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SEASON REVIEW SPECIAL



THE TEAM MANAGERS' TOP 10 DRIVERS OF 2018

Briton graduates to top flight with legendary team

RUSSELL REALISES F1 DREAM WITH WILLIAMS



By Jack Benyon

After signing for the Williams Formula 1 team, George Russell is hoping to establish himself as the Grove outfit's team leader in 2019, in a bid to turn the struggling squad's fortunes around.

Russell – who is leading the Formula 2 championship by 37 points with one round remaining – is the first Brit

since Jenson Button in 2000 to make his series debut with the outfit.

“I think this year is a perfect opportunity for me to join Williams and to get into Formula 1,” said Russell. “Off the back of a tough season [for Williams] this gives me the chance to go in and be a team leader and push this forward to develop things in the right direction.”

Full story p2-3

CHAMPION MAKES IT 10 WINS IN 2018

KRISTOFFERSSON LANDS MORE WRX GLORY IN GERMANY P28



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IN THIS ISSUE

**New women-only series
launched, but is it right?**

P4

**PAFFETT TAKES
SECOND DTM TITLE**

P6



**RALLY LEGEND WIN FOR
BREEN IN EX-LOEB C4**



P12

**WRC: WHAT TO
EXPECT NEXT**

P18



BTCC REVIEW



P20

Racing news	4	World Rallycross Germany	28
SUBSCRIBE TO MOTORSPORT NEWS	8	Sporting scene	29
Historic race and rally news	11	Letters/Comment/What's On	30
Rally news	12	Classifieds	32
WRC permutations	18	Wanted: Equality in motorsport.	
Rally reports	19	Apply: You shouldn't have to.	
British Touring Car review	20		
Racing reports	24		
European Rally Championship	27		



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

New signing wants to drive British team

**RUSSELL
WILLIAMS'**



ART Grand Prix driver in F2, Russell has excelled all year



Button was last Briton to make F1 debut with Williams



By Jack Benyon

After becoming the first Briton since Jenson Button to make his Formula 1 debut with the Williams team, George Russell wants to establish himself as a team leader in a bid to turn the squad's fortunes around.

Russell, from King's Lynn in Norfolk, is leading by 37 points in the Formula 2 championship this year with the ART Grand Prix team. However, he is the last of the top three in the series to secure a seat for next year

behind McLaren F1-bound Lando Norris and Formula E DAMS convert Alexander Albon.

Mercedes junior driver Russell's journey to an F1 seat has been complicated by a volatile driver market this year, as he has had the uncertainty of deputising Esteban Ocon, who is a Mercedes junior already in F1 with Force India and theoretically higher up on the list for F1 teams, but Russell has scored a seat ahead of him.

The 20-year-old is the first driver to be confirmed at Williams next year, and wants to make his mark on the Grove squad immediately.

"I'm extremely motivated, I think this year is a perfect opportunity for me to join Williams and to get into Formula 1," said Russell. "Off the back of a tough season [for Williams in F1] this gives me the opportunity to go in and be a team leader and push this forward to develop the team in the right direction.

"Formula 1 is such a complex sport and you can't just be fast. Hopefully this opportunity will show that not only I'm quick but I can develop this team and push everyone in the right direction."

Russell began testing Formula 1 cars in 2017 with Force India, and has driven both the Force India and Mercedes cars in different tests this year.

As part of a step-up in his role with Mercedes – which began in 2016 while he was competing in European Formula 3 with Hitech – he has been included in all team briefings on F1 grand prix weekends. Russell says he is hoping to match the dedication he has witnessed from Lewis Hamilton – someone he believes is potentially misunderstood – next year in a bid to establish himself in F1.

"The reason Mercedes are where they are is not only they have an incredible driver in



L-r: Hamilton, Bottas, Russell

back to the front

AIMS TO TURN FORTUNES AROUND



Russell: record Budapest time

In signing for Williams, Russell (r) joins Norris (l)

Hamilton and Bottas as well, they have two drivers really pushing the team forward in the right direction," added the 2014 McLaren Autosport BRDC winner. "Without that they wouldn't have the car they do today.

"Away from the F2 races I'm going to all of the grands prix and I'm in all of the debriefs, I get to see how they deal with the engineers, their feedback and the things they focus on. Lewis is portrayed to be this guy who is not overly committed to Formula 1, he's off doing his other activities and Formula 1 is almost seen as secondary to his music and fashion by some people.

"This is totally not the case. "He is 100 per cent committed, he works extremely hard with his engineers and pushes them a huge amount and motivates them.

"You can't just rely on natural talent, and even a guy of his level is working to make this happen

and that's what I have to do."

Russell began car racing in 2014 with Lanan in BRDC F4, which he won, before two seasons in European F3 during which he picked up Mercedes' backing. That was key to his future progress as Russell has been a driver who has required help with his budget to go racing.

Russell graduated to F2 this year after winning the GP3 Series title in 2017.

When asked if he thought his story could inspire drivers who need help with budget to progress, he said: "I think so. I got my role at Mercedes with huge help from Gwen Lagrue who used to look after Gravity Management. He looked after a number of drivers like Esteban Ocon. He was a big fan of mine from karting and he ended up at Mercedes and he was the one who really pushed at Mercedes to get me on their young driver programme. I hope it goes to show

– the results in karting and cars were good – but it still came from karting, that initial impression on Gwen, it doesn't matter at what point of your career, if you're performing you will be looked at and the opportunity can come. I'd say believe in yourself, keep pushing at karting and if you're doing the job you will be recognised."

Russell has worked hard to achieve his F1 seat this year, asking for a meeting himself with Williams rather than being sought out.

"The first time I met Toto [Wolff, Mercedes team boss] was off the back of an email I sent to him with my CV attached and the next thing I knew I was sat in his office," he added. "Again, the meeting with Williams, I pushed hard for that for myself. I didn't want to just sit there and let things happen for me, I had to go out there and make it happen for myself."

GEORGE RUSSELL CV

2018 Leading Formula 2 with one round remaining, six wins and 10 podiums. F1 test debut with Mercedes, unofficial lap record holder at Hungaroring

2017 GP3 champion with ART Grand Prix, four wins and seven podiums, F1 test debut with Force India

2016 Third in European F3 with Hitech, two wins and 10 podiums, signs with Mercedes as one of its young drivers

2015 Sixth in debut season of European Formula 3 with Carlin, one win and three podiums

2014 First season of car racing, wins BRDC F4 with Lanan, five wins and 11 podiums. McLaren Autosport BRDC Award winner



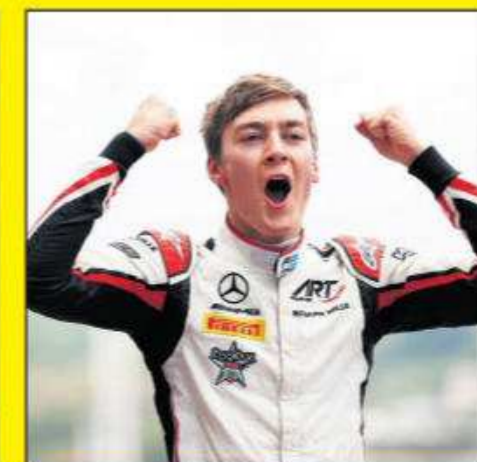
Lanan BRDC F4 champ in 2014



Race winner in 2016 F3 season



GP3 title winner in 2017 with ART



Six wins in Formula 2 in 2018

RACING NEWS

Photos: LAT, Jakob Ebrey

F1 ROUND-UP

FIA tries to clarify

The FIA has told the Formula 1 field that if drivers make two separate defensive moves in the same direction in the future they risk being penalised. In the wake of Sebastian Vettel's double block of Lewis Hamilton as they battled for position in the Russian Grand Prix, the incident was brought up in the drivers' briefing in Japan earlier this month. Race director Charlie Whiting said: "What I did clarify to them is that if a driver does two moves in the same direction, that is the same as doing one in either direction. So if Seb had gone once, looked and then gone again, very clearly, I think that would be equally bad as making a move in either direction."

F1 'upside down'

Mercedes boss Toto Wolff reckons changes to aerodynamic rules for 2019 could mix up F1's competitive order and allow a team to gain an early advantage. The new front wing regulations, which make the devices 200mm wider and 25mm deeper and feature more simplistic designs, are intended to aid overtaking. "That [rule change] will change everything upside down," said Wolff. "Somebody might find a loophole or an innovation or understand how these cars work earlier than others. There's a big variable in those regulations next year, and we could even have teams being right up there that are not on the radar today."

