cameron Davies, who is also competing in the European series with the PT Motorsport team.

There's £8,800 of prizes on offer per round for the Cup, which runs a Pirelli control tyre and is only open to 208 R2s.

'A new era for British Rallying moving forward?'
Rally Tendring & Clacton feature, p17



Photos: M&H Photography, Writtle Photographic, Paul Evans, Kate Adams



Drivers want more mileage

TENDRING EVENT TARGETS MORE MILEAGE FOR 2019

Rally Tendring & Clacton could return with more mileage in 2019, after a successful first running of the event.

The first event to happen under new closed-road legislation, passed in April 2017, ran with praise from competitors, featuring just under 45 miles in the Tendring Peninsula, around 80 miles north-east of central London. Event director Tony Clements told *MN* that the event is considering a March date next year, and that plans are in the offing for additional mileage.

"If the key stakeholders are happy with how the event has

gone, we would find it very difficult not to run an event next year," said Clements.

"I have a number of ideas about things we'd like to do differently, I'd like to add more miles of stages – I'm a competitor, I'd want more miles – and I have a few ideas about that.

"I'd like a 60-mile event, that's my target. What I have in mind, if we can make that happen, there's another five miles of stages to come. It would be extending or joining [stages] together. There's a lot of work involved with that."

On the date, the event is

dependant on bringing business to Clacton-on-Sea outside of usual holiday periods. With an extended Easter break next year, the event will likely run in March.

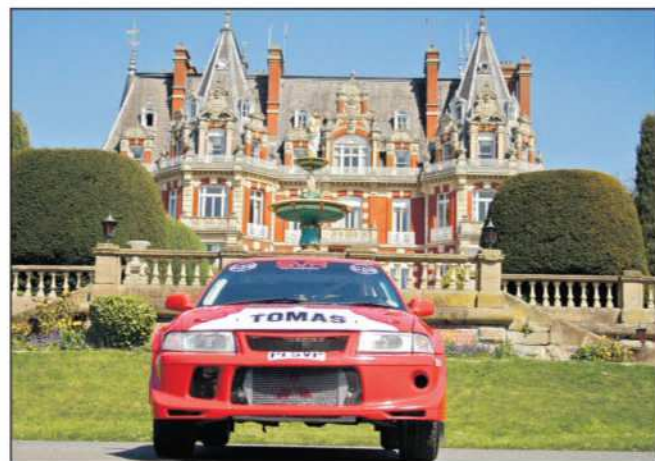
"The date I'm looking at for next year is a bit earlier, the 31st of March, because it needs to avoid school holidays because here the idea is to bring in business to the area out of season.

"We don't want to clash with the Pirelli either."

The winner of the weekend's event, Melvyn Evans, was one of the drivers calling for more mileage, although there's an

understanding with Evans and the other competitors that could have caused an issue for the event. Had a longer stage been included and then lost, the mileage from the event would have significantly decreased.

"Credit to the organisers because putting your neck on the line and doing it takes a lot," said Evans of the pioneering move by organiser Chelmsford Motor Club. "There's crowds of spectators and it's great to see. The stages are fast, there's hairpins and fast corners, it's a good mix. It would be nice to have longer stages, but you have to start somewhere."



Delaney has a Makinen livery for his Mitsubishi Lancer E6

Delaney steps up to four-wheel-drive Evo

Heading for a second full-season of senior rallying, Tom Delaney will upgrade to four-wheel-drive in a specially-liveried Mitsubishi Lancer E6 in 2018.

Delaney is the son of Dominic Delaney, who worked for the Mitsubishi Ralliart team in the World Rally Championship that produced the E6s. Over six years he worked with the team through drivers like Tommi Makinen, Gilles Panizzi and Freddie Loix.

Now Tom will drive a Makinen-liveried Group N car on BTRDA events this year, starting with next month's Plains Rally on May 12.

"I've never driven four-wheel

drive in a forest," said Tom Delaney. "We're testing at Bill Gwynne's next week.

"I've been in front-wheel drive my whole career so far, I knew what it was going to do and how to control it whereas it will be a new experience with four-wheel drive. It's an unknown for me. It's a jump, but I had to make it at some point."

After the Plains, Delaney plans outings on the Nicky Grist Stages, the Wydean Rally, Wales Rally GB and Grizedale.

Delaney was runner-up in last year's Swift Shining Stars series in his first season out of the Junior Formula 1000 Championship.



Event has GB stages

Plains stage mileage shortened for 2018

The next round of the BTRDA Rally Series – the Plains Rally – has been reduced from 45 to 40 miles for the May event.

The rally will now comprise two stages in Dyfi and two in Gartheiniog, both stages used on Wales Rally GB.

A statement from clerk of the course Les Sharp read: "Due to circumstances beyond our control, we have had to make some

last-minute adjustments to our route. We are all working hard to ensure that we can bring you an event that is worthy of the Plains name, and all our championships.

"To those unsure about making an entry, or volunteering to help, please do, we will be running, and we look forward to welcoming you to Welshpool on May 12."

The event has received 99 entries so far.

Roberts registers for MSA Asphalt on Manx

International rally co-driver Dai Roberts has registered for the MSA Asphalt Rally Championship, and will attempt to score points in the drivers' standings on the Manx National Rally.

The 32-year-old Welshman has enjoyed success on single-venue rallies, but has only driven in one multi-venue rally in recent years, on the Isle of Man (Pokerstars Rally), last year.

For this year's Manx National on May 11-12, he will drive his trusty 1.6-litre Peugeot 205 GTI, co-driven by Stephen Christian.

Giant-killing Peugeot 205



"We are going to have a go against the bigger boys in their R2 cars, and we hope that with our experience we can beat them," said Roberts.

"In the right conditions, we can even play with Subaru WRCs on single-venue events, so we're going to the Manx to give it a good go."

Roberts is a co-founder of the Gareth Roberts Fund, which was set up in honour of Dai's brother, who passed away in a crash while co-driving for Craig Breen on the Rally Targa Florio in 2012.

The fund was set up to help competitors who miss work or suffer injuries through rallying.

MN'S ROAD RALLYING EXPERT

IAN MILLS

"A trip through the road rallying record books"



Research has shown that almost 60 per cent of Welsh Road Rally Championship events over the last 25 years have been won by a Ford Escort. When I say research, I mean me having an idle thought on the matter and then rooting around in my records.

I found that there were 257 rallies that counted towards the series between the start of 1993 and the end of 2017, and crews competing in Escorts were the overall winners on 147 occasions. Despite the model having originally been launched in 1967, the domination has been greater in recent years: over 75 per cent of rallies since 2008 have gone to Ford's finest.

This position of pre-eminence has not always been so secure; in 1998 the Escort only took one win. In those days the car that appears at the number two spot in the chart was even more successful.

This was the Toyota Corolla, or more specifically the AE86 model. This took 22 wins between 1995 and 2005, but none since. The Golf, with 19 wins, and the Astra, with 14, are the only cars that get into double figures on the table.

Having started to delve, I continued. There have been 24 championships in the period covered; the 2001 series having been binned due to the Foot and Mouth outbreak. There has been one event that has appeared in all of those years and that's Lampeter DMC's Rali Bro Caron; the Night Owl comes second with 22 entries.

There is a three-way tie for the most successful driver, with Arwel Hughes-Jones, Kevin 'Smiley' Davies and Richard Jerman having all gained 10 wins. Of course, if my count had extended into 2018, then Davies would be the clear leader, having added to his total by winning this year's Rali Mike Darowen. Just behind this trio are Mark 'GT' Roberts and Meirion Evans on nine wins.

In contrast, there is a clear winner in the navigator's table. In fourth place with eight wins is 2004 champion Ceri Davies, while Dale Furniss and Steve Herbert have one win more to share second place.

However, Iwan Jones tops the chart with an astounding 21 wins, all since the final round of the series in 2006. Also, he and Meirion Evans are the only crew to have won four events in a row, with Gareth Lloyd and Ryland James coming closest to them with a hat-trick of wins in 1993.

Iwan Jones is also one of just three competitors who have won rallies in both seats, having won the 2014 Breidden as a driver. Peter Collins has won one rally in each role, while Dale Furniss has the most successful combined record, with three wins as a driver to add to his nine navigational victories.

Delving into records can be interesting, but does anyone really need to know that the lowest number of starters for a championship event was for the Gremlin in 2009 – when just 30 cars took the flag?



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RALLY REPORTS

EVANS

WINS EPIC FIRST CLACTON RALLY



Rapid morning loop gave Evans victory

Rally Tendring & Clacton

By Jack Benyon

Organiser: Chelmsford MC When: April 22
Where: Clacton-on-Sea, Tendring Stages: 15 Starters: 107.

The first event of a new era is one everyone wants to win, and for Melvyn Evans, it was a victory that edges him closer to self-induced retirement after another strong run aboard his Subaru Impreza S12B WRC.

Evans – co-driven in Clacton by Irishman Sean Hayde – hadn't driven the car since 2016 when he rocked up at the Tour of Epynt earlier this year and won against strong MSA Asphalt competition. He had the number one for this event on the car, which has won the last two Donegal International rallies with Manus Kelly aboard.

One of his main threats would be rallycross ace Kevin Procter, who was right at home on this event given his many appearances on Rally Barbados, which is similar in short stages, and plenty of them. Even the Clacton weather had something to rival the Caribbean...

The other challenger to Evans' crown proved an interesting one in Hugh Hunter, in a Ford Fiesta RS WRC run by Evans' team. Beating a customer shouldn't be advised, but Hunter proved the gentleman as the Melvyn Evans Motorsport service area provided friendly banter and competitiveness in equal measure.

The rally was won in the first loop, as Hunter went out on tyres too soft for the roads. It was his first event in the car on asphalt, and he and partner Rob Fagg did well to stay in the hunt for the victory.

Fastest on the first stage, Hunter



Hunter (l), Evans and Hayde (r)

then went downhill as his Pirellis went off by the end of the loop, allowing Evans to grab an 11.8s lead, which he carried into the first service after five of the 15 stages.

Taking the afternoon stages into account only, Hunter would have been a lot closer, but Evans had no doubt conserved his car, and his energy in the baking Tendring sun, to consolidate his lead.

"We've just kept our noses clean this afternoon," he said. "Nothing daft, Hugh was going well and I just tried not to muck it up."

Behind Hunter, Procter was over 20s back and over 30 behind the winner. "I got ambition and capability mixed up a few times," he said. The car has two weeks before it's bound for the Caribbean.

An epic fight for fourth went to the brilliant Mark Straker, who hadn't competed since early 2016 and was debuting a new Darrian that ran at over 100 degrees at one point.

The 1.6-litre Ford EcoBoost-powered car sounded interesting on the stages, albeit not as good as his closest rival Chris West and his ex-Gilles Panizzi/Francois Delecour Peugeot 306 Maxi test car. Just 0.7s separated the two as freshly-crowned Motorsport News Circuit Rally champion West struggled with suspension/damper set-up – the car misbehaving

at the rear in quick sections.

Just 1.9s further back, Tom Preston delivered a strong drive to sixth in his Skoda Fabia R5 ahead of the Fiesta RS WRC of Michael O'Brien.

Niall Moroney hadn't driven his ex-Colin McRae 1997 Monte Carlo Subaru Impreza WRC since 2017. A slipping clutch halted the charge but he still delivered eighth, ahead of a pair of entertaining Ford Escort Mk2s caressed by John Indri and Oliver Davies respectively.

One of the drives of the day went to Fred Field, who took Class B honours in his Opel Adam R2 in 12th overall, while Ben/Sam Howlett took Class C aboard their Peugeot 306. Although the Howletts' car looks fairly standard, there was nothing standard about the driving and that was reflected in the crowd's reaction. David and Robert Ginn's plucky Micra took Class A for 1400s, 28th overall out of 69 cars, with many more powerful than the little Nissan.

Results

1 Melvyn Evans/Sean Hayde (Subaru Impreza S12B) 36m18.2s; 2 Hugh Hunter/Rob Fagg (Ford Fiesta WRC) +0:12.5; 3 Kevin Procter/Andrew Roughead (Ford Fiesta); 4 Mark Straker/Michael Coady (Darrian T90 GT); 5 Chris West/Keith Hounslow (Peugeot 306 Maxi); 6 Thomas Preston/Carl Williamson (Skoda R5); 7 Michael O'Brien/Mark Glennerster (Ford Fiesta); 8 Niall Moroney/Egan Davies (Subaru Impreza WRC); 9 John Indri/Dave Engwell (Ford Escort Mk2); 10 Oliver Davies/Keaton Williams (Ford Escort Mk2).
Class winners: Evans/Hayde; Straker/Coady; Fred Field/Josh Davison (Opel Adam R2); Ben Howlett/Simon Howlett (Peugeot 306); David Ginn/Robert Ginn (Nissan Micra).

Brilliant Tendring event could be a sign of the future. By Jack Benyon

One hundred and ninety three pages. In A4. That was just the safety and set-up plan. Process and procedure? That was thirty-five. The mind boggles at the enormity of the task.

Rally Tendring and Clacton was highly anticipated as the first event to run closed roads under new legislation passed in England last year, after a long campaign by the UK motorsport governing body, the Motor Sports Association.

The capacity for things to go wrong on any closed-road event is large, everything has to go to plan for the entirety of the schedule to run and for the competitors to go home happy, especially on a new event where the populous may not understand what is happening and the implications of their actions should they venture onto a live stage.

What played out in Clacton was incredible. All 15 stages started on time or with a minute delay, and an early estimate puts the local community out in force to spectate at well over 5,000. People lined the road sections, watched from gardens and pubs and attended the two spectator stages for a day's sport.

At a time when rallying won't make the Fleet Street back pages, it's vital that the discipline is taken to the

people, and there's around 5,000 people who may have had no idea what a rally was that are now calling for the event to return year-on-year.

As is always the case, a small number against rallying made a great noise in the build-up, citing what seemed like every reason under the sun. For example, a risk to the local avian community (a large air show runs annually in the area...).

But the naysayers were nowhere to be seen.

MN tried, and failed, to find a spectator with something bad to say. Happily.

"We haven't seen a negative person, everyone has been thumbs-up and waving," says Guy Butler, driver of a Toyota Corolla. "There's a real carnival atmosphere and it's our own version of Barbados!"

The key to the success of the event was down to the Chelmsford and District Motor Club. Not a regular multi-venue rally organiser, as a collective it managed to pull together 500 volunteers and run a huge event straight off the bat, to universal acclaim. Anyone who has spent time in a rally service park will understand how unusual universal acclaim at a rally is.

The key to this was not biting off more than they could chew. The fundamentals were put in place, and what the event ran, was run well. It was a measured approach, which gives the organiser plenty to build on

RALLYING'S NEW ERA



This is just one spectator area as crowds flocked

to improve the event further (see rally news for more).

No names will be called out at this point, as every single marshal and volunteer was key in making the event run, and for giving the UK rally community a blueprint. Real numbers, real data, that similar clubs around the country can take to their local authorities and businesses

in search of running a similar event.

One person of that view was David Richards. Much to the delight of the competitors, the 1981 World Rally champion was out shaking hands and reinforcing his presence.

"Everyone should look at this as a very historic day for motorsport in Britain," he says. "It's the first time we've had closed public roads under

the new legislation, and if we can build on what Chelmsford Motor Club has done here, and the regional car clubs that have supported it, then we have a great blueprint for the future."

An all-round success story, then. The glorious weather certainly helped, on a ground-breaking day for UK motorsport. ■

RALLY REPORT

Photos: Writtle Photographic

ROUND-UP

Swinscoe crash
As *Motorsport News* closed for press, Garry Pearson's co-driver Paula Swinscoe remained in hospital in Elgin for a second night "for observation". Friends were able to visit on Sunday morning and the medical team appear to have no real concerns regarding her recovery after what was a violent accident.

Out of luck

Top 10 contender Steven Clark was out of luck at the Speyside. Having set some impressive times in his elderly Mitsubishi Lancer E5 on the Snowman Rally before turbo failure robbed him of third place, he failed to finish again in Elgin. "The engine went sick this time," said Clark, "so I pulled out before I did any major damage."

Commemoration

There was a nice touch in the Competitor's Roadbook at the Speyside Stages when the 63 Car Club organising team named the first and last forest stages 'Coogie' [after event organiser] and 'Bob Shepherd' [championship supporter] as their tribute to two very close and widely known friends who recently passed away.

Great Scott return

In the Group N category, Marty Scott took the class win with 10th overall in his Mitsubishi, in his first time out for two years, and despite a spin in the third stage. Michael Binnie was second in class losing out on a top-10 finish when his Lancer suffered a tyre blowout, which ripped off a wheel sensor. Frontrunner Fraser Wilson also lost out when his Lancer slithered off the road in Teindland.

Two-wheel drives

Top two-wheel-drive runner on the Speyside was Class 8 winner Greg McKnight in 13th place overall with Class 7 winner Duncan MacDonald just over half-a-minute behind in their respective Mk2 Ford Escorts. MacDonald might have finished the day closer to his rival had it not been for a puncture on the seventh test, which ripped off a brake line.

Class battles

Tom Howie won Class 2 in his rough-sounding Talbot Sunbeam, completing the last two stages with a broken engine rocker. The Peugeot 205 of Jamie Stewart was right on his tail until he encountered an inverted car in the middle of Stage 7 and had to stop. Ross Hughes won Class 3 in his Citroen C2 VTS, but had lost the front o/s wing in his efforts to keep the Honda of Neil Redford at bay.



Class winner Hughes

NINE SPEYSIDES FOR BOGIE

But with Bogie not competing all season, Armstrong scores. By **John Fife**



Bogie was supreme again

David Bogie and John Rowan came close to perfection on last weekend's Speyside Stages Rally. It was an emphatic and almost imperious display which resulted in Bogie's ninth win on this event.

Over a minute behind in third place were CA1 Sport team-mates Rhys Yates and Alex Lee, but splitting the two Skoda Fabia R5s in perhaps the drive of the day were Jock Armstrong and Cameron Fair in the TEG Sport Subaru Impreza.

With the warm spring sunshine glittering on chrome and polished paintwork, the cars lined up for the first two stages, twice around the 600-metre perimeter road of Cooper Park in the centre of the cathedral city of Elgin. The kind of stage which elicits such phrases as: 'You can't win the rally here, but you can lose it.' This time there was indeed some substance in such a saying.

Armstrong was a second slower than Bogie on the first run but slid across the grass on the second and dropped 14 seconds to the leader. Fellow frontrunners Garry Pearson clouted a banking, damaging a damper, and Andrew Gallacher lost over 20 seconds. The winner of the first round – the Snowman Rally – explained: "The car stalled twice on the startline and then again mid-stage, but I think we've got it sorted now."

From there it was into the woods where the light-coloured sandy surface of Teindland shimmered invitingly in the sunlight, but offered little in the way of grip. Bogie was three seconds quicker than Armstrong, with Pearson a further four seconds adrift while Yates and John Wink in the Hyundai R5 shared fourth fastest.

Events changed dramatically in the seven-mile Knock More test in Rosarie Forest. Running later in the seeding order after its damper change, Pearson's Fiesta tumbled violently off the road and

the stage had to be stopped while help was sought for co-driver Paula Swinscoe. Thankfully, the current-generation R5 machine proved its strength, although Paula was detained in hospital overnight.

Notional times were issued to those yet to run as the frontrunners headed across the road into Tauchers Wood. Bogie was quickest again, but Yates was on the move relegating Armstrong to third place overall as the rally paused at first service.

Already with a half-minute lead, Bogie was still looking for improvements: "We could do with a harder tyre, but we weren't expecting this heat today. The blocks were going soft by the end of that last stage and the car was moving around a lot."

Only two seconds clear of third-placed Armstrong, Yates added: "I was a bit hesitant at first, but I'm slowly getting into it, these are mega stages."

There was a flurry of activity in the fifth-placed Mark McCulloch camp. Second time out in the Fiesta R5, McCulloch was relishing the challenge: "It was fine at the test day yesterday but we've got steering problems – again, same as at the Snowman."

It prompted the team to set about changing the rack. Just two seconds ahead of McCulloch in a pretty impressive fourth place overall was young Lawrence Whyte.

Gartly Moor ranks highly as one of Scotland's best stages but nobody could match Bogie, although Armstrong was only seven seconds slower over five miles. More importantly he was four seconds quicker than Yates. In the next test at Balloch Wood, Armstrong was again second quickest, another three seconds up on Yates, who admitted: "A wee mistake. I drifted wide into a ditch, but got away with it."

A re-run of Gartly followed where Yates was only a second behind Armstrong and McCulloch moved back up to fourth place. Freddie Milne in a Subaru Impreza WRC demoted Whyte a further place to sixth.



Armstrong lost time on asphalt

RESULTS

Scottish Rally Championship, round 2/7, April 21, Elgin

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/John Rowan	Skoda Fabia R5	38m34s
2	Jock Armstrong/Cameron Fair	Subaru Impreza	+1m16s
3	Rhys Yates/Alex Lee	Skoda Fabia R5	+1m19s
4	Freddie Milne/Patrick Walsh	Subaru Impreza WRC	+2m00s
5	Mark McCulloch/Michael Hendry	Ford Fiesta R5	+2m01s
6	Lawrence Whyte/Stuart Loudon	Ford Fiesta R5	+2m18s
7	Donnie MacDonald/Andrew Falconer	Ford Fiesta R5	+2m22s
8	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9	+2m43s
9	Andrew Gallacher/Jane Nicol	Ford Focus WRC	+2m59s
10	Martin Scott/Daniel Forsyth	Mitsubishi Lancer E9	+3m56s

Class winners: Scott Peacock/Robin Neal (MG ZR); Tom Howie/Charles MacKenzie (Talbot Sunbeam); Ross Hughes/Richard Crozier (Citroen C2 VTS); Fraser MacNicol/Keith Boa (Ford Escort Mk2); Alasdair Currie/Grant MacNiven (Ford Fiesta ST); Duncan MacDonald/Neil Ross (Ford Escort Mk2); Greg McKnight/Harry Marchbank (Ford Escort Mk2); Scott/Forsyth; Armstrong/Fair; Bogie/Rowan.

It was Bogie quickest again in Balloch, but Yates snatched back three seconds from Armstrong setting up a tantalising prospect for the final stage, there were now just three seconds between them.

Putting Armstrong under pressure is usually an unrewarding task, and so it proved. He was still three seconds in front at the end of it.

"Cammy [his co-driver, their first time in competition together] was really good, he gave me confidence coming back after my 'wee rest' and it keeps me in with a shot at the title," said Armstrong.

Yates had to settle for third in his pre-Pirelli International Rally test, while Milne held fourth ahead of McCulloch, Whyte and Donnie MacDonald. Milne held on by just one second, while just 22 seconds separated Milne and MacDonald at the end of the rally.

As for Bogie, he did register for the Scottish Rally Championship and took maximum points, but added: "That's more about supporting the championship than going for the title. I'll do the Scottish, because that's my home event, and then decide where to go from there."

RALLY REPORTS

Photo: Mark McCullagh, Jason Craig

DONAGH'S DEVASTATING FORM NETS A TRIO OF WINS



Kelly flew to Monaghan victory

Monaghan Stages Rally

By Maurice Malone

Organiser: Monaghan MC When: April 22
Where: Monaghan Town, County Monaghan Championship:
Border Rally Championship Stages: 9 Starters: 125.

Donagh Kelly snatched victory at the death in Monaghan, following a frenetic battle with Sam Moffett

It seems that Kelly is the man of the moment in Irish rallying, the Donegal man completing a hat-trick of victories from three starts in recent weeks following wins in Weisk Cork and Kerry. It looks to be going to plan for the big assault on his home international in June, and one wonders whether anything can stop him from achieving that hitherto elusive Donegal win.

Despite not being a counting round of the Irish National Rally Championship for 2018, Monaghan

Motor Club's event still attracted a packed entry. Damp conditions early on, coupled with mud on the roads made the early tests incredibly treacherous. It was Sam Moffett who shot into an early lead despite handbrake issues, taking almost 10 seconds out of everyone in his Ford Fiesta R5, ahead of the WRC-spec Fiesta of brother Josh and Desi Henry's Skoda Fabia R5. Josh was suffering from transmission issues that left the Fiesta with front-wheel drive only, and wouldn't make it past the first loop, with Declan Boyle also out on the first stage after an off.

Things settled down slightly for the remainder of the morning after the early dramas, as Kelly started to get into the groove following a small scare on the first stage. Sam still managed to take fastest time on all

the first three stages, a commendable performance considering the R5 car's power deficit to Kelly's Ford Focus WRC. Henry was holding on to the final podium slot ahead of local man Niall Maguire's Subaru Impreza S12B WRC, with Stephen Wright in fifth and Modified leader Adrian Hetherington sixth.

As the roads dried up for the second loop, Kelly started to eat into Sam's advantage. Due to an incident with a course car, the fifth test was cancelled, and Sam still lead by 10 seconds heading into the last three stages. Henry dropped back with a puncture on the fourth stage, as Maguire and Wright consolidated their positions behind the top two.

The rate at which Kelly was catching Sam should have seen him emerge victorious, and so it came to be, despite

the fact that the last stage started outside Sam's house. Nonetheless, it was an excellent drive by the elder Moffett brother to stay ahead of the quicker car for so long, the gap in the end just 1.8 seconds. Maguire took third, with Wright behind and Henry climbing back up to fifth.

In the Modified battle, Hetherington just edged out David Moffett's Class 13 Toyota Starlet, David putting in some incredible times on his home event to keep the smaller-engined car in the mix. Barry Meade clinched third on his first real taste of the Monaghan stages (he retired almost immediately on his previous visit), with Chris Armstrong not far behind. Stuart Darcy had a torrid time on the early stages in his Darrian, complaining of sixth-gear wheelspin in the slippery conditions, while Gary McPhillips' much-anticipated return

didn't go as planned despite promising early pace.

Shane Maguire took Group N in his Mitsubishi Lancer E9, while Jason Black dominated the Junior category in another Starlet, his times good enough to put him inside the top 20 overall.

Results

1 Donagh Kelly/Conor Foley (Ford Focus WRC) 52m02.9; 2 Sam Moffett/Karl Atkinson (Ford Fiesta R5) +1.8s; 3 Niall Maguire/Enda Sherry (Subaru Impreza WRC); 4 Stephen Wright/Arthur Kierans (Ford Fiesta R5); 5 Desi Henry/Liam Moyinhan (Skoda Fabia R5); 6 Adrian Hetherington/Ronan O'Neill (Ford Escort Mk2); 7 David Moffett/Johnny Baird (Toyota Starlet); 8 Barry Meade/Colin Fitzgerald (Ford Escort Mk2); 9 Chris Armstrong/Chris Melly (Ford Escort Mk2); 10 Stuart Darcy/Patrick Brides (Darrian T90 GTR)
Class winners: Stephen Reynolds/Derek McCarmy (Honda Civic); Michael McGarrity/Damien Garvey (Citroen DS 3 R3); Shane Maguire/Darragh Kelly (Lancer); S Moffett/Atkinson; Kelly/Foley; Colm Kearns/Mark Deery (Escort); Mickey Brennan/Ryan Brennan (Vauxhall Nova); Lee McLaughlin/Cristy McLaughlin (Civic); Seamus Connolly/Gary McCrudden (Toyota Corolla); Brian Armstrong/Aodhan Gallagher (Escort); D. Moffett/Baird; Hetherington/O'Neill; Martin Tynan/Declan Tynan (Lancer); Black/Jack McKenna (Startlet); David Leonard/Niall Burns (Lancer).

Debut triumph for Mk2 man Bradley

Shackleton Rally

By Jason Craig

Organiser: Maiden City MC When: April 21 Where:
Ballykelly, County Londonderry Stages: 6 Starters: 36.

John Bradley, with Ryan Crozier on the notes, secured his first career victory at the Shackleton Rally, the event moving from Londonderry and previously known as the Lark in the Park.

The Ford Escort Mk2 duo finished eight seconds clear of PJ McDermott's S12B Subaru Impreza WRC.

At the finish, 26-year-old Bradley cut a happy but equally surprised figure as the win was confirmed.

"We thoroughly enjoyed the day; everything went well. We even managed a few big slides!" he said.

The lead swapped hands at the halfway point when the tyres on McDermott's car started to go off. In warm and bright conditions, McDermott lost further time when he spun and stalled his Impreza.

That opened the door for Bradley, who turned an eight-second deficit into a four-second advantage.

Bradley cemented his position with second and fourth fastest times on the closing two asphalt tests.

The final spot on the rostrum went to the returning Pauric Duffy, who used the event as preparation for the Monaghan Stages Rally the following day. He finished two seconds in arrears of McDermott and blamed the time loss on being unable to perfect his braking points around the ex-RAF airfield.