'Super weekends'

Lewis Hamilton says F1 should consider a 'super weekend' shake-up of formats during the year to stop it becoming too predictable. While F1's current focus has been on changes to qualifying to mix up the grid, the championship leader believes more radical ideas should be considered. "I think one of the biggest changes that needs to be made is that at the moment it is the same four days, every weekend, for 21 weekends every single year pretty much," he said. "I think it needs to be dynamic. It needs to be different for certain circuits so you have a 'super weekend'. There are some tracks where the race is so boring."

Hakkinen's plans

Double F1 champion Mika Hakkinen says he would want to be able to "kick some butt" if he returned to racing, having thought "quite a lot" about the prospect. Hakkinen left F1 after the 2001 season on a sabbatical that turned into his retirement from grand prix racing, but said earlier this year that the Goodwood Revival could facilitate a comeback via historic racing. Hakkinen said: "I think it could be quite possible, quite easily, because I have the muscles for driving - I've done driving for so many years. But if you go out there you want to win, you don't want to finish second or third. You want to win and kick some butt."

CONTROVERSIAL NEW FEMALE-ONLY F3 SERIES LAUNCHED

Coulthard defends W Series amid driver criticism



Eaton is critical

Chadwick open

Mann scathing

DC is supporter



New series will have F3-spec cars

By Jonathan Noble

David Coulthard has defended a controversial new female-only race series, saying motorsport needs a "fundamental" change if more women are to reach to the top.

Coulthard is one of the backers of the new all-female W Series that will launch next year, which will offer the world's leading female talent the chance to race in Formula 3-spec cars for a \$1.5 million prize fund.

Those hoping to compete will not have to bring sponsorship, but will have to prove their ability through a selection process to ensure the grid is full of the best drivers possible.

Judges will include Coulthard, former F1 team manager Dave Ryan and Red Bull designer Adrian Newey, who is an advisory board member.

The category will be administered by the British Racing and Sports Car Club and will form part of the DTM's support package, meaning it will visit the UK when the German tin-top category races at Brands Hatch in August.

F1 has not had a female contest a

race since Lella Lombardi in 1976, and Coulthard suggested a different approach like an all-female category is required to change the situation.

"To quote former McLaren boss Martin Whitmarsh, if you want a fundamental change in the outcome then you need a fundamental change in the process," Coulthard said.

"W Series is a fundamental change in what has clearly not worked as an opportunity to bring through female talent to the highest level you can.

"What we will establish with W, is we will find out who the best woman is over the course of this championship. It undoubtedly will give her a higher level of profile and recognition."

While Coulthard is aware the idea of a female-only championship is not supported by everyone, he believes that without the kind of change W Series will bring, the situation for women trying to progress will not improve.

"There will be those that are negative, but show me what anyone else is doing to try to create positive change and try to create positive opportunity?" he said.

"This is a change in the process and it

will create opportunity. It is a more structured approach to their development - and an inspiration for girls growing up seeing someone winning and thinking 'I want to do that'."

But numerous female drivers have suggested W Series is being pitched at too high a level to attract more women into motorsport.

"At a grassroots level, something like this would be fantastic as a way to help get more women into the sport," said IndyCar racer Pippa Mann. "However at the level this series wants to interject itself, and given the type of cars, and amount of money they wish to spend, this should be spent helping further the careers of female racers, creating a scholarship, academy, or Racing Steps-type programme to help support some of the brightest female talents.

"I am deeply saddened that those with the money to help solve the funding issue for so many female racers are instead using it to force racing into segregation.

"Funding is a big part of the puzzle that's incredibly tough to solve, and that's why it's so sad to see money that could be used to make a real difference,

being spent in such an irresponsible, patronising, and demeaning manner."

Former British GT racer Abbie Eaton agreed: "I'm not in favour of doing it myself. I think anything that supports women in motorsport is a good thing but I just feel we've backtracked a load by segregating men and women and creating this series. My opinion is that if you're worried about entering motorsport because you're worried about racing against the boys, you are not going to be quicker."

However BRDC British Formula 3 race winner Jamie Chadwick is in favour of the scheme.

"The way I see it is as a positive and they're trying to do something and make a step forward," she said. "I think a lot of people are missing the point a little bit. I think the point isn't to segregate us and for it to be a long-term thing where men and women race separately. It is for us to continue to race together, but it's helping the level increase and more and more people to get involved."

Additional reporting by Tom Errington and Stefan Mackley

FACEBOOK REACTION

The W Series has certainly created plenty of debate so MN asked readers to reply on Facebook about what they think of the new initiative. Here is a selection of the responses

Gary Duckman: "Thought it was 2018? No place for gender specifics, women and men are equally capable (or incapable) of racing. The main limit is cold hard cash."

Brian Lammey: "Seems a huge

backward step for those constantly calling for gender equality, motorsport wasn't segregated but to promote women racing it now is. But to reach that level you'd expect girls and women will need to work through karting in mixed groups and beyond it - probably F2 - in mixed groups if they want to make F1. It makes no sense only having one step of the ladder for women only."

James Tipping: "Rubbish idea.

Better to have a female only equivalent of McLaren Autosport BRDC young driver prize and MSA Academy."

Scott Stringfellow: "Nice idea on paper, but highly patronising to women in practice. Formula Woman many years ago didn't last long! Can't help thinking this is going to go the same way."

Nicki Hickman: "I think the motive is well meaning however, this is one

of the few sports where men and women can compete on equal footing. Honestly, this feels like a step backwards. I would have preferred to see a scholarship programme supporting/encouraging females into motorsport at all levels and helping drivers who are already out there to become great advocates."

Terry Wright: "If it gets more females in to motorsport then I'm all for it but I do think it's better if they

race the guys. This series should help them get the funding needed to compete. The results will then speak for themselves."

Robin Rance: "Why just focus on drivers? Bet team principals, managers, engineers, data analysts, designers are all going to be men. I would be really proud if my daughter followed me and got into motorsport, but I'd want her to do it on the merit of being the best. Not the best female."

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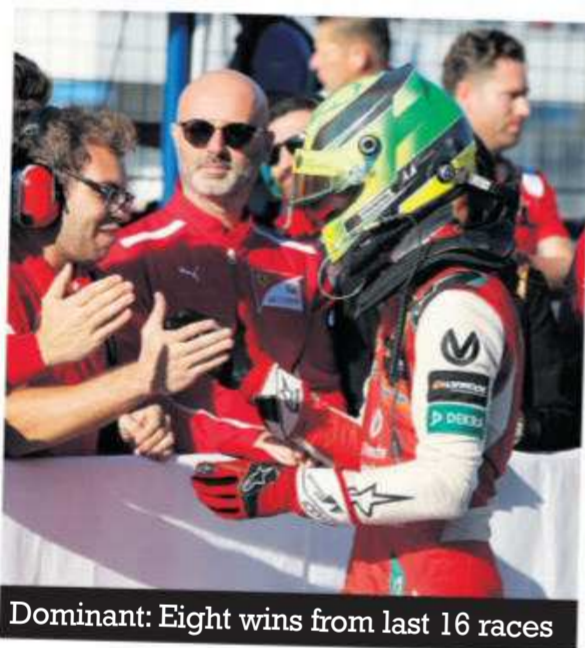
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Photos: LAT, DTM



Driver to beat this year: Schumacher

SCHUMACHER WINS EUROPEAN F3 TITLE AFTER EMPHATIC END TO THE SEASON



Dominant: Eight wins from last 16 races

Mick Schumacher sealed the Formula 3 European Championship title on home soil at Hockenheim with a race to spare last weekend.

The 19-year-old, son of seven-time Formula 1 champion Michael, has dominated since the halfway point of the season – taking eight wins from the last 16 races.

On Saturday the Prema Powerteam driver secured the title after finishing behind Motopark's Juri Vips in the second race.

"It's hard to describe in words," said Schumacher.

"I feel really grateful for what I'm able to live in this moment, to live this dream.

"We do what we love, so to also perform well in it is the best feeling you can get."

Earlier in the day Schumacher collided with outside title contender and team-mate Marcus Armstrong on the opening lap in race one and had to pit for a new front wing, eventually salvaging 12th while Guan Yu Zhou won. In Sunday's race, Robert Shwartzman won from Schumacher.

Former F1 driver and DTM chief Gerhard Berger believes Schumacher can emulate his father and reach the pinnacle of the sport.

"Mick doesn't only look like his father, doesn't only have the same posture and the same walk, he even has his father's forearms as I noticed yesterday," he said.

"But the decisive thing is: particularly in the past weeks, he has proven that he has his father's racing driver genes.

"When he is able to keep on delivering

this performance, his career path will bring him into Formula 1."

Brit Dan Ticktum secured second in the championship, finishing 57 points adrift of Schumacher.