The husband and wife pairing of James and Heather Kennedy (Ford Escort Mk2) did well to hang on to Duffy's coattails, but a change of tyre compound for the fourth test was to prove their undoing.

In Group N, Neil Kirkpatrick and Richard Livingston were the sole starters and took the spoils in their Mitsubishi Lancer, while Robert Reilly and Eamon Conway (Honda Civic) were the first front-wheel-



Bradley (1) and Crozier took Shackleton victory in Ford Escort

drive crew home. Despite dropping two spots over the final short stage, they held on to beat James Leckey and Ciaran Carey (Peugeot 106).

Results

1 John Bradley/Ryan Crozier (Ford Escort Mk2) 23m13s; 2 PJ McDermott/Niall Burns (Subaru Impreza WRC) +8s; 3 Pauric Duffy/Kevin Glynn (Ford Fiesta R5); 4 James Kennedy/Heather Kennedy (Ford Escort Mk2); 5 Barry Morris/Declan Campbell (Ford Escort Mk2); 6 John Bonner/Denver Rafferty (Ford Escort Mk2); 7 Fintan

McGrady/Drew Wylie (Ford Escort Mk2); 8 Chris McGurk/Liam McIntyre (Mitsubishi Lancer E9); 9 Seamus Morris/Jarlath Kelly (Darrian GTR); 10 Robert Reilly/Eamon Conway (Honda Civic).
Class winners: Michael Nutt/Dessie Nutt (Honda Civic); Neil Kirkpatrick/Richard Livingston (Mitsubishi Lancer E9); Stephen Caldwell/Daryl Sproule (Vauxhall Corsa); Reilly/Conway; Ryan McCusker/Barney Mitchell (Ford Escort Mk2); John Bradley/Ryan Crozier (Ford Escort Mk2); Bonner/Rafferty; McGurk/McIntyre; McDermott/Burns (Subaru Impreza WRC); Pauric Duffy/Kevin Glynn (Ford Fiesta R5).

Ross Auld and Beaton win

5 Star Stages Rally

By John Fife

Organiser: East Ayrshire Car Club When:
April 22 Where: Kames Motorsport Complex
Championships: Junior 1000 Ecosse
Challenge Stages: 16 Starters: 22.

There was little to choose between the Ford Escorts of George Ross Auld, Allan McDowall and William Pollock at the 5 Star Stages Rally at Kames in Ayrshire on Sunday.

Auld finished 15 seconds clear of BTRDA regular Allan McDowall while Pollock's Mk1 car kept the newer Mk2 versions honest.

Billy Cowe wheeled out his rebuilt Subaru Impreza for a shakedown and finished fourth, three seconds off Pollock.

In the Junior 1000 Ecosse Challenge event

there was yet another close finish after the DCC Stages earlier this month had ended in a dead heat. Peter Beaton took the win this time in his Peugeot 107 by three seconds from the Nissan Micra of Lewis Winder.

Andrew Blackwood finished a close third in his Citroen C1 while the DCC Stages stars, Lewis Haining and Johnnie MacKay, both lost time with an off. A healthy 14 cars started the junior section of the event.

Results

1 George Ross Auld/Keith Fair (Ford Escort Mk2) 21m22s; 2 Allan McDowall/James Robson (Escort Mk2) +15s; 3 William Pollock/Tommy Makin (Escort Mk1); 4 Billy Cowe/Ewan Lees (Subaru Impreza); 5 Lindsay Taylor/David Murie (Ford Fiesta ST); 6 Marc McCubbin/Joan Blackwood (Ford Focus); 7 Alistair Cunningham/Jim Smith (Ford Escort); 8 David Tait/Gail Whyte (Honda Civic); no other finishers.
Class winners: Ross Auld/Fair; McDowall/Robson; Tait/Whyte.

MALLOCK AT 60

In 1958, Major Arthur Mallock sold his first car. His dynasty is still going strong. By Paul Lawrence.

PLOUGHING A LONE FURROW



Mallock still leads the way in Clubmans racing today

Across the last six decades, hundreds of drivers have gone faster than their budgets should ever have allowed thanks to the genius of Arthur Mallock. First known as U2s and then Mallocks, the range of front-engined sports-racing cars that followed on from Arthur's early design revolutionised national racing in the 1960s and brought incredible levels of performance within reach of ordinary working folk. He was a motor racing pioneer of his age and considered that he had ploughed a lone furrow through more than 50 years in competition.

The Mallock marque was most prolific – and still is – in Clubmans racing, but there has been success in Formula Junior, Formula 3, Formula Ford, Thundersports and even Formula 2. The spaceframe cars have been successful in Europe, Australia and North America and countless speed event successes have been taken by Mallocks.

Arthur Mallock was born in 1918 and enjoyed a successful career in the Royal Signals, but his interest in cars and motorsport was first sparked by Meccano kits and the hillclimb specials of the 1920s and early 1930s, including John Bolster's Bloody Mary. In 1935, aged, 17, he bought an Austin 7 for £3 and was on the road.

Arthur served in the Second World War and rose to being a flying instructor. At the same time, he modified and built cars and when motorsport resumed in 1946 he started to compete in trials, sprints, hillclimbs and then races. He

raced in the inaugural season of the 1172 Formula in 1953 in his famous Austin 7-based special registered 'WJ1 515' but towards the end of the 1950s he recognised that the chassis was not competitive.

Over the winter of 1957/'58, Arthur started work on the chassis that would become U2Mk1. The 'U2' tag came from a popular Charles Atlas body builder advert of the time, saying that 'you too could have a body like mine'. Arthur's targets were to build a simple and very light, but hugely effective spaceframe chassis.

The 1172 Formula car was soon successful with the 750 Motor Club and two replica customer chassis were built in 1958, although it seems unlikely that either reached the track. However, the influx of funds allowed Arthur to realise an ambition to race internationally and he duly evolved his initial design into the Mk2, which was used in both Formula Junior and sports car racing. Arthur and his friend John Harwood had the two front-engined Formula Junior cars and raced them across Europe. As many as 10 sportscar

Mk2s were built from the family home at Roade in Northamptonshire, and the basis of a business was established.

Through into the mid-1960s Arthur raced extensively and won back-to-back 1172 titles in 1962 and '63 as his chassis design evolved each year. The 1964 Mk4 design doubled as an F3 car for the first year of the one-litre regulations and in one epic weekend Harwood raced Arthur's car at Monza on Friday before Arthur took it over for the Monaco Grand Prix support race on Sunday. Arthur failed to make the final after a suspension bolt failed and the car spun up the steps of the Hotel de Paris. Jackie Stewart won the final in Ken Tyrrell's Cooper.

Arthur's son Richard, then 17, was on the Monaco trip and remembers Arthur chatting to Piers Courage. After the conversation, Courage turned to a friend and said: "That's Arthur Mallock, the man who makes incredibly simple cars go incredibly quickly."

The future grand prix racer had perfectly encapsulated Arthur Mallock. His genius was in simple but amazingly effective designs and his thinking

influenced a generation of race car designers and opened up the sport to many impecunious racers. His life-long friend Mick Paris talked about Arthur's single-mindedness. "If Arthur didn't speak to you, it was probably because he'd got something he was thinking about," said Paris.

Arthur's understanding of competition car suspension was considered to be ahead of its time and future Ferrari and Tyrrell F1 designer Harvey Postlethwaite was a Mallock customer in the mid-1960s.

"I think Arthur Mallock knew more about suspension geometry than anyone I've ever known," said Postlethwaite in the mid-1990s.

Postlethwaite was one of many drivers who raced Mallocks in the new Clubmans formula, which was created in 1965. The formula was a perfect fit for Mallocks and for half-a-century the marque has been at the centre of Clubmans racing. David Wragg and Jeremy Lord were early Clubmans champions in Mallocks and by the end of the 1960s Arthur's two sons Richard and Ray had started racing, and winning.

The 1971 season was an outstanding year for Ray, who won 22 races and took the major Clubmans title in a Mk11. He also made his F3 debut in a front-engined Mk11B, which was close to the pace of the leading cars, while Richard raced a Mk9 in Formula Ford. Typically for Arthur's designs, the Formula Ford was also front-engined and showed excellent pace, particularly at places like Thruxton and Castle Combe.

All the while, a steady supply of customers for chassis was helping to support the family's racing and the 1976 Mk18 design proved one of the most popular, with well over 20 cars supplied for Clubmans racing. The following year's Mk18B was equally popular and took drivers like Alex Ferrada and Alan Webb to championship titles.

As his sons' racing took centre stage, Arthur reigned in his own competition, but was always at race meetings and was happy to offer advice to his rivals as well as customers. Frequently he would puff away on his pipe while considering a particular issue, before coming out with a gem of information. In the workshops, the base chassis design was in a state of



Michael handling a Mk9 FF1600



Ray raced at Le Mans successfully

THE LANDMARK DESIGNS

Mk2: The first production chassis from 1960, destined for both Formula Junior and sportscar racing. At least five Mk2s are known to still exist.

Mk6: A popular development of the Mk5 for the Clubmans formula in 1966. As many as 13 Mk6s are thought to have survived.

Mk9: Its first production Formula Ford 1600 for 1969 based on the prototype Mk7. Only five were built but three are still active.

Mk11: One of the most popular designs of the era was a development of the Mk8B and was built for Clubmans in 1971. Up to 20 are still active.

Mk16: The last of the generation of short-wheelbase Clubmans cars was produced for 1975. Of around 20 built, most have survived and several of them now race in Classic Clubmans.

Mk18: The 1976 Clubmans car was a longer-wheelbase

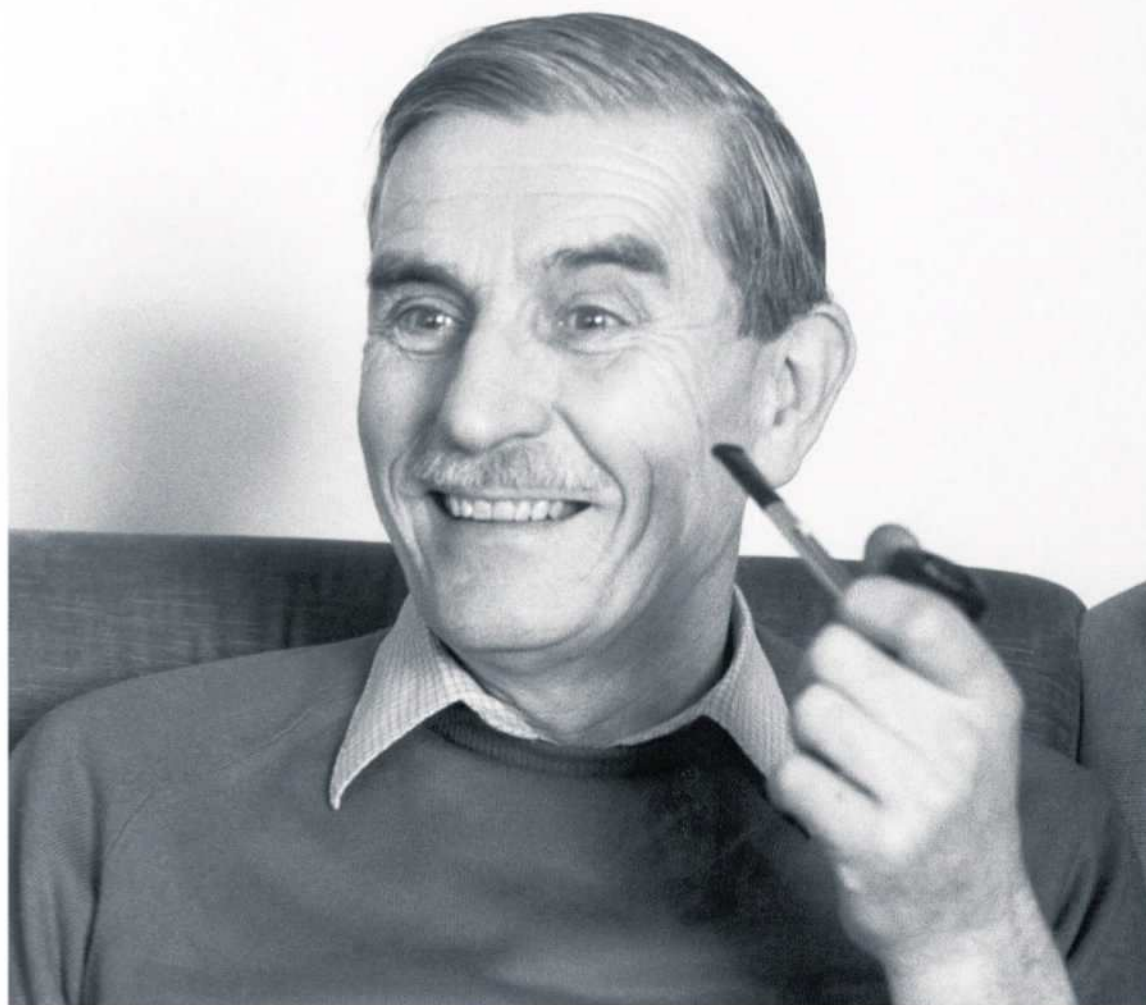
development of the Mk1 remains one of its most popular models ever built with sales more than 20 cars.

Mk20B: The first design to start exploring ground-effect technology was used in Clubmans and Formula 2 in 1979. At least 15 were built alongside 20 Mk20s from

Mk27: The 1985 Clubmans evolved from the Mk26 with extended wheelbase. The

Photos: LAT archive, Gary Hawkins, Paul Lawrence

FURROW



Arthur Mallock became one of the most inspirational engineers of the last century with meticulous designs

constant evolution and became ever stiffer, while the Mk16 heralded a move to a longer wheelbase.

While Ray's own racing and then engineering career took him away from the workshops at Roade, Richard was now taking more and more of a lead in running the business. At the end of the 1970s there was a flirtation with Formula Atlantic and a second foray into Formula Ford with the one-off Mk22, but Clubmans racing remained at the heart of everything that Mallock did.

The Mk20 and Mk21 were very successful with at least 20 of each built, but Arthur, now into his mid-60s, was not one to rest on his laurels and constantly embraced new thinking. The Mk23 Clubmans design for 1981 featured ground-effect principles and computer-designed front suspension.

However, the Mk23 was not to everyone's taste and Mallock customer Paul Gibson decided the time had come to build his own cars under the Vision brand. There had always been rival marques in Clubmans, but Mallock had been the benchmark for 15 years. The arrival of Vision upped the ante and for a

while the Mallock family struggled to keep the business afloat against the might of the Vision challenge.