The Red Bull Junior driver took four wins this season and is still eyeing up a potential drive with Toro Rosso in F1 next season despite lacking enough superlicence points (*see right*).

Shwartzman secured third in the standings and Vips fourth, but the latter accused Ralf Aron of deliberately taking him out after the pair collided in the third race.

Vips claimed someone told him Aron would take him out to allow Shwartzman to snatch third in the standings, but Aron refuted the claims. He was given a 20-second time penalty for the collision.

Ticktum still targeting 2019 Toro Rosso spot

Formula 3 European Championship runner-up Dan Ticktum says he is still shooting for a Toro Rosso Formula 1 seat in 2019.

Red Bull junior Ticktum lost the F3 title to Mick Schumacher last weekend at Hockenheim following the German's late-season winning spree and a slump in his own form, but says he is within reach of accumulating enough F1 superlicence points to race at the sport's pinnacle.

This comes not only from his F3 runner-up position [25 points] and his victory in last year's Macau Grand Prix [five points], but also discretionary points that can be awarded by a driver's national ASN [National Sporting Authority], in Ticktum's case the Motor Sports Association.

"I'm still going to fight for the F1 thing," Ticktum said.

"I've got 38 points [out of 40] now and there are many opportunities I can use – MRF Challenge, Toyota Racing Series...

"If there's a way I'll do it – I'm still pushing for it as a potential option."

He could only manage a fifth, seventh and fourth at the final-ever round of the F3 European series.



From F1 to FE for Vandoorne

Vandoorne out of F1, joins HWA in Formula E

McLaren Formula 1 driver Stoffel Vandoorne will switch to Formula E next season with the Mercedes-affiliated HWA squad.

The Belgian was due to take part in FE's 2018/19 pre-season testing, which got under way at Valencia on Tuesday.

He will join double DTM champion Gary Paffett in the line-up for HWA's first FE campaign.

"I am honoured that HWA have signed me for their Formula E programme," said Vandoorne, who is being replaced at McLaren by reserve driver Lando Norris for 2019.

"HWA are such a great team with a long and successful history in motorsport. All the people I've met so far are really passionate about racing.

"Also, it's great to work alongside such an experienced driver as Gary Paffett. I am pretty sure that we will benefit from each other during the season.

"Although we are all newbies to the series, I have no doubt that we will have a steep learning curve."

● Bern has been officially confirmed as Zurich's replacement on the 2018/19 Formula E calendar, with approval from the FIA's World Motor Sport Council last week.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Aric Almirola secured his place in the next round of the NASCAR Cup series playoffs with victory in overtime at Talladega, as his Stewart-Haas Racing team dominated the event. SHR locked out the

top four positions for the majority of the 193 laps, but a late-race caution sent the race into overtime and long-time leader and polesitter Kurt Busch ran out of fuel on the final lap... Renger van der Zande, Ryan Hunter-

Reay and Jordan Taylor took Petit Le Mans victory after the sister Cadillac slowed on the final lap of the IMSA SportsCar finale. It marks Cadillac's first victory at the famous 10-hour Road Atlanta race, and two members of its #31 crew –

Felipe Nasr and Eric Curran – took the overall championship despite finishing down in eighth place... Supercars has revealed its 2019 calendar, including a new night race at Barbagallo and a revamped enduro schedule

that kicks off with the Bathurst 1000... GP3 Series driver Jake Hughes took a double victory in the Asian F3 Championship at Ningbo and leads Dragon HitechGP team-mate Raoul Hyman by 33 points in the standings with one round to go.

Toyota dominates on home soil and claims Fuji 1-2

Toyota secured another dominant World Endurance Championship victory at Fuji, with Kamui Kobayashi, Mike Conway and Jose Maria Lopez taking their first win of the 2018/19 superseason.

After losing pole for exceeding the pitlane speed limit in qualifying, the #7 crew responded in emphatic fashion with an 11-second win over the sister #8 TS050 HYBRID of Sebastien Buemi, Kazuki Nakajima and Fernando Alonso.

The two Toyotas were once again in a league of their own, with the best of the non-hybrid LMP1s – the #1 Rebellion R-13 shared by Andre Lotterer, Neel Jani and Bruno Senna – ending up four laps down in third.

Despite losing out on victory at Fuji, Alonso, Buemi and Nakajima extended their points lead to 13 and Toyota have already begun talks to

keep Alonso in its line-up beyond the 2018/19 superseason.

An announcement is unlikely until spring 2019 at the earliest.

The LMP2 class was again dominated by Jackie Chan DC Racing, as the all-Malaysian #37 crew of Jazeman Jaafar, Weiron Tan and Nabil Jeffri came through for their first class win of the season.

Porsche took an unlikely win in the GTE Pro class, with Kevin Estre and Michael Christensen extending their points advantage, but only after the leading the #71 AF Corse Ferrari of Sam Bird and Davide Rigon suffered a puncture in the penultimate hour.

Porsche made it a clean sweep of wins in GTE as Project 1 claimed its first-ever Am class WEC win with Jorg Bergmeister, Egidio Perfetti and Patrick Lindsey.



Toyota drivers Kobayashi, Conway and Lopez took their first win of the WEC superseason

RACING NEWS

IN BRIEF

Dempsey bags F4 title

Jordan Dempsey has won the China Formula 4 title, taking his eighth victory of the season at the Ningbo International Circuit last weekend. The teenager, who won Motorsport Ireland's 2017 Young Racing Driver of the Year award, races with Pinnacle Motorsport and has also raced F4 machinery in the US this year.

Dunn back to F1000

Former Formula 1 champion Andrew Dunn will make a return to the series, now called F1000, at Donington Park this weekend. Dunn, the 2010 champion, has not raced in the category since 2016 but will make a comeback in the final round of the season. His return means there will be three past champions on the grid at Donington, including last year's victor Michael Watton and 2013 winner Lee Morgan.

Kidson's GRDC prize

Mike Kidson, 31, has won the want2race competition and has secured a fully-funded season in the Ginetta Racing Drivers Club series next year. Kidson emerged the winner from over 200 entries after impressing at Blyton Park last week. "Ever since I was three years old pushing cars along the carpet I have always had a long-standing dream to become a professional racing driver," he said. "The standard of drivers in the competition has been very high and I have been pushed to the limits to perform at each session."

Tribute to Whizzo

Andy 'Ace' Harrison raced his Barrie 'Whizzo' Williams tribute car at Donington Park last weekend, taking the Morris Mini Cooper S to 13th in the 32-car HRDC Allstars field. "I built it as a tribute to Whizzo when I knew he was getting poorly, and we ran it at Goodwood," said Harrison. "Whizzo handed me the helmet colours when he retired, so we built a car and then when his untimely passing came [earlier this year] we decided to run it permanently in his name – the car is named Whiz."



Harrison races 'Whiz' car in tribute

Photos: DTM, Mick Walker



Third place in final race was enough

PAFFETT BAGS DTM TITLE ON MERCEDES SWANSONG

Brit finally wins second crown ahead of switch to Formula E series



Mercedes man on top: Paffett

By Marcus Simmons

Mercedes veteran Gary Paffett claimed his second DTM title after finishing third in the final race of the season at Hockenheim.

While 2017 champion Rene Rast soared to a sixth successive victory in his Audi, Paffett knew that a top-four position would be good enough to secure the title.

Rast took the lead from poleman Marco Wittmann's BMW at the start and was never headed, while Paffett took a secure third behind the leading duo and his second championship.

The Brit, who won the DTM title in 2005 and has finished runner-up four times, put his most recent success down to the "best lap I've ever driven"

in qualifying for the final race which he started in third.

"Qualifying was the key," said Paffett, who will move across to Formula E for the 2018/19 season after Mercedes pulled out of DTM.

"I've had five pole positions this year, but third place was the best lap I've ever driven.

"I had the lap before cancelled because I was outside track limits, so I had to do another.

"I was already sideways into Turn 1, and I had to deliver a perfect rest of the lap."

Paffett, in common with his teammates, struggled with race pace as the Mercedes C63s appeared to be harder on its tyres than the Audi and BMW opposition.

Rast was the only Audi driver in contention for the title after taking victory in race one and engaged with Paffett in a frantic battle for the lead.

Paffett's race was undone by a late safety car, and he dropped to fourth during the seven-lap sprint to the finish.

Pre-race points leader Paul di Resta could only manage eighth in race one and endured a nightmare in race two.

The Mercedes driver charged from 11th to eighth on the first lap, but was told by stewards to give his place back to Philipp Eng, which meant he also had to let Joel Eriksson – who he had also passed – ahead too.

Di Resta was the first to stop, and had a panel-rubbing incident with Eng in the second half of the race as he faded to 14th.