Mallock came back strongly with the Mk27 design and its variants for the 1985, '86 and '87 seasons when Vernon Davies, Nick Whale, Alex Moss, Nick Bridge and Peter Richings were title-winning customers. A couple of seasons earlier Will Hoy had been a multiple Clubmans champion in a Mk20 and a Mk24 in several memorable seasons with entrant Hugh Chamberlain.

Into the 1990s, Clubmans racing turned to 16-valve Vauxhall power but the market for new front-engined sports-racing cars was starting to wane. In 1993, just two new Mk30PRs were sold, while the Mk31 of 1994 proved to be the last of a generation of front-engined Mallocks.

Working in partnership with racer and engineer Mike McDermott, Arthur's final design scaled new heights of chassis rigidity, but he would not see it race.

Sadly, shortly after his 75th birthday, Arthur's health deteriorated and he died in December 1993. Motor racing had lost a pioneer and an engineering genius and

the Mallock marque had lost its inspiration. However, Ray and wife Sue dug deep to keep the business moving forward at a time when the flagship Clubmans category made a bold move to a rear-engined format. The first rear-engined Mallock was the Mk32 for the Supersports Vauxhall category and was the result of a joint effort by Richard, Ray and McDermott.

However, the rear-engined movement lost momentum towards the millennium and faded, leaving the company to focus on the core business of front-engined Clubmans cars. The market for new cars is largely dormant and the Mk36 from 2010 remains the last brand new Mallock design.

Instead, Mallock Sports continues to service, repair and restore cars from right across 60 years of the marque history. As Richard and Sue Mallock ease their way towards retirement, their son Charlie is taking an increasingly prominent role in the operation. The business that Arthur Mallock started by selling a replica chassis in 1958, is in good hands already well into its second half-century. ■



Mk20 design was the most popular model. This is Mark Charteris' 20-21



Ray Mallock (left) with World Touring Car champion Rob Huff and Chevrolet

How RML has become the modern Mallock company

As the second son of Arthur Mallock, Ray was always destined to be involved in motorsport and he has enjoyed great success as a racer, an engineer and a designer.

After cutting his teeth – and winning extensively – in Mallock Clubmans cars, Ray moved up the single-seater ladder to Formula Atlantic and then Formula 2 where he raced with support from former McLaren director Creighton Brown under the Ardmore Racing banner.

In 1979 Ray made his Le Mans debut with Simon Phillips and in 1984 he formed Ray Mallock Ltd, which developed and ran sports car projects at the highest level for Aston Martin and Ecurie Ecosse.

Since then, RML has run major motorsport projects for a range of manufacturers including Nissan, Vauxhall, MG, SEAT and Chevrolet.

With Ray's son, Michael, now taking a prominent role, the company continues to work closely with major manufacturers and has developed extensive expertise in battery technology.

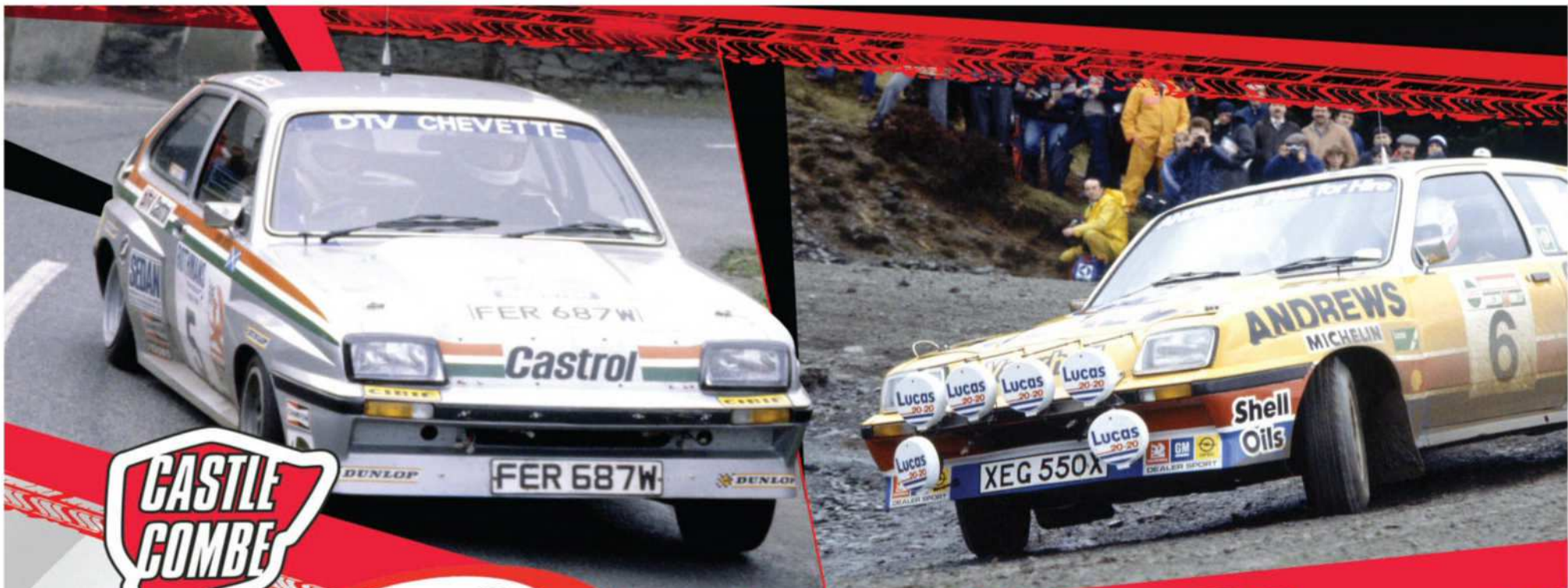
Ray continues to race and has several Mallocks from across the decades. In his Mk2 Formula Junior he won last summer's North American leg of the category's Diamond Jubilee World Tour.

Michael is also an accomplished driver in both modern and historic racing cars.

6 and following S and SG popular developments proved themselves to be just as popular.

Mk32: The first rear-engined Mallock was built for Supersports Vauxhall in 1995 with all-enveloping bodywork over an all-new spaceframe chassis.

Mk36: The latest front-engined design can accept a range of engines into a very rigid chassis with a sequential gearbox and a de Dion rear axle set-up.



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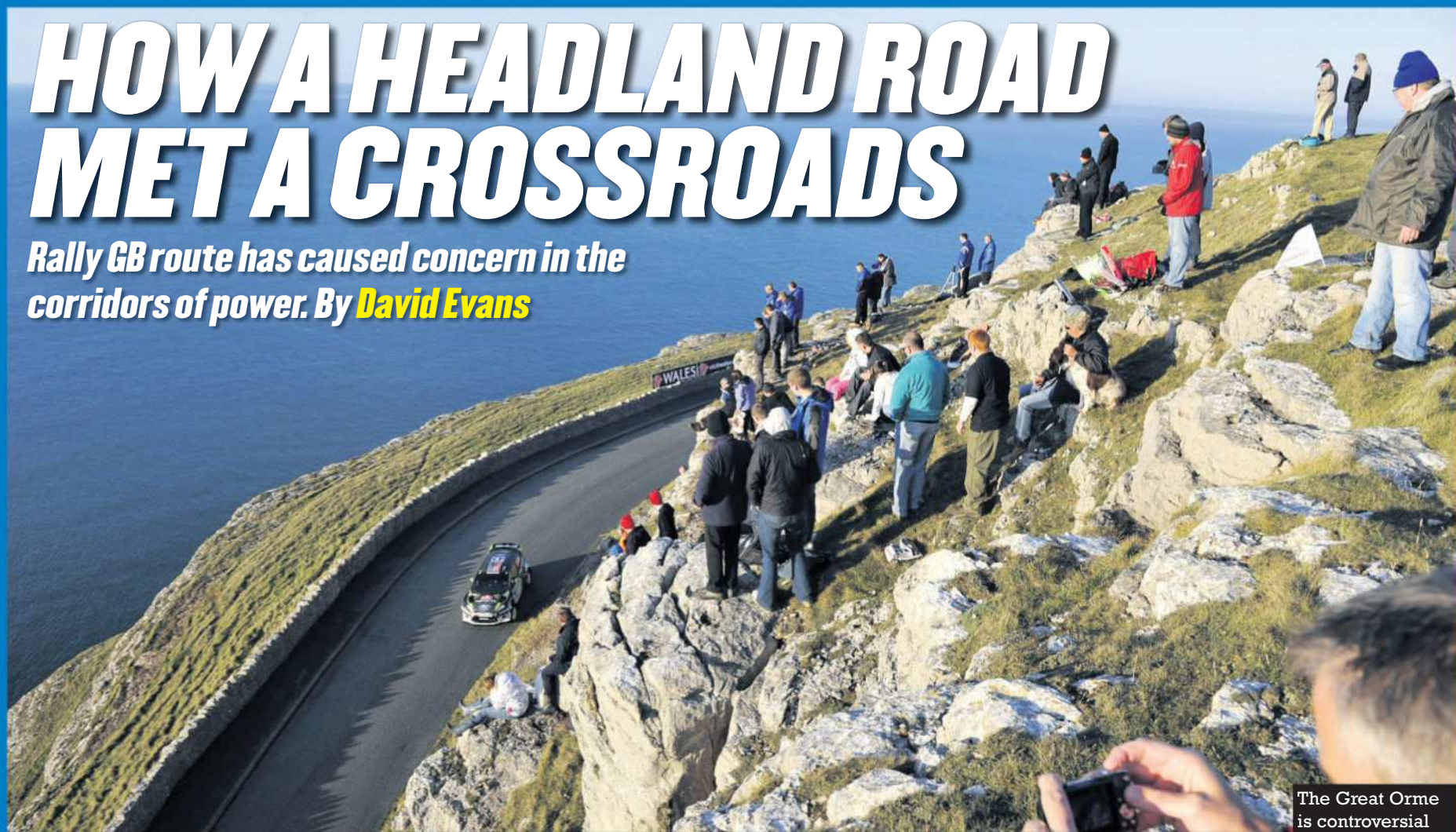
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ANALYSIS

Photos: mcklein-imagedatabase.com

HOW A HEADLAND ROAD MET A CROSSROADS

Rally GB route has caused concern in the corridors of power. By **David Evans**



The Great Orme is controversial

Know much about sea serpents? Me neither. They don't sound good though. They sound like the sort of thing that could come back and bite you. Now, what was it the Vikings – or some such Old Norse-speaking folk – called Llandudno's Great Orme? That's right: sea serpent.

What's going on with this year's Wales Rally GB? We'd heard and talked about changes to the route: Friday becoming Saturday and vice-versa; longer stages in North Wales; a teams-pleasing return to Deeside for a lunchtime service, and even a consideration of starting in Liverpool.

On top of that there was February's news that suspending the road traffic act for road racing would no longer need an act of parliament in Wales. At the time, Motor Sports Association chief executive Rob Jones told us: "This development will literally change the landscape of Welsh motorsport."

All good then. And, don't forget, this year's event runs on the first weekend in October. And the first weekend in October is almost in September. And September is almost still the summer. So, it might not rain. Happy days!

And now we're running crisis covers in *Motorsport News* about

Britain's round of the World Rally Championship being in jeopardy.

As you might have gathered from last week's *MN*, the primary issue is centred on the use of the Great Orme – or the four-mile Marine Drive which circumnavigates the headland – as the Rally GB powerstage. The FIA's not keen and points out that it falls foul of a regulation which dictates a WRC round's final, points-paying test should be representative of the rally.

What does that mean? "Representative."

Being pedantic, you could say that stretch of road is entirely representative of Wales, a country with 870 miles of coastline. Hindsight has revealed regulation 13.3.1 open to subjective interpretation.

I spoke to Yves Matton about the potential for closing this year's Rally GB with a run around the Orme in Corsica earlier this month. He was interested to know about the promotion, how many fans might be around? I pointed him in the direction of last year's packed streets of delighted locals celebrating Elfyn Evans' victory. He didn't seem unduly perturbed about the plan.

Then Yves went home and things started to get complicated. I suspect more than the odd driver got in touch with the Citroen team principal turned FIA rally director and let them know they didn't think the GB powerstage plan was a very good one.

Understandably, Matton can't be overly keen on his first high-profile decision being one which will polarise opinion and potentially make him unpopular with the crews.

What I find confusing and concerning is talk of the Great Orme and Llandudno stage being questioned on safety grounds.

Now, I'll be clear, the FIA hasn't communicated anything to me on



Competitors love the challenge

the record about such fears, but sources in the governing body have talked about this as a genuine area of concern.

And rightly so. Road safety remains paramount at the FIA and taking rally cars onto the streets of north Wales at full speed is a considerable undertaking. But could you really imagine Rally GB taking it lightly?

Let's remind ourselves who runs the safety side of Rally GB... meet Sue Sanders, somebody from the very fabric of the FIA and undoubtedly one of the finest safety delegates in the world. Sanders and Michele Mouton are founding members of the FIA's Women in Motorsport Commission; the pair of them live and breathe this sport and safety in this championship. If the FIA was worried about the safety of the Great Orme, such concerns could have placated in an instant.

Undoubtedly, in performance terms, running the Orme on boots worn away by two forest stages hanging on the bottom of long-travel, jacked-up gravel suspension is sub-optimal. So drive accordingly.



Plans were laid to attract spectators to the powerstage of the rally

I've spent a week listening to drivers ranting about this stage being a ridiculous idea and I simply can't agree. It makes complete sense to me to bring the cars off what is an iconic stage – and one which has significant and distinguished provenance in RAC Rally and Rally GB history – and take the cars through the streets of Llandudno in front of 30,000 fans.

What the last week has brought me to question is the value of that road as a powerstage. One driver who didn't want to be named was as articulate as he was forceful on this matter.

"Rally GB has some of the best gravel stages in the world," he says. "I don't understand why they would forget all of those incredible forest roads for the Great Orme. There's nothing wrong with that stage, but Rally GB is about the forests – why aren't the organisers proud of those stages, playing to their strengths and showing off what's the best of British rallying?"

Hard to argue with such sentiment. Although an understanding of the commercial side of the debate makes it easier to swallow. The powerstage

is beamed around the world live, available to gazillions of folk in planet Earth's four furthest-flung corners. And what better for Wales than for those watching on to see stunning heli-cam footage of rally cars coming around the headland and into a town packed with fans? If the weather's right, let's face it, it will be sensational. And it will sell Wales.

Hence the concern if it doesn't happen. This is year three of the current three-year deal with the Welsh Government and, having discussed the delivery of the dream (in marketing terms), it might be tricky to talk them down and back behind the trees.

What's frustrating is the way the last week has taken the focus away from the other aspects of an innovative and imaginative route for October's Rally GB: the lengthening of Penmachno, the mixing of Brenig and Alwen and delivering mid Wales in one day for the first time in 21 years. Let's get over this hurdle and then we'll get to the good bits.

Before that, will the sea serpent be slain? Watch this space. ■



Forests are synonymous with GB

RACING REPORTS

DONINGTON PARK: MSVR BY GRAHAM KEILLOH
APRIL 21/22

Photos: Ollie Read



Just eight cars took part in season-opener

SMALL GRIDS REMAIN FOR LMP3 CUP BUT ORGANISERS INSIST SERIES WILL GROW

To quote *Field of Dreams*, 'if you build it, they will come'. One year in, LMP3 Cup can claim to have built everything for a strong series, yet it still awaits the arrival of a grid size to match.

Last season the fields varied between five and 10 cars. Much was changed for 2018 to boost numbers – Michelin rubber to match European series, freeing up driver categories, adding a secondary PT4 class – and hopes were high for double figures. Yet in the Donington season opener there were seven LMP3s plus one PT4 machine.

Series boss Chris Haynes cannot explain the paucity. "As far as we're concerned there's no excuses left [not to participate]," he says.

"Everything is in place, we have invested for the future and we're still committed to LMP3 Cup. In theory it's a fantastic championship, we just need the cars. We believe we're providing the best environment nationally for their racing and we're always listening to our customers. We've listened and made those changes.

"We can only provide the environment – we can't do the racing as well. We can't

sustain a race championship with eight cars on the grid.

"The teams are telling us that the drivers are just being a bit coy, holding out for deals. We've targeted Brands Hatch [round two] as an important round, we're expecting more cars there."

Haynes believes another possible reason for the slow start is down to the stormy weather that hit the UK earlier this year and could have curtailed teams' preparation.

Among existing LMP3 Cup competitors there is virtual unanimity that it's a high-quality series – in teams, drivers and cars – as well as being competitive, well run and cost effective. "There's nothing that would put us off competing," confirms United Autosports' Richard Dean. "I keep reading about what a success LMP1 is and they've only got eight cars."

Experienced driver Jamie Spence believes that more drivers should try the P3 car, and they could be surprised in terms of value for money.

"I look at the GT Cup [sister series] and I believe the budgets are very similar and these are head and



Series boss Haynes is optimistic

shoulders above them," he explains.

Haynes thinks that could be a double-edged sword: "The P3 is a proper racing car. I think some of the other racing cars out there make it a lot easier with their trickery. That might have an influence."

"It's chicken and egg," adds United Autosports driver Bonamy Grimes, "you've got to have the grids to get the people, but if you don't get the people you don't get the grids.

"It always takes a while with these things. And if you look at Europe and how LMP3 is going great guns I'm sure it will ramp up. It's just a matter of getting a good UK scene going."

Many LMP3 Cup drivers and teams agree with Grimes' position. "There is a lot of interest in the series, it's just getting people across the line," says Speedworks Motorsport team principal Christian Dick.

The best explanation seems that it's all just a matter of time.

Nielsen Racing took a 1-2-3 in the first Donington race after all its cars started on slicks in damp-but-drying conditions, with newcomer Christian Olsen winning in only his second ever LMP3 race and with no prior dry running in the car.

Driving alone, he was around 10 seconds off team-mate Colin Noble, leading the first stint, and hounding his other stable-mate Johnny Mowlem in second. Olsen had a 10s shorter pitstop than either of the mandatory stop times, with Noble's car losing a further 15s due to a pitstop problem. This gave Olsen a handy 23s lead after the stops, which he extended

to 40s by the end.

"It would be a bit blasé to say that winning is not a surprise!" says Olsen.

Tony Wells brought the Noble/Wells pairing home second and Grimes held off a late attack from Spence's 360 Racing entry to take third alongside his team-mate Mowlem.

Bradley Smith/Duncan Williams, making Norma's (UK) LMP3 Cup debut with the Mectech Motorsport team, was one of three cars to finish a lap down after starting on wet tyres in mixed conditions. But they made amends by winning the second race comfortably.

Smith's pole mark was 0.9s clear of the rest, and while Williams spun when running among the leaders – losing around 15s just before half distance – Smith recovered to win by 16 seconds.

"Mectech have put together a fantastic car," Smith said. "We've had fantastic help from Norma in terms of set-up too."

Noble/Wells were ahead of United Autosports' Charlie Hollings and Andrew Bentley, with Noble passing Hollings at Coppice late on.

WINNERS

LMP3 Cup	Radical Challenge
Race 1: Christian Olsen (Ligier JS P3)	Race 1: Steve Burgess
Race 2: Bradley Smith/Duncan Williams (Norma M30)	Race 2: Steve Burgess
	Race 3: Jerome de Sadeleer
GT Cup	Heritage Formula Ford
Race 1: Nigel Hudson (Aston Martin GT3)	Race 1: Mike Gardner (Crossle 30/32F)
Race 2: Dan Gibson (McLaren 650S)	Race 2: Oliver White (Van Diemen RF89)
Race 3: Gareth Downing (Mosler)	
F3 Cup	7 Race Series
Race 1: Jacopo Sebastiani (Dallara F312)	Race 1: Lee Wiggins
Race 2: Stephen Daly (Dallara F308)	Race 2: Danny Winstanley
Race 3: Shane Kelly (Dallara F308)	Sports 2000
	Tom Stoten (Gunn TS11)

Downing eventually gets his victory after enduring mixed GT Cup weekend at Donington Park

There were three different winners in the **GT Cup** at Donington Park.

Nigel Hudson's Aston Martin GT3 was never headed in race one but, after a pitlane start, Gareth Downing climbed rapidly through the order in his Mosler. Having ousted Michael Igoe's Porsche for third at the chicane on lap 12/22, he took second from Paul Gibson's McLaren at Redgate. Continued gear selection problems for the Mosler allowed Gibson to briefly regain the position, but Downing was able to fight back and secure his second-place finish.

Although Downing led into Redgate at the start of race two, Dan Gibson had taken over the family McLaren and scythed ahead into the Old Hairpin on the opening lap. Downing was forced to pit from second when his door came open after just three laps, leaving a distant Hudson and Igoe to complete the podium.

It finally all came good for Downing's Mosler in the third race, trouncing the

opposition and dominating from lights out. Hudson and Adam Wilcox were a comfortable second.

Defending **F3 Cup champion** Jacopo Sebastiani took a lights-to-flag victory in the first race of the weekend. Stephen Daly spun out of second exiting the chicane on the opening lap, leaving Shane Kelly chasing Sebastiani to the flag, but Daly recovered to complete the podium.

It was a maiden **F3** victory for Daly in race two, leading from the start and shaking off an early threat from Stuart Wiltshire. Kelly then became the third winner of the weekend, heading Wiltshire from the opening lap of the finale.

Daly gradually lost

touch with the lead duo, with a late spin promoting both Cian Carey and Sebastiani.

It was almost three abreast into the first corner in the first **Radical Challenge** race, with Steve Burgess, Dominik Jackson and Mark Richards battling for the spoils. Burgess got the lead at the Old Hairpin, which

compromised Jackson's line and briefly let Jerome de Sadeleer into second. Jackson was able to reclaim the position exiting McLeans.

Burgess and Jackson's breakaway was negated by a safety car when Barry Liversidge went off at the chicane. From the green flag Burgess led Jackson from de Sadeleer, with the lead duo first to hit the pit window.

Although the rest of the field changed to wets as rain started to fall, Burgess and Jackson both stayed on slicks. It proved to be the right decision as they held station, with Kristian Jeffrey retaining third from the closing Marcello Marateotto and de Sadeleer. It was Burgess, Richards and Jackson to the fore again in race two, with two almost consecutive safety car spells, before Burgess finally got away for his

second win. Jackson jumped Richards from the restart to seal second, with de Sadeleer following him past into third three laps later. Richards just held on to fourth from Brian Caudwell.

Richards looked set for his first win in the final race, but a short pitstop earned him a stop-go penalty, handing a maiden victory to de Sadeleer. Burgess and Jackson completed the podium.

A misfire put favourite Oliver White out of the first **Heritage Formula Ford** race, which had to be restarted after Chris Hodgen's Van Diemen caught fire.

Mike Gardner took the victory spoils in his Crossle, almost three abreast across the finishing line from Ben Edwards' Van Diemen RF92 and the Mondiale of Conor Murphy.

Despite starting from the back of the grid, White led race two from the fourth lap, leaving Murphy to head home Gardner for second.

Peter Scherer



Downing suffered gearbox and door issues before win

BRANDS HATCH: 750MC BY CHRIS STEVENS

APRIL 21/22

Photos: Gary Hawkins

GANT SURGES THROUGH FIELD TO CLAIM FORMULA VEE VICTORY



Albone won RGB races to begin defence of his title perfectly



After starting 10th, Gant (6) won race

WINNERS

750 Formula
Race 1: Bill Cowley (Cowley MK14)
Race 2: Ed Pither (PRS 1b)

Classic Stock Hatch
Race 1: Matt Rozier (Peugeot 205 GTI)
Race 2: Matt Rozier (Peugeot 205 GTI)

Formula Vee
Race 1: Graham Gant (WEV FV01)
Race 2: Ben Miloudi (Storm GKBM 2015)

Historic 750 Formula
Race 1: Martin Depper (Centaur MK14)
Race 2: Ben Myall (Gerrel MK1)

Hot Hatch
Race 1: Ali Camp (Ford Fiesta ST)
Race 2: Ali Camp (Ford Fiesta ST)

Locost
Race 1: Ben Powney
Race 2: Ben Powney
Race 3: Mark Burton

MR2
Race 1: Chris Thomas
Race 2: Ben Rowe
Race 3: Ben Rowe

MX-5 Cup
Race 1: Paul Maguire
Race 2: Paul Maguire
Race 3: Chris Lovett

Roadsports
Jamie Sturges (SEAT Leon Eurocup)

RGB
Race 1: Billy Albone (Spire GT3)
Race 2: Billy Albone (Spire GT3)

Sports Specials
Race 1: Clive Hudson (Eclipse SM1)
Race 2: Matthew Booth (MK Indy RR)

Graham Gant took victory in the opening Formula Vee race aboard his WEV FV01 having surged through the field from 10th on the grid.

Reigning champion Ben Miloudi, driving the Storm GKBM 2015, initially battled with Craig Pollard (Bears GAC) for the lead, but while they were scrapping both were passed by former Vee champion Daniel Hands (GAC Vee) at Druids. Gant would eventually slipstream past Hands on the Brabham Straight to take the lead and the win. Peter Belsey (Spyder Mk2) took the final podium spot away from Pollard, while Miloudi lost his nosecone after tangling with a backmarker.

Miloudi and Pollard did battle again in race two, jockeying lap after lap, with Miloudi the eventual victor and his triumph made it four different winners in four races. James Harridge took the Class B win in both races, despite having

to start at the back after a loose valve head dropped him out of qualifying.

Reigning 750 Formula champion Bill Cowley took an unfancied win in an overheating and misfiring Cowley Mk14. He nabbed second when Peter Bove (Darvi 88 P) ran wide attacking leader Mark Glover's Racekits Falcon. He took the lead by completing a tight manoeuvre on Glover at Paddock Hill Bend while avoiding traffic.

After retiring from race one with a blocked fuel filter on his PRS 1b, Ed Pither won race two, having diced with Cowley for the lead. Bove was denied a chance at a second podium as he ran his car into the Paddock Hill Bend gravel, avoiding a wheel that came off James Jeffery's car as he was being lapped.

Billy Albone began his RGB title defence in perfect style with a pair of victories in his Spire GT3. His Mittell rivals hit trouble, as race leader Paul Smith suffered a stuck throttle causing

him to spin at McLaren. Smith's teammate, and polesitter, Chippy Wesemael ran wide in avoidance, which sprung Albone into the lead. Rookie Wesemael later had a clutch issue, which put Daniel Larner, in the older MC-52b, as the top Mittell in second.

Wesemael led race two until he was wrong-footed in traffic, with the more experienced Albone taking full advantage to snatch the lead. A close call with the gravel at Paddock Hill Bend dropped him behind four-time Vee champion Smith, but he still came away with a second podium finish.

Ben Powney won both of his Locost races, with a huge entry causing the field to be split into three groups. He took the lead from Jack Coveney on the inside of Paddock Hill Bend in race one, and pulled a similar move to pass reigning champion Ian Allee – who scored his season-best result in second – for the race two win. Burton came away with

the race three win by just 0.03 seconds from Martin West.

Chris Thomas fended off fierce competition in the first of three MR2 Cup similarly-split races. Ben Rowe took the wins in the second and third races as Mick Nicholls took Class C honours in both races, with two overall second places. Josh Brooks took his first podium in race two but spun defending a second rostrum from Cook in race three.

Current Sports Specials champion Paul Boyd missed both races after crashing his Eclipse SM1 at Paddock Hill Bend in qualifying. Fellow Eclipse driver Clive Hudson beat the similar car of Martin Gambling, who lost fuel pressure but benefited from a red flag for the beached Olly Samways's Sylva Clubman, to maintain second. In race two, a stuck throttle led Hudson to spin at Clearways while chasing eventual race winner Matthew Booth (MK Indy RR). Ben Rushworth's Honda Integra DC2

was dominant in the first Hot Hatch race, until his car refused to start for the restart following a red flag period. That opened the door for Ali Camp to take his Ford Fiesta ST to the top step in both races, with Jon Peerless (Honda Civic) and Rodren Vella (Honda Civic) taking a Class B win apiece.

After switching from the MX-5 Championship, Paul Maguire took the points for three MX-5 wins. He finished behind Chris Lovett on the road in the reverse grid race three, but the invitational class driver wasn't eligible for points.

Matt Rozier's bid to retake the Classic Stock Hatch title in his Peugeot 205 GTI began with back-to-back victories against reigning champion Lee Scott.

And Jamie Sturges (SEAT Leon Eurocup) victory when Lucky Khera retired his BMW 1 Series, which had a lap advantage having pitted under safety car conditions with a fuel leak.