Aston Martin joins DTM for 2019 in place of Mercedes as Brands Hatch remains

The DTM has confirmed that Aston Martin will replace Mercedes for the 2019 season, joining in partnership with R-Motorsport and HWA.

R-Motorsport has an existing relationship with Aston through its sportscar programme, with the new DTM project licensed by the manufacturer.

The squad has also founded a joint venture with HWA AG – a long-term Mercedes partner in the DTM – which will be responsible for the development, building and running of the DTM cars.

The DTM has confirmed that

"development permitting", R-Motorsport will bring a car based on the Aston Martin Vantage road car for 2019.

It brings an end to the DTM's long-running attempts to find a third manufacturer to join Audi and BMW after Mercedes leaves to join Formula E.

"This decision of a luxury sportscar manufacturer such as Aston Martin is a historic event for our series and a milestone for the international orientation of DTM," said series boss Gerhard Berger.

Berger added that the growing international ambitions of the DTM,

which has now split its calendar by having half its races in Germany and the other five internationally, helped attract Aston.

Brands Hatch keeps the UK DTM date, despite suggestions that the round should move to Donington Park, while Assen replaces Zandvoort.

Both the Hungaroring and Red Bull Ring have lost their DTM dates for next year, but Zolder – which hosted the first event for original DTM forerunner the German Production Car Championship in 1984 – is back on the calendar after a 16-year absence.



DTM returned to Brands Hatch this year and will be back again in 2019



ACI demonstrated new Regional F3 car

Regional F3 bid goes to ACI as Renault Sport misses out, but will still use new car

Renault Sport has lost its bid to run the FIA's Regional Formula 3 championship for Europe in 2019.

The FIA World Motor Sport Council said that it has "approved the appointment of Automobile Club d'Italia (ACI) as the promoter of the new single-seater European Regional Championship for 2019 conforming to the technical specification of FIA Formula 3 Regional".

The ACI bid is on behalf of WSK, which was the only rival to Renault Sport and already promotes the World Karting Championship and Italian Formula 4 Championship.

The series demonstrated a Regional F3 car at last month's Vallelunga Italian F4 round, using the same Tatuus chassis and Autotecnica-tuned Alfa Romeo turbo engine as used in F3 Asia and the new women-driver-only W Series.

Renault Sport was initially the favourite to land the deal, with the FIA only wanting one Regional F3 series as the concept gets up and running in Europe.

Renault Sport announced on Monday it will adopt the new car but will continue to use the Formula Renault Eurocup name. The series claims all current teams "expressed their intention to be on the grid next year".

Photos: Jakob Ebrey, Mick Walker



Hoggard was out with Fortec

Jewiss and Hoggard test British F3 car

British Formula 4 champion Kiern Jewiss and fellow frontrunner Johnathan Hoggard sampled BRDC British Formula 3 machinery for the first time last week.

Jewiss, who claimed the F4 title last month, tested for Douglas Motorsport while Hoggard was out with Fortec Motorsports, who he competed with during his F4 campaign.

Hoggard topped one of the four sessions on Friday in wet conditions and Fortec team principal Richard Dutton had attempted to get him on the grid for the final round of the British F3 season, but failed to get permission to run a fourth car.

"We wanted to run him this weekend but they [series organisers MotorSport Vision] wouldn't let me run a fourth car," he said.

"Hopefully we'll look to have him in British F3 next season, we just need to try and find a budget.

"We knew that he would be good because his driving style would suit this car, he's very smooth."

All F3 teams are only allowed to enter three cars per round but Carlin were given special permission by MSV to run a fourth for Billy Monger, who made his racing return this season after his Donington Park accident.

HAIGH WON'T RETURN TO BRITISH GT IN 2019

Reigning champion will focus on European campaign



Title went to Haigh and Adam this year

By James Newbold

Flick Haigh will not defend her British GT title next year and will instead return to racing in Europe.

In her first season of British GT after switching from the Michelin Le Mans Cup, the 34-year-old became the series' first outright female champion alongside Jonny Adam, scoring two wins with Optimum Motorsport's Aston Martin V12 Vantage GT3 at Oulton Park and Brands Hatch.

Having held a 27.5-point lead into the final round, Haigh admitted that she would likely

have returned if she and Adam had missed out on the title, but will now focus her attentions on climbing the ladder towards Le Mans, with the SRO-run Blancpain GT Series Endurance Cup and European Le Mans Series under consideration.

"I've ticked a really big box in my racing career, I don't think that I could top this year with that car and the people I had around me," Haigh told *MN*.

"I'd like to keep that in a little box and just remember it.

"For anybody that has won that championship and come back, there is a lot of pressure and

sometimes it is harder to perform from the beginning of the year with that on your shoulders."

Haigh confirmed that she plans to stay with Aston Martin machinery next year, with the option to convert the marque's new Vantage GT3 into GTE spec an attractive selling point.

It follows the decisions of 2016 champion Derek Johnston and '17 champion Rick Parfitt Jr to call time on their British GT careers, Johnston following the sale of his business and Parfitt to focus on his band.

Meanwhile, GT4 race winner David Pattison has confirmed that

he will retire from motorsport after four years in British GT.

The 62-year-old won two races in GT4, his last coming at Snetterton this year with Joe Osborne in Tolman Motorsport's McLaren.

● Mark Farmer is the first driver to be announced for next year's British GT championship, remaining with TF Sport for a fourth year in the new Aston Martin Vantage GT3. His team-mate has yet to be confirmed, although it is expected to again be an Aston factory driver. Farmer won two races this year alongside Nicki Thiim, finishing third in the standings.



Haigh: No to British GT



Price raced at Donington Park and won second reverse-grid race in Civic

TCR UK an option for Price in 2019 after winning comeback

Josh Price made a winning return to TCR UK at Donington Park last weekend and is considering a full campaign in 2019.

Price won race two from the front row of the reversed grid in a Honda Civic FK2 run under his own banner with support from Pyro Motorsport.

He had contested rounds at Knockhill and Brands Hatch earlier this year but

sat out the next three meetings following his split with British Touring Car Championship outfit Team BMR.

"We could have [returned sooner] but I couldn't see the point," he said. "The way the FK2's been hit BOP-wise [Balance of Performance], when I last raced at Brands it was hit quite hard, so we came away from it. It looked like the BOP was right at

Croft so we entered this weekend hoping it was going to be right, and then it's been hit with a load more weight.

"We're going to have to have a chat, me and my dad, to see what series we want to do, but it wouldn't be a bad shout to do TCR.

"TCR Europe [is appealing] just because it's something I haven't done before in cars - I haven't been abroad at all."

Youngster Galer steps up from karts into cars with Mini JCW series

Karter Lewis Galer is the first driver to sign up for the 2019 Mini Challenge JCW Championship.

Galer, currently 15, finished as runner-up in the 2017 Ginetta Junior Scholarship, beating competition from 64 other young drivers to secure the runner-up spot in a final shootout at Blyton Park.

Now Galer has switched his attentions to Minis and will

race with the Excler8 squad, having already tested both Cooper Class and JCW machinery.

"I went to see a test day at Snetterton and saw a few JCWs running around and instantly fell in love with them," said Galer. "It's an amazing machine to drive.

"Next year will be a big learning curve. Most of the tracks will be new to me and it's a high level to

be going in at. I have my eyes on the Rookie Cup title, which I feel is a realistic goal."

British Touring Car Championship race winner Paul O'Neill recently coached Galer at Donington Park and was impressed: "He's definitely one to watch and I'll put my neck on the line here and tell you that he's one of the best kids I've ever sat next to."



Galer is so far the only driver confirmed for next season

Silverstone Citroen C1 24-hour race plan

A 24-hour Citroen C1 race will be held on the Silverstone Grand Prix layout in place of the Rockingham circuit on the series' calendar next year.

A total of 110 spaces are available for the race, which will be held on April 26-28, with entries expected from Belgium, Portugal, Germany, Hong Kong and the USA.

Two 24-hour races were held this year by the series at Rockingham, but with the circuit closing at the end of 2018 a new venue needed to be found.

Meyrick Cox, chairman of the C1 Racing Club said: "We are tremendously excited that the C1 Club will be holding a 24-hour race at Silverstone, which is one of the world's iconic and most historic circuits. We have 110 spaces on the grid, which we expect to be full, so this should be the largest race ever held in the UK."

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RACING NEWS

Photos: Jakob Ebrey, Gary Hawkins, Mick Walker

FF1600 STAR DEMPSEY IN FESTIVAL COMEBACK

Three-time Hayes winner's last visit was in 2010

FORMULA FORD FESTIVAL



Dempsey took part in Duratec car in 2010

By Stephen Lickorish

Three-time Walter Hayes Trophy winner Peter Dempsey will make a surprise return to the Formula Ford Festival this weekend.