Depper leads Myall in the opening Historic 750 Formula race at Brands

Historic 750 Formula gets a new lease of life for 2018

On a weekend with a grand total of 319 entries for the 750 Motor Club at Brands Hatch, the Historic 750 Formula stood out with a significantly larger field than in 2017.

New driver representative Lyndon Thruston has been working hard to make the series more well-known, advertising it at VSCC events and the Kop Hill Climb, and keeping those interested up to date via a mailing list.

"We started rebranding the series probably 18 months ago. It's all about publicity," Thruston said.

"We've always had a really great series with really great people, but it's about letting other people know.

"We were very lucky to get an invite to the VSCC Festival at Snetterton last year, and we took quite a few of our cars up there, just to show who we were, to make us accessible. If the people can't come to you, go to them.

"We had loads of interest. At 1100hrs I rang the guys at the display asking how they were getting on and I got a picture of six cars surrounded by

people, really interested in something.

"We had 16 cars enter last year throughout the races, it was a little bit low and less than we wanted. This year 27 entered today, we're expecting a full grid of 26 at Mallory Park, we've got 32 registered drivers, 10 of which are brand new to the series."

The eagerly anticipated supercharged Warren made its appearance at the Brands Hatch meeting, the rebuilding of which drew significant crowds at the Race Retro show.

But, even with more Austin 7s and Formula 3500cc cars on the grid, the series is still pushing to get its name out there.

"We're joining a handicap race," added Thruston. "The idea is to invite anyone with a historic car under 1500cc, which is a similar performance to us, to join us to give them a feel for what we're doing.

"In the handicap they won't have to necessarily comply to all our rules, they can just come out, get some interesting cars on the track and open up to people who maybe haven't got somewhere to race."

A new cam belt and control Dunlop Crossfire tyre has had its hand in levelling the playing field, which demonstrated itself well in the two races at Brands.

Christian Pedersen's Austin 7 led off the line in race one but was passed by the Gerrel Mk1 of Ben Myall out of Graham Hill Bend, and then Martin Depper's Centaur Mk14 also found a way by on the next lap. Depper and Myall dived for the lead, with Myall starting a pass on the inside of Paddock Hill Bend on the penultimate lap and completing it into Druids as Depper ran slightly wide.

A mistake from Myall on the exit of Graham Hill Bend meant Depper got back through at Surtees. The duelling pair were split by just 0.03 seconds at the finish.

Myall was unchallenged in race two after Depper spun at Graham Hill Bend and hit the barriers, bringing out the red flags. Thruston (Historic 750 DNC) and Trefor Slatter (Centaur Mk11) battled for second, with Thruston coming out ahead.

RACING REPORTS

SILVERSTONE: VSCC BY MATT KEW
APRIL 21/22

Photos: Mick Walker



By its nature, one-make racing doesn't inspire thoughts of grid diversity. When it comes to the likes of Ginettas, the Renault UK Clio Cup or the Mini Challenge, little more than a car's number and livery can be used to tell them apart.

Yet the 33-strong grid of Frazer Nashes running in the inaugural Freddie Giles Memorial Race at the Formula Vintage curtain raiser for the Vintage Sports-Car Club was awash with variety.

They may have all entered under one company's illustrious history, but engine capacities ranged from 1500cc up to Justin Maers' 6.1-litre GN Parker.

The models spanned the 1920s through to the '50s when the cars were running Bristol gearboxes and engines borrowed from BMW following war-time reparations.

Such was the appeal that two-time Historic Formula 1 champion Martin

Stretton joined the grid along with three of the renowned racing Blakeney-Edwards family – Patrick, Simon and Jo.

It was Julian Grimwade who emerged the eventual victor, despite "playing catch up" having lost both first and second gear in his Alvis-engined single-seater during practice.

The current holder of the Brooklands Trophy – earned for scoring the highest number of aggregate points throughout last year's Formula Vintage series – overcame a sluggish start to charge through the entry.

His car had started life as a TT Replica, to some that's considered an unfair label as all Frazer Nash Replicas were built from the factory as an exact copy of their respective race cars rather than being mere recreations. Later, in 1936 it was converted to its current one-seat, 3.6-litre specification with 205bhp.

Throughout 40 years Giles established himself as one of the VSCC's leading

competitors and the race was a fitting tribute to the marque with which he earned great success. In return for taking the spoils 3.8 seconds ahead of Martin Hunt, Grimwade was happy: "I met Freddie's widow, won a plate to keep for the year and then was presented with one of Freddie's old trophies which I can keep forever. That is fantastic."

The solid rear-axle, chain-drive cars from the pre-War era captured the attention of the packed Brooklands grandstand, the fans delighted by their controlled oversteer as they battled overheating rear tyres at the expense of outright laptime.

Also of note, Julian Majzub was running in a 1952 Mille Miglia that was once raced by 1958 F1 champion Mike Hawthorn in the French Grand Prix and British Empire Trophy most notably. Majzub added: "Then it got sold to a guy who really wanted it and so part-exchanged two cars for it – a lightweight

[Jaguar] XK120 factory car, a three-litre Bentley – and a load of money."

The Freddie Giles Race also served to dispel a stereotype that vintage car racing is aimed squarely at older competitors. Thanks to half-price entry fees for under 30s, 13th-placed Eddie Williams headed up a growing contingent of young drivers.

The Super Sports racer said: "You never get bored at a VSCC meeting. The deal is very generous and it really helps put more people forward. "Giles was a real legend in the Frazer Nash world. He raced lots of cool cars and was a very good driver. For the older generation, he was a hero.

"[The popularity of the race] is a lot to do with the cars because they're so unique with the rear-axle and have a special way of driving. They're really fun to drive and really fun to watch. It's one of the clubs people want to be involved in."

WINNERS

All-comers Short Handicap Race for Pre-War Cars
 Race 1: David Seber (Wolsley Hornet Special)
 Race 2: James Whitmore (Riley 12/4 Special)
 Race 3: Douglas Martin (Hillegass Sprint Car)

All-comers Short Scratch Race for Pre-War Cars
 Race 1: James Baxter (Riley ERA)
 Race 2: Julian Grimwade (Frazer Nash Single Seat)

FISCAR – Tom Cole Trophy Race
 Martin Hunt/Patrick Blakeney-Edwards (HWM Jaguar)

Fox & Nicholl Trophy for Standard & Modified Pre-War Sports Cars
 Richard Pilkington (Talbot T26 SS)

Freddie Giles Memorial Race for Frazer Nashes
 Julian Grimwade (Single Seat)

HGPCA for Pre-1966 Grand Prix Cars
 Race 1: Barry Cannell (Brabham BT11A)
 Race 2: Barry Cannell (Brabham BT11A)

Morgan Challenge
 Race 1: Philip Goddard (+8)
 Race 2: Philip Goddard (+8)

Patrick Lindsay Memorial & Amschel Rothschild Trophies Race for Pre-1961 Racing Cars
 Frederick Harper (Kurtis Indy-Roadster)

Standard & Modified Pre-War Sports Cars
 Edward Williams (Frazer Nash Super Special)

GP Italia and Lancaster Trophies Race for Vintage Racing Cars
 Robin Tulvie (Riley Menasco Pirate)

Silverstone Trophy for Special Pre-War Sports Cars
 Ruediger Friedrichs (Alvis Firefly)

1950s Sports Racing Cars
 Charlie Martin (Lotus 15)

Martyn Corfield had been challenging fellow Le Mans Replica driver Hunt in the opening stages. Polesitter Hunt tried to pick his way through to the lead with a dive down the inside under braking into Brooklands. But Corfield held strong to retake track position as they snaked into Luffield.

Navigating lapped traffic proved decisive, however, as Corfield found himself squeezed out onto the gravel while exiting onto the home straight. Two wheels kicked up a cloud of dust and he had to gather the car as it tried to break away, costing him time and four positions. Despite the diminished returns in an eventual fourth, the appeal hadn't faltered.

"I was only 0.08s off Martin's pole time – that was in historic racing and yet it's Formula 1 stuff!" said Corfield. "It's a fabulous race, just the best. Where else do you get such a good comparison between the Frazer Nashes?"


GRAND PRIX PROVENANCE

Julian Majzub's 1927 Bugatti Type 35B was one of three examples to feature in the GP Italia and Lanchester Trophies race – where he finished third. In the family for nearly 40 years, what sets his 35 above the others is that it was a genuine works car and contested every grand prix that season. It then returned to Bugatti, which uprated the brakes and found an extra 800cc to take the eight-cylinders up to 2.5-litres. Latterly it joined Bluebird among a collection of cars raced by land and water speed record holder Malcolm Campbell.


CAT AND MOUSE F1

Ex-Ford Sierra RS500 British Touring Car racer Andy Middlehurst was reunited with the John Bowers-owned Lotus 25. Ahead of the car and driver's fifth Historic Monaco Grand Prix together later this year, Middlehurst opted to run the HGPCA opener as a competitive shakedown. Chassis R4, in which Jim Clark won the 1963 Oulton Park Gold Cup before taking his first Formula 1 title, finished second to Barry Cannell's dominant 2.7-litre Brabham BT11A. Middlehurst reversed that order in race two until a spike in engine temperature forced him to back off for another second.

UNIQUE MASERATI

Only four Maserati 250S cars were ever made and three of those were later bored out to 300 specification. That makes Richard Wilson's car the last of its breed. When new it was sold to none other than American racing legend Carroll Shelby and Chaparral co-founder Jim Hall. After finding its way into a museum in the United States, Wilson took ownership in 2015 and has since participated at the Goodwood Revival, Le Mans Classic and Mille Miglia. With 250bhp, "It's the kind of car where you can just stick the tail out and drive on the throttle."



SNETTERTON: HSCC BY PAUL LAWRENCE

APRIL 21

Photos: Richard Styles



Allison and Nelson took outright victory in Chevron B8



Kivlochan won by only 0.2 seconds

WINNERS

70s Road Sports
Race 1: Jeremy Clark (Lotus Elan)
Race 2: Jeremy Clark (Lotus Elan)

Classic Clubmans
Race 1: John Harrison (Mallock Mk21)
Race 2: John Harrison (Mallock Mk21)

Guards Trophy
Charles Allison/Philip Nelson (Chevron B8)

Historic Road Sports
Race 1: Kevin Kivlochan (Morgan Plus 8)
Race 2: John Davison (Lotus Elan)

Historic Touring Cars
Race 1: Mark Watts (Ford Mustang)
Race 2: Mark Watts (Ford Mustang)

KIVLOCHAN KEEPS HIS COOL TO WIN... JUST

The opening Historic Road Sports race, which delivered a hard-won victory for Kevin Kivlochan, was one of the highlights of an enjoyable programme in the Snetterton sunshine.

If Kivlochan thought that the qualifying demise of Donington rival Richard Plant – with a fuel regulator problem – was going to give him an easier time, he was sorely mistaken. Not only did John Davison's Lotus Elan take the fight to Kivlochan's Morgan Plus 8, but fellow Morganeers Jonathan Edwards and Robin Pearce helped make sure Kivlochan had to fight all the way.

Davison went after Kivlochan over

the first half of the race, trying to bait the leader into overheating his tyres. Davison got his chance and squeezed by under braking for the Esses, but two corners later had a big moment at Murray's and ran wide.

"I'd worked the brakes hard into the Esses and I hadn't pumped the pedal back up," said Davison.

The Elan was despatched to the back of the quartet as series newcomer Edwards had his shot at Kivlochan. The gap was less than 0.2s over the line with the recovering Davison in hot pursuit. Kivlochan then dedicated his win to the memory of his old rival Gerry Marshall on the 13th anniversary of Marshall's death.

Davison jumped ahead early in the second race and was able to keep Kivlochan at arm's length to bag his second win of the season. Davison also scored GT spoils in the hour-long Guards Trophy with his Elan 26R in a race of ever-changing fortunes.

Charles Allison and Philip Nelson finally took overall victory in Allison's Chevron B8 but they were under major attack with a lap to run after John Waggett and Peter Needham pushed Waggett's Lenham into contention from the back of the grid. Sadly, Needham was out with a lap to go after it finally ran out of fuel. At the time, Nelson was nursing the B8 on the last drops in the tank. Jeremy Deeley and

Guy Sheppard deserved a podium place after a stirring drive, but their Rawlson misfired out of the race with two laps to run and so it was the Chevron B8 of Nick Thompson/Sean McLurg that took second from the Elva Mk7S of Nick Pancisi.

Before Saturday, Ford Mustang racer Mark Watts had never been to the podium, but he ended the day with a double Historic Touring Car win. In both races Bob Bullen snapped at the heels of the Mustang in the corners, only to be left for dead on the two long straights. To his great credit, Bullen never stopped chasing the Mustang and the combined deficit was less than five seconds after 40 minutes of racing.

Local ace Jeremy Clark made his mark in 70s Road Sports with a double win in his Lotus Elan, but his task was eased when Charles Barter hit gearbox trauma in the Datsun 240Z and limped home third in race one behind Will Leverett's Lotus Europa. Barter missed the second race as Clark went clear of Leverett's dad, Mark, in another Elan.

John Harrison (Mallock Mk21) took a Classic Clubmans double in what proved a torrid day for pacesetter Mark Charteris. A broken halfshaft in race one left Charteris at the back of the grid for race two, but he duly tigered into the lead, only to have his engine grenade after six laps.

PEMBREY: BARC BY JAKE NICHOL

APRIL 21/22

Photos: Matt Barrington

EIGHT-YEAR WAIT FOR PEMBREY RETURN ENDS FOR MINI CLUB



Se7en, Miglia and Libre series raced

WINNERS

British Truck Racing
Division 1
Race 1: Ryan Smith (MAN TGA)
Race 2: Ryan Smith (MAN TGA)
Race 3: Ryan Smith (MAN TGA)
Race 4: David Jenkins (MAN TGA)
Race 5: Ryan Smith (MAN TGA)

Race 1: Paul Roddison (MX-5 Mk4)
Race 2: Paul Roddison (MX-5 Mk4)
Mini Miglia
Race 1: Aaron Smith
Race 2: Aaron Smith

Division 2
Race 1: Luke Garrett (MAN TGX)
Race 2: Craig Reid (Iveco Stralis)
Race 3: Steve Powell (MAN TGS)
Race 4: Luke Garrett (MAN TGX)
Race 5: Steve Powell (MAN TGA)

Mini Se7en
Race 1: Darren Thomas
Race 2: Max Hunter
Track Attack Series
Race 1: Will Di Claudio (Peugeot 106 GTI)
Race 2: Will Di Claudio (Peugeot 106 GTI)

Hyundai Coupe Cup
Race 1: Steve Kite
Race 2: Wayne Rockett
Race 3: Wayne Rockett

Welsh Sports and Saloon Cars
Race 1: Damian Longotano (Westfield SE)
Race 2: Chris Everill (Ginetta G50)

Mazda Max5

The Mini Se7en Racing Club returned to Pembrey Circuit for the first time in eight years, and did not disappoint in a thrilling weekend in south Wales. Darren Thomas took pole position for the opening Se7en series race, and despite him taking the win, it was a tense affair.

Max Hunter moved to the front and began to extend his lead, but a fifth lap safety car neutralised the field. When racing resumed, Thomas went around the outside of Hunter at the Hatchets Hairpin, only for Hunter to nip back through later in the lap.

Thomas pulled almost a carbon copy move at Turn 1 next time around, and Hunter's mistake at Honda quickly

settled the opening contest, although the duo was rarely separated by more than 0.5 seconds.

In Sunday's second race, it was a routine victory from sixth on the grid for Hunter, having taken the lead on the first tour, and not relinquishing position throughout. Joe Thompson and Daniel Budd completed the podium.

The Mini Miglia championship also ran, with the opening race being a cagey 17 laps for poleman Aaron Smith. He led from lights-to-flag, but it was not comfortable in the sweltering conditions as Colin Peacock led a chasing pack, hounding the leader lap after lap.

The gap between the frontrunners

never exceeded 0.6s, but Peacock was unable to find a way past, with reigning champion Rupert Deeth taking the final podium spot.

Smith doubled up in Sunday's race, held in cooler conditions, with nearest challenger Alfie Brown unable to keep pace with the leader, finishing 5.8s down.

Peter Hills took both Libre class wins, finishing 11th in the first race overall and 12th in the second. "Due to extra track time being available," Hyundai Coupe Cup series director Jon Winter opted to run three races for the first time in the history of the series.

Steve Kite continued his winning form from Brands Hatch in race one, just

holding off Wayne Rockett by less than half-a-second to take his third successive win. However, in the second and top-12 reversed race three, Rockett was unstoppable, storming to two wins.

Starting from 12th place in the final race, by the end of lap one he was back at the front, leaving the rest to fight for second, which was taken by Kite.

Both Division 1 and 2 of the British Truck Racing Championship held five races apiece in Carmarthenshire, with Ryan Smith and Luke Garrett hoping to extend their championship leads. In Division 1, Smith's weekend was nearly perfect, taking four of the five available wins and a second in his MAN TGA in the red-flag abandoned

fourth race, only losing out to MANTGX exponent David Jenkins by two tenths.

Division 2 was more open, with three drivers taking class wins. Garrett extended his championship lead with two wins, a feat echoed by Brands winner Steve Powell (MAN TGS) and Craig Reid (Iveco Stralis).

Damian Longotano (Westfield SE) and Chris Everill (Ginetta G50) traded Welsh Sports and Saloons wins. Longotano's win was a thrilling battle between the two, while Everill's was more routine.

Paul Roddison beat Jeremy Shipley to the flag twice to take both Mazda Max5 wins, being relatively untroubled in both events.

FEATURE

How Dare to be Different is inspiring girls into motorsport. By Robert Ladbrook



Schoolgirls got to experience new skills



Presenting workshops gave a media insight



Building a hoverboard in STEM activity



Fitness games were a hit



Many took their first steps in karts

I'm a firm believer that if you've taken something from this sport, then you should endeavour to give something back.

That's what I decided to do after I hung up my helmet at the end of 2015. Now, three years later, and I'm still constantly amazed by this programme."

The smile hasn't left Susie Wolff's face since we started talking. Actually, it hasn't diminished at all since she arrived at Buckmore Park. The sun's out and she's at a race track, so there's plenty to be happy about anyway. But today's just that bit extra special.

Dare to be Different is entering its third season of operation, and Wolff is here to oversee the first event of the year and get involved with the charity that has blossomed from her concept.

D2BD – a registered charity – was established by Wolff and former Motor Sports Association CEO Rob Jones and works to inspire the next generation of female participants in the sport. It holds multiple events per year around the country, offering day-long workshops to primary schools. The days are aimed at opening the kids' eyes to the opportunities in motorsport. "There's a real issue with the

number of female participants in motorsport – it's an alarmingly low number," says Wolff. "Whether that's women out there competing, or working in the industry. There wasn't enough being done to attract females into motorsport, so effectively the sport was missing out on half of the global population.

"At the end of 2015 I called Rob Jones and we had a meeting to discuss doing something about it, something to help inspire the next generation. I've been lucky enough to have a great career in this sport, but across all my years of racing I only ever did one interview where I wasn't asked about my gender, and that to me highlights the issue.

"Motorsport is a male-dominated industry, but that doesn't mean women are not, or cannot be, a big part of it. The sport is facing a real issue at the moment, with licence holder numbers falling in many instances so it's important to be proactive and do something like this, otherwise nothing will ever change."

One of the biggest issues facing this sport is accessibility. Up against mainstream pastimes like football or tennis, motorsport is much more limited – you can't just pull on a pair of boots and go and do it at the local park. Money is a huge, and often defining factor, but D2BD knows this,

and so is aimed at a much wider target than just the cockpit.

Take this day for example, there's 100 girls attending, all aged between 8-11 from 10 local primary schools. They're separated into groups and each will go through five different activities. Only one of those involves any actual driving – a quick blast around in a kart.

The other activities are designed to show the sheer breadth that a career in motorsport can offer, giving each child a real snapshot of the types of doors that can open, especially when you're not behind the wheel.

Sky Sports F1 runs a media workshop, where the girls can experience presenting and interviewing in front of a camera. There's a timed pitstop challenge, teaching teamwork and adding in a competitive element, which makes

racing to change tyres on an F1 scale model appealingly addictive. There's a strong educational element to the days too, with a variety of STEM (Science, Technology, Engineering and Mathematics) exercises, ensuring all D2BD days offer some valuable on-curriculum content. Then there's fitness trainers sharing the appeal of a career in sports sciences and the girls are even given a brief CPR training course.

Presiding over the entire thing is a Williams F1 show car, a fitting end product that can be aspired to.

"This programme isn't about just finding the next female F1 driver, or even just drivers in general, it's about making the sport in all its aspects more accessible to girls," adds Wolff. "We want to educate about all of the different opportunities available. It's about showcasing the already hugely successful women in the sport and using them as role models to inspire the next generation and give these girls chances that they otherwise probably wouldn't have. It's allowing them to think 'I held a pit wheel gun and changed a wheel, or I built a hoverboard from base materials'. That perhaps allows them to see that they're more capable in those areas than they once perhaps thought."

The D2BD model has already been franchised out to Australia and

Germany, meaning its influence stretches beyond just the UK. The FIA has also taken a strong interest, leading to a plan to roll the scheme out to more countries in the future. The FIA has also launched its own Girls on Track programme, aimed at females aged 13-18, which can build on the foundations set by D2BD.

Currently D2BD mainly targets girls of a primary school age, but it also offers a community scheme. For an annual fee of £25 girls of all ages can get access to a host of additional opportunities, including workshop events, networking and competitions.

"The community aspect cannot be overlooked as it's where we can reach out to all of our members with opportunities ranging from F1 work placements to chances to win a tour of the Ferrari factory," says Wolff. "It's the first step to help extend the connection with these girls as they get older and help to guide them into the sport.

"Because we work with girls of such a young age, things won't change from one year to the next. But this was always a long-term project.

"My absolute goal is for somebody to be working or competing in a paddock somewhere in 10 years' time and say they got there thanks to Dare to be Different. That, for me, would be the most gratifying thing." ■



Why a visit to a Dare to Be Different event is well worth your time

The screams of delight can probably be heard from the other side of the neighbouring M2 motorway. And, like Susie, you can't help but smile at them.

A group of 10 girls are surrounding a scaled-down model of an F1 car. Two are perched by the Pirelli-branded front wheels, one is on the front jack, three are lined up in front of each wheel, and one's on the stopwatch.



"Go, go, go!" comes the shout from the instructor. At which point the jack is rammed under the nose, raised and the girls on the wheels fire up their electric drills – read pit guns – and remove the two tyres as swiftly as possible before they're passed to the end of each line and back, only to be re-fitted. The model is slammed back to the deck to a chorus of gleeful cheers.

"That one was 10.1 seconds!" comes the update from the timing. They've just gone fastest on the leaderboard.

That prompts those screams.

I'd never been to a D2BD event, and having seen what it's all about I'd recommend anyone to go.

If you love this sport, it's always great to get that warm feeling when you get to share the experience with somebody new. Seeing the sheer excitement and joy on the faces of these girls, many of which I'd wager wouldn't have even thought twice about motorsport without days like this – especially that changing tyres could be a source of fun!

What's happening here is a great thing. And the diversity on offer is brilliant. The scheme isn't telling them 'you too can join our sport, all you have to do is get rich to join our elite little club'. Instead it's throwing open doors to what was before perhaps a very closed industry. As Wolff rightly points out, things won't change overnight. Most of these girls won't even start work for another half-decade or so. But knowing schemes like this exist certainly fills you with positivity over the future.



Pitstop activity tested teamwork

SPORTING SCENE

ROUND-UP

Roland Uglow and Ian Wright were the class of the field at the **Pennine Sporting Trial** finishing within a point of each other and 25 ahead of the third-placed driver.

Uglow returned, with Laura Wilks passengering, to take his first win of the season after Wright had led following round one. Wright retook top spot with one round to go, but two great climbs by Uglow earned him the win for the third successive year.

Boyd Webster completed the podium just ahead of Stuart Beare, whose third round was costly following the morning's drizzle. Richard Sharp overcame a recent engine problem to finish fifth, just ahead of top clubman and live-axle runner Jeff Armistead.

Julian Fack tied with Mike Salton a couple of points back in seventh. Pat Henson won the intermediate independent class in a good 10th overall, with Arthur Carroll being best intermediate live-axle entrant.

Duncan Stephens

Results

Pennine Sporting Trial

Organiser: Airdale and Pennine Motor Club
When: April 22 Where: Longnor, Derbyshire
Starters: 24

1 Roland Uglow/Laura Wilks (Crosle) 34 marks; 2 Ian Wright/Alex Hill (Sherpa Indy) 35 marks; 3 Boyd Webster/Tim Barrington (Crosle); 4 Stuart Beare/Arthur Carroll (Sherpa Indy); 5 Richard Sharp/Joe Sharp (Cartwright); 6 Jeff Armistead/Stephen Postelthwaite (Hutton); 7 Julian Fack/Callum Pritchett (Crosle); 8 Mike Salton/Tom Walker (Concord); 9 Peter Fensom/Liz Fensom (Hamilton); 10 Pat Henson/Peter Henson (Crosle).

O'DONOVAN JUNIOR TO SWITCH TO RALLYCROSS

Son of former British champion Ollie signs up for Junior bid



Ollie and Patrick O'Donovan



O'Donovan Jr's new machine

By Hal Ridge

Fourteen-year old Patrick O'Donovan, son of former British Rallycross champion Ollie O'Donovan, will make his rallycross debut in the MSA Junior Rallycross Championship at Croft next week.

O'Donovan Jr, who has previously competed in selected autograss events, was forced to miss the opening two rounds of the 2018 season until he had turned 14 years old, the category's minimum age. He will make his maiden rallycross appearance in the third round driving a single-make 1300cc Suzuki Swift overseen by the Autopoint Specialist

Engineering team that led Swede Kevin Hansen to the Junior RX title in 2013.

"I'm really looking forward to Croft," said O'Donovan Jr. "I've done quite lot of driving in different cars at home on the farm, but I'm not too sure what to expect when I start in rallycross. I've heard quite a lot from Tom Constantine [Junior RX frontrunner] that it's quite similar to autograss racing when the tracks are wet, but I'm not too sure how I'm going to do on the dry gravel and Tarmac to start with because I've not raced on that before. I actually just can't wait to get started."

Norwegian Marius Solberg Hansen won the Junior season-opener at

Silverstone while Constantine won round two. O'Donovan will join another Supercar driver's offspring competing in Junior RX this year, Matilda Procter, daughter of multiple British RX event winner Kevin.

O'Donovan's father, Ollie said: "We're very fortunate to have Graham Rodemark [Autopoint SE owner and engineer] involved in the project, who I know can produce great young drivers and frontrunning cars. Patrick's done quite a bit of driving at home but racing in rallycross is new for him so there is absolutely no pressure or expectation from us, I want him to go out there and enjoy it. If he does, I think he can do well."

Photos: mkpics.net, Colin Casserley, fiaworldrallycross.com



Raymond will tackle the Euros

Raymond to tackle Euro field in a Peugeot 208

Reigning RX2 International Series champion Cyril Raymond will graduate to Supercar from the next round of the European Rallycross Championship in Belgium, racing a Red Bull-backed Peugeot 208 Supercar.

Raymond beat British Rallycross champion Dan Rooke to the RX2 title last season, driving for the Olsbergs MSE team. It was his second World RX support category crown in succession and he has also won the Global Rallycross Championship Lites category. He has now parted ways with OMSE to race a Peugeot in the remaining four rounds of Euro RX.

"I'm so happy that I will be launching my season in the Euro RX series in Belgium as an official Red Bull driver," he said. "I will be aiming at racing for event wins in each of the four remaining events of the season."

The Frenchman will also compete in the German round of World RX at Estering, where he raced a Ford Fiesta Supercar for OMSE in 2016 as his RX2 title-winning prize drive. "This is a step towards World RX. I am more than ready for it, having prepared all winter," he said. "Thanks to Olsbergs MSE for believing in me and giving me my first experience."

Raymond has previously won rounds of French RX in a Peugeot 208 Supercar.

EUROPEAN HOT ROD CHAMPIONSHIP

Bland finally lands a big one with European spoils

Hot Rods: Lochgelly

By Mikey Godfrey

Organiser: Hardie Race Promotions When: April 21
Where: Lochgelly, Fife Starters: 30

Former circuit racer Shane Bland claimed a faultless victory in the 2018 National Hot Rod European Championship.

A giant entry of 30 cars made the trip to the Lochgelly venue to race for the first title of 2018 and the chance to wear the prestigious red and yellow chequered roof for the next 12 months.

Heat one got off to a rocky start with a big coming together on the back straight causing lots of damage. That collision resulted in a premature early end to the evening for Northern Irishmen Gary Wilson and Shane Murray and it left local man Billy Bonnar with lots of work to do before the next race.