Dempsey last contested the Festival in 2010 when he was competing in the Duratec part of the event.

His most recent UK outing was in the '15 Walter Hayes Trophy, where he finished second in the final before being excluded for wearing the incorrect frontal head restraint.

He will now return – driving a brand new Ray run by his father, Cliff – and says he has missed racing in the event, having been following it from the US in recent seasons.

“I was keen to do it this year as I haven't done much racing in the last few years,” said Dempsey. “Every year goes by and I'm watching the [Festival] live timing from 3000 miles away. I've been keeping track of what's going on but I was missing it – Formula Ford is the best racing in the world!”

“Dad had a car available so I thought it would be a bit of fun. I will be driving a new Ray 2018 car that hasn't been raced yet. It's a brand new car that was just shaken down last week by James Clarke. He shook it down and everything is good to go.

“I will have to shake off the rust and will be doing two-and-a-half days of testing. Obviously you want to be competitive but I'm

just going to have a bit of fun.”

However, if he is successful, Dempsey hasn't ruled out competing in the Hayes too – but says it depends on whether he can fit it in around his work schedule.

Having switched his main focus to competing in the USA in 2008, Dempsey has now set up his own team stateside, running Pro Mazda cars. In the series' first official post-season test last month, 2017 champion Victor Franzoni set the fastest time and Dempsey is encouraged by how things are progressing.

“It's always good to make a good impression in the first test,” he said. “Over time I got a little bit fed up of working for other people and it's nice to be your own boss.”

LEADING ENTRIES

2018 Formula Ford Festival

DRIVER	CAR
Niall Murray	Van Diemen RF99
Luke Cooper	Swift SC16
Peter Dempsey	Ray GR18
Jake Craig	Ray GR18
Colin Mullan	Ray GR11
Neil MacLennan	Ray GR16
Matthew Cowley	Van Diemen JL13
Joey Foster	Firman 2018
Keith Donegan	Van Diemen JL13K
Michael Eastwell	Spectrum 011C
Stuart Gough	Van Diemen JL16
Vincent Radermecker	Van Diemen RF92
Chris Middlehurst	Van Diemen LA10
Matt Round-Garrido	Medina Sport JL17

Donegan will return to try and go one better

Keith Donegan will return to the Formula Ford Festival this weekend having finished runner-up on his debut last year.

The Irishman almost pipped Joey Foster to the victory 12 months ago at Brands Hatch but still sealed a Mazda Road to Indy Shootout ticket, available to the highest-placed driver under the age of 25.

After travelling to America to take part in the shootout last December he won the \$200,000 scholarship and has spent 2018 competing in USF2000.

Having taken several podiums this season, he will return to FF1600 action in his Van Diemen JL13K.

“Formula Ford is probably the purest form of racing, even last year some of the FF1600 races were the best times I have had racing,” he said.

“I obviously want to win and I know we're probably going to be competitive.

“The car hasn't moved since the Walter Hayes Trophy last year but lots of guys offered to buy it from me but there was no chance. It's just a matter of adapting back to the FF1600 again.”

Middlehurst moves to Team Dolan for Festival

Formula Ford Festival frontrunner Chris Middlehurst will switch teams for this weekend's event and will join 2016 winner Niall Murray, Matthew Cowley and Matt Round-Garrido at Team Dolan.

Van Diemen LA10 driver Middlehurst has done select events to prepare for the Festival and the Walter Hayes Trophy, and believes he can fight at the front.

“I've done a few rounds this year to try and get everything right,” he said. “Fingers crossed I think we've found some things that weren't really right on the car so I'm really confident. I was third two years ago and the car is going to be better than then. We've got a good chance, but it's not going to be easy.”

He added he is excited by working with Formula Ford ace Bernard Dolan, and with his new team-mates.

“We've got Niall Murray in the team as well so we can overlay data and see where we are,” added Middlehurst.



Foster won FFord Festival last year in his Don Hardman-run Ray GR08

Defending Festival winner Foster switches to new Firman machinery for this year

Defending Formula Ford Festival winner Joey Foster will switch to a Firman chassis for the 2018 edition at Brands Hatch this weekend.

Foster claimed his third Festival success with a sensational around-the-outside move at Paddock Hill Bend in his Don Hardman-run Ray GR08 last year and campaigned the car for a full season in the National Championship this year, winning the opening round at Silverstone.

He will now swap to Ralph Firman's eponymous machine, which won the

2017 National Championship in the hands of Luke Williams, for the end-of-season classics at Brands Hatch and Silverstone's Walter Hayes Trophy.

“I thought ‘right, here's a new challenge’,” said Foster. “We've won with [the Ray] last year; I'd love to be able to go out there and put on a good show in Ralph's car as well.”

Foster, who helped develop Firman's BRDC Formula 4 car, as well as Formula 2000 and Formula 1000 chassis for the American market, added: “I've done so much work for him in the past, it would

be good to actually go out there and do a race in one of his cars.

“I haven't tested it yet so it's going to be interesting. I'll try to get out at the Festival first thing on Wednesday morning to try to understand the car and work our magic with it.”

● Renault UK Clio Cup Junior graduate Max Marzorati will also have a change of cars at the Festival. Marzorati, who has raced a Firman chassis run by Engima Motorsport at Silverstone in July and then Team Dolan at Donington, will join the Swift Cooper team.

Team USA Scholarship winners Craig and Mullan make their UK Formula Ford debuts at Donington

Team USA Scholarship winners Jake Craig and Colin Mullan enjoyed successful Formula Ford debuts at Donington Park last weekend.

Craig finished second on his wet-race debut on Sunday, having twice finished fifth the day before, while Mullan managed a best finish of sixth.

The California-based pair will now tackle this weekend's

Formula Ford Festival at Brands Hatch and next month's Walter Hayes Trophy at Silverstone with Cliff Dempsey Racing.

They secured their places on the annual scheme run by Jeremy Shaw following a shootout at Road America, to follow in the footsteps of the likes of IndyCar champion Josef Newgarden and podium

finisher Spencer Pigot.

“This is basically just a practice race for us,” said 20-year-old Craig, who finished as runner-up in this year's Canadian Formula 1600 championship. “We just want to learn as much as possible and get as comfortable as we can in the cars so we're best prepared for next weekend.”

Mullan, 16, raced a Mini

JCW in the IMSA SportsCar Challenge this season and also scored two wins from three races in a single United States F1600 outing at Summit Point.

He said: “Looking at the list of people who've come through this programme, it's just incredible to be part of it now. Getting acclimatised to the tyres is the big thing for me.”



Team USA drivers gained experience last weekend

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HISTORICS

'Formula Junior UK title decided'

Champion crowned, below



Photos: Paul Lawrence

DOWN THE PUB WITH

PAUL ALLEN

Age: 44 Lives: Stockport
Historic FF2000 frontrunner

He raced in Caterhams

"I did the Caterham Academy in 2000, so I've been racing for 18 years. I spent seven or eight years in Caterham Graduates, then Superlight R400s. Then I had a break and came back and did R300s in 2012 and 2015. I've had breaks for the usual budget reasons."

Jason Redding is a racing mate

"Jason Redding and I raced in R300s together and had a lot of battles. We both felt it was time to do something different. Caterham racing is a bit like Sunday karting when you get to an age and think: 'do I want to be doing this anymore?'"

They looked at Historic FF2000

"We did Radicals for 18 months in the Radical Challenge but the budget was just getting crazy. They're great cars to drive but very, very expensive. So we just reassessed. Jason likes historic cars and I'd never thought of historics and I'd never raced a single-seater. Apart from the tyres, which are expensive, the budgets in Historic Formula Ford 2000 looked good. It was back to club racing."

The first season has gone well

"This has been my first season so there has been a lot of development work and a lot of learning. I do everything myself, except the engine which is done by David Gathercole. We're just trying to catch the big four of Andy Park, Nelson Rowe, Callum Grant and Ian Pearson: that's our mission and we're sneaking up. There are some really quick drivers at the front and we're happy to get within a second a lap in the dry. I was matching their pace in the wet at Oulton Park. I used to race against Nelson in Caterhams."

He'll be back in 2019

"Winning at Brands was brilliant and I definitely want to carry on next year. The attraction is racing against some quality drivers and I've been at the front of league two this year. But I want to be in league one! I have a wife and a four-year-old child and I'm probably the only professor in the paddock. I'm a professor of railway technology at the University of Huddersfield."



A quick professor: Allen

FORMULA FORD ACES GO HEAD-TO-HEAD

Silverstone to decide the destiny of Historic FF1600 crown



Jackson (l) will battle Mitchell (r)

By Paul Lawrence

Cameron Jackson and Ben Mitchell will settle the Historic Formula Ford 1600 title at Silverstone this weekend after one of the most fiercely-contested seasons in the championship's 24-year history.

There are numerous permutations and heading into the weekend Jackson has

a four-point advantage when dropped scores are factored in. However, it is really a winner-takes-all scenario, with two wins for either driver sealing the crown as a win attracts five points more than second place. Each has scored six wins to date.

Mitchell, racing the Merlyn Mk20 owned by journalist Marcus Pye, is trying to match his father Westie, champion in 2009, and his younger brother

Sam who was champion in 2013. Jackson, meanwhile, fields a Lola T200 run by record-breaking five-time champion Neil Fowler.

Jackson said: "We went to Brands 10 points behind Ben and now we have a four-point advantage. I've just got to try and win the races but it is a bit of a lottery at Silverstone because you get such a big tow. You often get five or six cars battling for the lead and

the last couple of laps are vital. I've never done a full season before in anything. We're so evenly-matched it could go either way."

Mitchell countered: "I've got to beat Cameron and I'm looking forward to two good clean races. You never know what can happen and we'll just see how it goes. The Formula Ford is sure to feel a bit slow after racing the Formula 2 car at Dijon last weekend."



Anderson to race 928

Anderson grabs chance to race five-litre Porsche at Silverstone

Formula 1 journalist Ben Anderson will switch back to racing at Silverstone this weekend to field a Porsche 928 in the final round of the HSCC 70s Road Sports Championship.

Anderson is an accomplished single-seater racer and will

handle the five-litre Porsche used by Richard Attwood last year to mark the model's 40th anniversary.

"Opportunities to race Porsches don't come along every day, so I'm honoured to have the chance to race the 928,"

said Anderson. "It's even more exciting to follow in the wheel tracks of Richard Attwood. I know the Bradshaws [Tom and John] will do a great job preparing and running the car. I hope I can do it some justice on the track."

Stars out to support Lombard Rally Bath

A capacity field of 120 entries, including well-known drivers and co-drivers and star cars, will take part in Saturday's Lombard Rally Bath, a non-competitive tour.

The event celebrates the four years when Bath hosted Britain's biggest rally in the 1970s and 1980s and will centre on a relaxed tour of former spectator stages in the south-west. Spectators are being encouraged to visit

Wiscombe Park in Devon, where the first car will arrive at around 1100hrs.

Leading drivers include Stig Blomqvist, Jimmy McRae, Louise Aitken-Walker and David Llewellyn. Blomqvist will drive a Group B Audi quattro, while McRae will team up with Ian Grindrod in an Opel Manta 400. Other cars include Lancia 037s, Ford Focus WRCs and ex-works Ford Escorts.

Doors close at Donington Park Collection

The Donington Grand Prix Collection, once the most outstanding assembly of racing cars in the world, will close its doors on November 5.

Kevin Wheatcroft, son of former Donington owner Tom, cited family reasons for the decision. "Closing the museum after 45 years has been a really difficult decision but family responsibilities simply make it the right thing to do," he said.

The late Tom Wheatcroft started buying grand prix cars in the 1960s. In 1971 he bought the site of the former Donington Park circuit. Before racing returned in 1977, the Leicester builder opened his purpose-built museum.

In 2007, the bid to bring F1 back to Donington pitched the venue into turmoil and the track was closed for months. Cars from the collection were sold to help fund restoration work.

Rally Tending joins the Historic Asphalt Championship roster

Contenders in the 2019 RACRMC Historic Asphalt Rally Championship will get to compete on Rally Tending and Clacton after the Essex-based closed-road event was added to the championship.

The pioneering rally will join

the Ulster and Jersey Rallies as closed-road events for the six-round all-historic championship, which also takes in two visits to the Epynt Ranges and the customary season-opening Bovington Stages.

Championship manager Colin Heppenstall said: "The addition of Rally Tending and Clacton is very exciting and we think we have a calendar that will appeal to a lot of crews."

Ulster and Jersey Rally will attract one and a half points.



Historics go to closed-roads

IN BRIEF

De la Roche tops

Peter de la Roche has successfully retained his Formula Junior UK title after an unbeaten campaign in the Lola Mk3 owned by Pat Barford. Prior to this weekend's double-header at Silverstone, the Cheshire youngster has won his class 10 times from 12 starts and retired twice. In all, 122 drivers have contested rounds of the championship to date.

Nutt's challenge

Following the cancellation of Rally Isle of Man, leading historic contender Dessie Nutt has entered his Porsche 911 for the Pokerstars Rally on the island on November 9/10. "I've been rallying on the island every year since 1992 and didn't want to miss this year," said Nutt, who will have to take the ferry from Belfast to Liverpool and then to Douglas due to winter ferry schedules.

Davenport goes up

Classic Clubmans racer Alan Davenport is stepping up to the top class of the championship after buying the ex-David Childs Centaur Mk14. In the hands of the late Childs, the rare Centaur was a very competitive package and Davenport will race the car for the first time at Silverstone this weekend in the season-concluding double-header.

Flying Scotsman

The 11th edition of the Flying Scotsman, Britain's toughest rally for Pre-War cars, will start from Windermere in the Lake District on Friday April 5. After overnight halts in Slaley and Turnberry, the event will finish at the Gleneagles Hotel in Scotland on Sunday afternoon. Over 70 entries have already been lodged, including one for former BTCC racer Peter Lovett and MSA chairman David Richards in a 1937 BMW 328.

Whizzo tribute

The late Barrie 'Whizzo' Williams will be remembered this weekend on the Lombard Rally Bath. His 1964 Welsh Rally-winning Mini Cooper, 120 MNP, will run first car on the road for the non-competitive tour of the south-west in the hands of Andy Harrison with Peter Scott co-driving. Harrison will also drive the car on the Mini-based Northumberland Borders Rally on November 17.

Title showdown

Adrian Oliver (Hillman Imp) and Bob Bullen (Ford Anglia) will settle the Historic Touring Car Championship title at Silverstone this weekend. Once scores are dropped, former triple champion Oliver has a two-point advantage, while defending champion Steve Platts (Singer Chamois) has an outside chance if both Oliver and Bullen fail to score across two races.

Correction

On last week's historics page (MN, October 10) the incorrect car was pictured with a story about Ben Mitchell driving the ex-Stephen South March 782 at Dijon. Instead of the March, an image of Matt Wrigley's Ralt RT1 was included. We apologise for the error. It was a successful Historic F2 debut for Mitchell, though, as he won both races.

RALLY NEWS



BREEN WINS RALLYLEGEND



Hirvonen (l) was third while Breen (r) took victory

Citroën driver Craig Breen put aside his 2019 WRC seat negotiations to win last weekend's RallyLegend event in San Marino. The Irishman drove a Citroën C4 WRC to victory, with fellow C4 WRC driver Luca Pedersoli second and Mikko Hirvonen third, driving a Ford Focus WRC. "What a fantastic event," said Breen. "The atmosphere has been just unbelievable. I definitely want to come back to this next year, driving with these crowds on these roads in this car has been just pure pleasure this weekend. I have to say, congratulations to the organisers for doing an amazing job with a beautiful event."



Peugeot crew recovered

Andreucci wins despite crash

Peugeot Italia driver Paolo Andreucci has talked of his relief at sealing an 11th Italian Rally Championship title just months after a serious testing crash left him and his co-driver in hospital.

Third place on last weekend's Rally Due Valli was enough for Andreucci to retain his crown aboard his 208 R5.

"This has been a season where we definitely made life difficult for ourselves," said Andreucci, referring to the shunt in which his co-driver and partner – Anna Andreussi – broke her hip and the 53-year-old fractured a vertebra.

"But that's perhaps what makes it one of the most satisfying and emotional of all," he continued. "A huge thank you to everyone: to the doctors who helped us back to fitness in such a short time. Coming into the last round we were definitely stressed as we knew we had to be perfect. But we found the right balance between consistency and pace, which meant that we were finally able to seal another title. It's just a massive relief."

MEEKE CONFIRMED AT TOYOTA THIS WEEK

Lappi move will trigger Meeke announcement as replacement

By David Evans

Kris Meeke will be confirmed as a Toyota driver this week – with the news expected on the same day that Esapekka Lappi's move to Citroën is announced.

MN's sources say tomorrow (Thursday) is the day most likely for the latest pieces of the World Rally Championship's driver market jigsaw to fall into place. As soon as Citroën's communication is sent to reveal Lappi alongside Sebastien Ogier, Toyota will trumpet Meeke's full-time return to the series.

Meeke returned to a rally car for the first time since departing Citroën in May at last weekend's RallyLegend event in San Marino. Meeke drove a 2014-specification Ford Fiesta RS WRC in the non-competitive Stars display side of the event.