Adam Hylands restarted the race from pole and took a commanding flag-to-flag victory ahead of Bland and Glenn Bell.

The heat two victory went to Oxfordshire man Jason Kew. After damage in the first heat, he steered his Vauxhall to a victory despite coming under lots of pressure from defending European champion Carl Waller-Barrett in the closing laps as they picked their way through the backmarkers. Kym Weaver rounded out the top three with Derek Martin and Chris Haird in fourth and fifth.

Heat three got off to an exciting start when polesitter Steven Armit failed to move as the green flag dropped. Luckily everyone avoided him and the cars lined up again for a second attempt. Everyone got moving this time and it didn't take



Winner: Bland

Tigra man went well clear in the final

local man Robert McDonald long to work his way up into the lead, something he then extended every lap until the chequered flag. Chris Crane took a well-deserved second place and, after a massive effort back in the pits, Bonnar took third.

Waller-Barrett was on pole for the final with McDonald next to him, ahead of Bland and John Christie on row two. Waller-Barrett took the lead at the flag before quickly losing out to Bland, who powered through to take up the running at the front. After grabbing top slot, he simply drove off into the distance.

The pack was left to fight over the other podium positions. Waller-Barrett held off Christie, who was also under increasing pressure from Martin, McDonald and Hylands.

Christie eventually managed to squeeze past Waller-Barrett, who started to slip back before pulling off with mechanical problems. That left Hylands on the bumper of Christie's

Ford Fiesta, before he lost out on third place to McDonald. The latter had dropped to seventh at one point but came charging back up the order.

All of that was happening in Bland's rear-view mirror and he zoomed off to his first major title. It means he also follows in the footsteps of his father Gordon, who was the 1979 European champion. The winner said: "I had the balls to make a change [to the car] for this race and it worked."

Results

Heat 1: 1 Adam Hylands (Vauxhall Tigra); 2 Shane Bland (Vauxhall Tigra); 3 Glenn Bell (Vauxhall Tigra); 4 Carl Sloan (Vauxhall Tigra); 5 John Christie (Ford Fiesta); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Derek Martin (Vauxhall Tigra); 8 Terry Hunn (Mazda RX-8); 9 Chris Crane (Vauxhall Tigra); 10 Jamie McCurdy (Ginetta G40R). Heat 2: 1 Jason Kew (Vauxhall Tigra); 2 Waller-Barrett; 3 Kym Weaver (Vauxhall Tigra); 4 Martin; 5 Chris Haird (Vauxhall Tigra); 6 Jim Cowie (Vauxhall Tigra); 7 Billy Wood (Vauxhall Tigra); 8 Rob McDonald (Vauxhall Tigra); 9 Gavin Murray (Vauxhall Tigra); 10 Colin Smith (Vauxhall Tigra). Heat 3: 1 McDonald; 2 Crane; 3 Billy Bonnar (Vauxhall Tigra); 4 Murray; 5 Christie; 6 Bland; 7 Smith; 8 Steven Armit (Vauxhall Tigra); 9 Hunn; 10 Sloan. Final: 1 Bland; 2 Christie; 3 McDonald; 4 Hylands; 5 Haird; 6 Weaver; 7 Hunn; 8 Sloan; 9 Smith; 10 McCurdy.

BRISCA F1

Smith keeps the momentum flowing with victory

BriSCA F1: Sheffield

By Colin Casserley

Organiser: Startrax When: April 22 Where: Owlerton Stadium, Sheffield Starters: 32

Stuart Smith Jr is in a rich vein of form right now. His win on Sunday at Sheffield was his second consecutive victory on shale and his third win in four meetings on the loose surface. It was Smith's first win at Sheffield since he took victory in the final there in May 2007.

Ricky Wilson led from the drop of the green flag with Luke Dennis close behind. The duo opened up a half-a-straight lead before Ben Hurdman clouted the fence on the home straight. His car was stranded on the racing line and that brought out the yellow flags.

On the restart, Wilson and Dennis tangled and that allowed Mark Gilbank, Smith Jr and Dan Johnson through to take up the top three positions.

The race was halted again at the halfway point when Mark Woodhull rolled his machine. The shaken driver said: "I got

squeezed into the fence; I had nowhere to go. I am OK though and the car isn't too badly damaged."

At the restart, Smith Jr closed in on Gilbank and then punted the leader wide on Turn 1. Smith assumed control and Johnson snuck by into second. Although Johnson gained some distance on the leader he wasn't able to get close enough to dislodge him and the positions remained the same until the chequered flag.

"I probably didn't have the quickest car and I knew I had to take my opportunity to move Gilbank when it came, or he would have got away," said Smith.

Second place man Johnson said afterwards: "I think we were all about equal. At the mid-point of the race we were all staying the same distance from each other. Towards the end of the race I tried to drive into the corners a bit harder to see if that would help. It did a little bit but I was not able to get close enough."

Results

1 Stuart Smith Jr; 2 Dan Johnson; 3 Mark Gilbank; 4 Frankie Wainman Jr; 5 Paul Hines; 6 James Morris; 7 Danny Wainman; 8 Will Hunter; 9 Frankie Wainman Junior Jr; 10 Luke Dennis.



Stuart Smith Jr took his chance to nudge his way to the lead when it came

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MN does not always agree with opinions expressed in letters

MN SAYS...

The unquenchable spirit of the driver

There is always something irresistible about a racing driver swapping disciplines

Probably the biggest news story of last season, in motorsporting terms at least, was Fernando Alonso's attempt at the Indy 500. And he will no doubt be in the spotlight again when he steps into the cockpit of a Toyota World Endurance Championship machine for his multiple races this year.

It always creates interest and it's a mark of any driver's competitive spirit. Britain has its own version in Andrew Jordan, who has never shied away from a challenge – even when *Motorsport News* offers him the most outrageous cars to test. His passion for rallycross, the category he grew up in, has always been strong and it has never been far from his mind. So when it was announced that the UK round of the World Rallycross Championship was switching from Lydden Hill to Silverstone, we were all hanging on for the 2013 British Touring Car champion to tie up a deal. And finally, it has happened.

If there wasn't already reason enough to head to May's Speedmachine event, things have just ramped up a little more.

Matt James, Editor (Twitter: @MattJMNews)



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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!

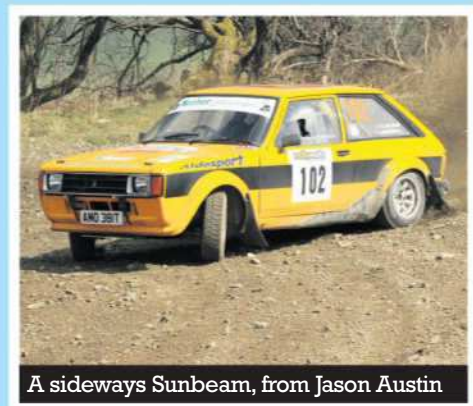
Rich Cranston caught this famous Brabham being shaken down at Donington Park



Alex Ireland was at the Knockhill opener



Ben Lawrence caught this classic Mk2



A sideways Sunbeam, from Jason Austin



Sporting trial fun, by Duncan Stephens



Ilkley's Jubilee Rally, from Chris Noble



Sam Nudd's leaping MX-5 at Snetterton



Porsche woe at Brands, taken by Gary Hill



Richard Salisbury from Rallynuts event



Sam Nudd captured this packed-out Caterham grid from Agostini at Snetterton recently

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TV GUIDE



Porsche at '96 Le Mans

The latest instalment of the **Great History of the Le Mans 24 Hours** comes from 1996, as Porsche returned and looked to take its 14th outright win (Thursday, 0800-0900hrs). For the best racing action arguably anywhere in the UK, watch the first round of the British Racing and Sports Car

Club's **National Formula Ford Championship** from Silverstone (Thursday, 1630-1700hrs). Relive the first round of the **Blancpain GT Series Endurance Cup** from Monza (Friday, 1345-1515hrs). Head Down Under for round four of the **Australian**

Supercar Championship from Phillip Island (Saturday, 2030-2230hrs). And finally, get in the mood for **Rally Argentina** with the 1988 running (Sunday, 0830-0930hrs), as local hero Jorge Recalde tried to become the first Argentine winner of the event.

LIVE TV



Norris leads F2 standings

Formula E: Paris

Race: Saturday, 1430-1630hrs
5 Spike/1630-1800hrs Eurosport 2 (delayed)

Formula 2: Baku

Race 1: Saturday, 0855-1010hrs, Sky Sports F1
Race 2: Sunday, 1005-1105hrs, Sky Sports F1

WTCR: Hungaroring

Race 1: Sunday, 0900-1015hrs, Eurosport 2
Race 2: Sunday, 1430-1530hrs, Eurosport 2
Race 3: Sunday, 1530-1645hrs, Eurosport 2

BTCC: Donington Park

All the action: Sunday, 1040-1820hrs, ITV4

NASCAR: Talladega

Race: Sunday, 1830-2330hrs, Premier Sports

LIVE F1

Azerbaijan Grand Prix

Sky Sports F1 HD coverage
Drivers' press conference: Thursday, 1200-1300hrs
FP1: Friday, 0945-1150hrs
FP2: Friday, 1345-1550hrs
Team principals' press conference: Friday, TBC
The F1 Show: Friday, TBC
FP3: Saturday, 1045-1215hrs

LIVE WRC

Rally Argentina

BT Sport Saturday
End of day 1 review: 1230-1300hrs, BT Sport 2
SS10: Saturday, 1300-1400hrs, BT Sport 2
SS14: Saturday, 1800-1900hrs, BT Sport ESPN

Sunday

End of day 2 review: Sunday, 1230-1300hrs, BT Sport 2
SS16: Sunday, 1300-1400hrs, BT Sport 2
SS18: Sunday, 1600-1730hrs, BT Sports ESPN

Monday

End of day 3 review: Monday, 0930-1000hrs, BT Sport 1

Qualifying: Saturday, 1300-1545hrs
Race: Sunday, 1130-1610hrs
Highlights: Sunday, 2330-0030hrs
Channel 4 HD
FP1: Friday, 0955-1145hrs
FP2: Friday, 1355-1535hrs
FP3: Saturday, 1055-1225hrs
Qualifying: Saturday, 1255-1545hrs
Race: Sunday, 1200-1630hrs



End of day reviews

Day 1: Saturday, 0930-1000hrs
Day 2: Sunday, 0930-1000hrs
Day 3: Monday, 0930-1000hrs

Red Bull TV

End of day 1 review: Saturday, 0200-0230hrs
SS14: Saturday, 1845hrs
End of day 2 review: Sunday, 0200-0230hrs
End of day 3 review: Monday, 0200-0230hrs

Channel 5

Highlights: Tuesday, 1900-2000hrs

LISTINGS



Epynt Military Ranges Rally will take place this weekend

RACING SATURDAY/SUNDAY

Donington Park, Leics
BTCC meeting: BTCC, F4, Carrera Cup, Clio Cup, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1445hrs (qualifying from 0930hrs) Sunday, racing from 0925hrs
Admission adult £34, under 13 free
Web msv.com
Contact 0843 453 9000

Rockingham, Northants
F3/GT meeting: British GT, British F3, Ginetta GT5, VW, Ginetta Racing Drivers Club **Starts** Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** £17
Web rockingham.co.uk
Contact 0870 1660438

Brands Hatch, Kent
MGCC meeting: Tin Tops, MG Cup, MG Metro, Midgets and Sprites, BCV8, Iconic 50s, MG Trophy, Triple M, Equipe GTS, Equipe Pre '63 **Starts** Saturday, racing from 1220hrs (qualifying from 0900hrs) Sunday, racing from 1140hrs (qualifying from 1000hrs) **Admission** adult £16, under 13 free **Web** msv.com
Contact 0843 453 9000

Anglesey, NWales
BRSCC meeting: FF1600, TVR, Fiesta ST-XR, Alfa Romeo, Fun Cup, Civic Cup, Karts **Starts** Saturday, racing from 1055hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs)

Admission Adult £15 child free
Web angleseycircuit.com
Contact 01407 811400

RALLY SATURDAY

Carlisle, Cumbria
Pirelli International Rally **Starts** 0730hrs
Admission free
Web pirelliinternationalrally.co.uk

SUNDAY

Epynt Military Ranges, Powys
Dixies Historic Challenge **Starts** 1000hrs
Admission free
Web dixieschallenge.com

SPORTING SCENE SATURDAY

King's Lynn, Norfolk
BriSCA F1 **Starts** 1730hrs
Admission TBC
Web brisca.com

SATURDAY/SUNDAY

Prescott, Glos
British Hillclimb Championship **Starts** 0900hrs both days
Admission Adult Saturday £12/ Sunday £15, under 14 free
Web britishhillclimb.co.uk

Details correct at time of press, but please check before travelling



The Formula 4 field will race at Donington, supporting BTCC

NEXT WEEK

F1 AZERBAIJAN GP

CAN HAMILTON AND MERCEDES BOUNCE BACK IN BAKU?



OUT WEDNESDAY, MAY 2

BTCC HEADS TO DONINGTON PARK



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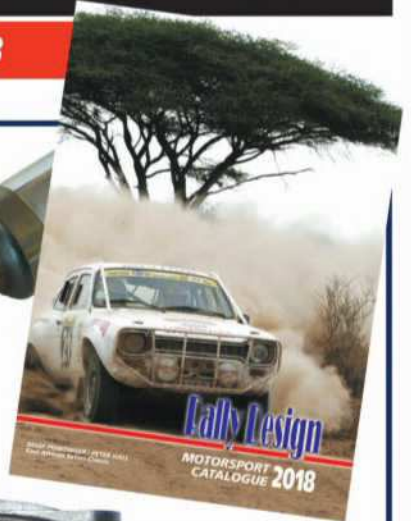


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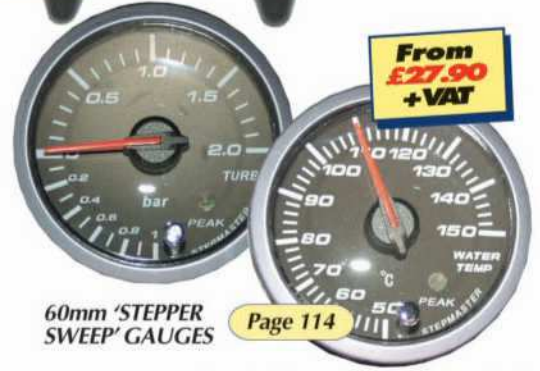
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