Derek Brannigan co-drove Meeke in San Marino, and Meeke's regular navigator Paul Nagle is not expected to follow him to Toyota. Meeke and Nagle have elected to go their separate ways, with both sides quick to report an amicable split.

With Citroën likely to run two

cars next season and Meeke completing the Toyota trio alongside Ott Tänak and Jari-Matti Latvala, only Hyundai and M-Sport have to firm up their 2019 squad – and neither is in any hurry to do so.

Hyundai team manager Alain Penasse told MN: "We have 66 per cent of our line-up sorted with Thierry [Neuville] and Andreas [Mikkelsen]. We're not in a rush to get the other seat sorted. We can talk to people in Spain and decide this after that event."

Penasse confirmed again the third i20 Coupe WRC will be shared, with Dani Sordo all-but certain to take half the rounds.

He added: "If we have Sordo then there are a few drivers who are not sorted and we will find somebody to complete the line-up with Dani, no problem. A lot of people are talking about who's going where and what's going to happen, but they are just guessing. Dani has had a good year, one of his best this year, and he's keen on a part-programme next season, now we have the time to find somebody who wants to share that car."

Asked if negotiations with Paddon had cooled, Penasse said: "No. There are a lot of drivers out

there who are more or less the same [speed]. With Hayden, we're keen to discuss, but until now we didn't have a calendar to talk about and his first question would, understandably, be: 'Which rallies?' Now we know which rallies are coming next year, we can talk more about this."

It has been speculated that drivers could be loaned from one team to the next, but MN understands this is unlikely to happen.

Craig Breen and Elfyn Evans remain out of contract and sources close to M-Sport admit the Welshman's star is beginning to fade. Breen, however, remains upbeat about his chances of landing a full-time seat next season. The most likely place for that is Malcolm Wilson's M-Sport team.

Wilson said: "Honestly, that's not my priority right now. Yes, we're talking to people, but that [next year's driver line-up] has to wait. We have to focus on the next two rallies and working towards the championships. Once that's finished, then we will turn our attention to next year and see what can be done – but certainly, there are no announcements coming from us in the near future."



Meeke appeared in a Ford Fiesta in RallyLegend demos

▶ **BOYLE SEALS IRISH NATIONAL RALLY TITLE AT DONEGAL HARVEST**

▶▶▶▶ **PAGE 19**



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'Your guide to the rest of the WRC title fight'

Championship permutations, p18



SOLBERGS SET FOR SPAIN BATTLE



Petter tested on asphalt last week

Solberg brothers Petter and Henning will go head-to-head at next week's Rally of Spain as the pair renew their sibling rivalry in the WRC2 class.

Petter Solberg – the 2003 WRC champion – will drive one of two Volkswagen Polo GTI R5s in Salou – with Eric Camilli in the sister car – while Henning is expected to make a second world championship appearance of the season in a Toksport Skoda Fabia R5.

Petter told *MN*: "When I entered with Volkswagen to do Spain, it happened very

quickly that my brother Henning entered the race. He really wants to drive against me again and I think it's really nice that both brothers will be together again."

Asked what he expected the result to be, Petter replied: "What can I say? He's never beaten me – so he will not beat me again. Sorry Henning!"

Henning rocketed back into the WRC with sixth overall at Rally Turkey last month, in an R5 car. He is focused on finalising a deal for Spain.

"I want to do it," he told *MN*. "It's clear what speed

we have and [in Turkey] I was not driving flat-out. Let's see."

Ahead of his first WRC round in six years, Petter completed his pre-event test in Spain last week.

"We did four days," he said.

"[Eric] Camilli did two days then I did two. I was Eric's co-driver for some runs and I can't say I'm a good co-driver, but I can say that he's a very good, talented driver!"

"I don't know how many kilometres I did on Tarmac, but it was a full day. Then we did 210km [130 miles] on gravel on the other day. It's an R5 car,

but it feels like a World Rally Car. The suspension is fantastic, you can fine-tune it as you want: if you like a little bit of understeer or oversteer, you have all the tools to do it."

Asked what he thought might be possible in terms of a result in Spain, Solberg said: "You have to remember I haven't done a rally in six years so there isn't so much pressure on my shoulders. I really want to do well. Let's start and see how we go. It would be nice to make a surprise, but there are so many good drivers and hard competition in the [WRC2] class."

WRC's 2019 calendar confirmed, no Japan

World Rally Championship teams have given next year's 14-round calendar a guarded welcome.

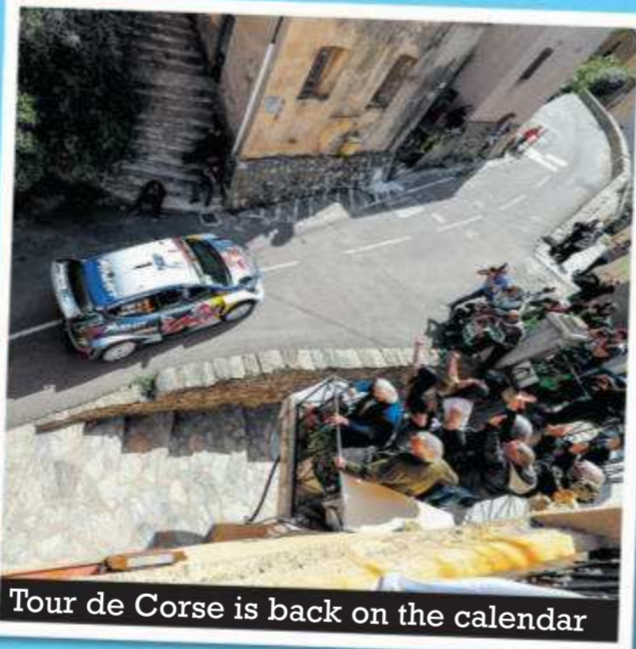
The calendar was revealed at a World Motor Sport Council meeting in Paris last week and, while WRC Promoter is frustrated at Japan losing its slot to Corsica, the feeling remains that 2019 will be more affordable avoiding the trip to Honshu.

The teams voted against 15 rounds and Hyundai's Alain Penasse said he wasn't surprised to see Corsica back, despite its absence from the promoter's original 14-round calendar proposal.

"It's maybe a bit unrealistic to look at who is in charge of the FIA [not to expect Corsica to be back], but also it would be a bit strange for Japan to be given a space before it runs its candidate event [in November]," he said.

"There's talk that the FIA wants 16 rallies in the future – as long as we know this is coming and we can plan, that's fine. Fourteen rounds for next year is good news, it's what we all wanted. We have found a solution and we have a calendar."

Chile is included for the first time, running a fortnight after fellow South American counter Rally Argentina. The remainder of the rallies remain in the same order as last season and broadly at the same time.



Tour de Corse is back on the calendar

CALENDAR

WRC 2019

DATE	RALLY
Jan 24-27	Monte Carlo Rally
Feb 14-17	Rally Sweden
Mar 7-10	Rally Mexico
Mar 28-31	Tour de Corse
Apr 25-28	Rally Argentina
May 9-12	Rally Chile
May 30-Jun 2	Rally Portugal
Jun 13-16	Rally Italy
Aug 1-4	Rally Finland
Aug 22-25	Rally Germany
Sep 12-15	Rally Turkey
Oct 3-6	Rally GB
Oct 24-27	Rally Spain
Nov 14-17	Rally Australia

WMSC

Rallying decisions made at the World Motor Sport Council meeting

- Drivers to select their own competition numbers next season.
- Testing cut from 55 to

- 42 days for WRC manufacturer teams.
- The maximum potential competitive stage distance cut from 500 to 350km or 217 miles.
- WRC2 to be given a new class in an effort to

- boost the number of official manufacturers.
- WRC2 Pro will be open to factory teams and crews only, leaving WRC2 for privateers.
- The under-supported WRC3 class will be canned.



Dani Sordo raced Spanish freerider **Andreu Lacondeguy** down the Lousa hill, formerly part of a Rally Portugal stage, last week. The bike ace's route was shortened given that he had two legs and not 400bhp, but the Hyundai still won. Sordo will return to WRC competition in Spain later this month.

GROUP RALLYING EDITOR

DAVID EVANS

"Ogier's Gwydir stage was simply superb"



Sebastien Ogier impressed himself with his second run through Gwydir at Wales Rally GB earlier this month. Well, having time to watch and rewatch his onboards (courtesy, once again of the ground-breaking and brilliant WRC+ service on WRC.com), I can only agree.

Have you seen it? If not, dip your hand in your pocket, fire a few Euros the promoter's way and then lock yourself in a darkened room and prepare for some serious commitment.

Ogier's not a loose, ragged-edge kind of a driver. But for those nine and a half minutes, Ogier's right hand was testament to the push he was giving this one. His right hand is rarely in contact with the Ford Fiesta WRC's steering wheel, instead it's flicking the paddle for another gear, tweaking the handbrake to square the rear up or just hovering over the top of the wheel ready to catch and offer his constantly-sawing left hand assistance should it be needed.

That hovering right hand is the mark of a driver on a charge and giving it everything.

That and a windscreen filled with frightening regularity with nothing but trees, shrubs and glorious autumn colours – I don't think I've ever seen an Ogier car slide as much as the #1 Fiesta did in Gwydir 2.

And as for the narrow asphalt section in the middle, it was treated almost like a stretch of Swedish snow, with the bank on the outside used to help nudge the car in the right direction and keep the French pair on the almost straight in the very narrow.

It was simply superb. And little wonder that Ogier was so pleased with his work.

The Great Orme run that followed was almost as impressive. Having driven that road a few times, albeit in the opposite direction, to see him sending his Fiesta up the hill and past 'millionaire's row' at 110mph was impressive, but to see him slashing across the kerb and carrying so, so, so much speed around the rock face was insane given how inappropriate the tyres were for the occasion and the lack of feeling and precision from a gravel set-up which would have left the car feeling like it was standing on stilts. If Ogier wants a sixth straight title, he's going to have to find that very same fight and fire in the next two rallies.

Now, what else has caught our eye this week? Oh yes... we have a calendar. With next season just over two months away, we finally know where we're going in 2019.

And we're not going to Japan. I must admit, I'm very, very disappointed about that. Japan and the Japanese support is huge for the World Rally Championship and I really wasn't convinced about the decision to cast Tokyo and its very welcome Yen aside in favour of Corsica.

The flip side of that is, it's Corsica.

And, yes, I know we'll spend far too long running up, down and around the island's 10,000 corners in pursuit of a world championship rally, but it doesn't matter. It's Corsica. It's one of the classics, the series' founding fathers and, for reasons of history, heritage and a bit of nostalgia, it's welcome back.

AGREE/DISAGREE?
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RALLY NEWS

Skoda close to WRC2 hat-trick on Rally Spain

Skodas look set to seal a 1-2-3 in WRC2, while Pontus Tidemand's failure to win the class on Wales Rally GB has dealt his championship hopes a huge blow.

Tidemand was as much as a second-per-mile slower than team-mate and eventual winner Kalle Rovanpera on Wales Rally GB's Thursday and Friday stages last month, taking valuable points away from 2017 WRC2 champion Tidemand. Swede Tidemand's season looks to be over with no entries from Skoda planned, and sixth in the WRC2 class in Spain will give 36-year-old Jan Kopecky a first WRC2 title.

"My feeling is good," said Tidemand of Wales Rally GB, despite missing the chance to claw back points on an absent Kopecky. "It was a tricky rally, there were many R5s. His [Rovanpera's] speed has been good earlier this year. It's very fast, and it's surprising on Friday in these conditions, he was really quick."

Rovanpera needs six points – seventh place in class – to overturn M-Sport's Gus Greensmith for third in the WRC2 championship and is heading to Spain with Kopecky. Rovanpera confirmed he was "surprised" at how far he was ahead on Rally GB, which was his second WRC2 win after taking the class in Australia last year, where he was the only class entrant.



Rovanpera hurt Tidemand's points

Ingram withdraws Spain entry for budget

Chris Ingram has pulled his entry for next week's Rally of Spain – the Briton will save his budget for next year.

The Skoda Fabia R5 driver scored a strong second place at Rally Liepaja in Latvia last weekend, bouncing back from a troublesome outing at Rally GB, when he landed his Toksport-run car in a bog, flooding the car up to its seats.

"We're saving the budget now for this year," said Ingram. "I'm working towards 2019. This year, the first year of four-wheel drive, it's been an incredible year but a learning year as well. Next year we want it to be our winning year."

Manchester driver Ingram, who narrowly missed out on back-to-back ERC Junior titles last weekend to Nikolay Gryazin in Latvia (see report, page 27), is hoping to raise enough budget to compete in WRC2 next season.

PROTON R5 NEARS HOMOLOGATION

New Iriz gets official papers in December

Iriz is ready for asphalt testing

By Jack Benyon

The British-built Proton Iriz R5 is closing on its FIA homologation inspection and could be seen in competitive World Rally Championship action at January's Monte Carlo Rally.

The Mellors Elliot Motorsport-built car has been in development since 2016, with MEM team principal Chris Mellors' son doing the majority of test work. Two-time world champion Marcus Gronholm also completed test mileage in the Iriz late last year.

"December 1 is the homologation date," said Mellors. "Now the paperwork is done they [the FIA] are really just coming to check the size and weight we have put forward are as specified.

"We are a small team and homologation has taken longer than perhaps we would

have wanted, but saying that we've made quite a few changes and improvements as we've gone along and it's pretty good now, it's a fabulous car.

"Marcus [Gronholm] was stunned by it, he was fantastic. I'd like to have him back before too long to just see how far we've got with the development. I'd like to have his input and I think he's keen so it will be nice to get him back in during the not too distant future."

Mellors confirmed Monte is the target for the car's WRC debut, and that more cars are currently in build to add to MEM's test car, which is set for asphalt running next week.

"We've got three more cars in build," added Mellors. "We've sold two, so it's starting to come together now. We would like to go to Monte. We want to have everything signed off and see how the [homologation] inspection goes. There's plenty of time to put an entry in after that."

Mellors to drive Iriz on Malton Rally

MEM's Proton Iriz R5 test car will get a fourth competitive outing at next month's Malton Rally.

The MEM outfit sponsors the November 4 event and the car will get a final run for more development before its homologation on December 1. Ollie Mellors will drive the Iriz, having finished third on the event when the car made its competitive debut last year.

Since then it has won the Grizedale Rally at the end of last year and the Cambrian Rally at the start of this season.

"The car Ollie is driving [on the Malton Rally] is the test car,

it's done thousands of miles and we've not had any problems," said MEM team principal Chris Mellors. "We are running it and deliberately not replacing certain bits to see how long they last.

"We're hoping for a reasonable result. But it's just another test. We've actually got some different damper specifications we want to run and we like to try and support the Malton event because we sponsor it. We'll do that instead of doing a test."

Last year's winner Charlie Payne has also entered the Malton Rally which has almost filled its 90 entries.



Parry (l) won BRC title with Elfyn Evans back in 2016

Navigator Craig Parry forced to retire after Rally Germany injuries

Co-driver Craig Parry has been forced to retire from rallying in the knowledge that a repeat of the accident that hospitalised him in Germany this summer could cost him his life.

Parry was co-driving for Gus Greensmith when their Ford Fiesta R5 left the road in their pre-Rally Germany test. The Welshman suffered serious hip and pelvic injuries and remained in hospital in Trier for three weeks following an 11-hour operation.

The former British Rally champion has been told he cannot compete again.

"The decision was completely out of my hands," Parry told MN.

"It was the pelvic specialist, when we went to see him that was my first question. His words were it was a 'catastrophic injury'.

"He said I'll be fit enough to come back, but another impact like that won't fix again. At best I'd be in a wheelchair and at the worst I'd be dead. You'd never be able to get in a rally car with that in the back of your mind.

"The hardest thing was dealing with that: one minute you are OK, that's your job, that's your life, and the next minute you are being told you can't go back to it. That was the hardest pill to swallow."

Parry admitted he had been amazed at the support he's received

since the accident, adding: "The Greensmith family have been fantastic. I have been humbled by the amount of people that have been in touch. Phil Mills in particular has been in touch almost every day since I had the accident and Phil Pugh's another. I don't see myself as being in the public eye or anything. I see myself as a guy who loves the sport. But it's not until something like this happens that you realise how much you are appreciated by people."

Of Greensmith he added: "I'm sure I'll still be involved with him in some way shape or form, but not to be in that car is going to be difficult."

► KRISTOFFERSSON TAKES ANOTHER WORLD RX WIN IN GERMANY

►►► PAGE 28

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**'Gryazin wins ERC
Under 28 championship'
Rally Latvia, p27**



Photos: Jakob Ebrey, ERC Media



Cronin won title in 2017

Evans delivered 2016 Fiesta title

M-SPORT WANTS BRC RETURN IN '19

Malcolm Wilson wants his M-Sport outfit to return to the British Rally Championship next year, after a third successive year of its Ford Fiesta R5 taking the overall BRC title.

Elfyn Evans drove a DMACK-shod, Autotek-run car to the title in 2016, before Keith Cronin and most recently Matt Edwards campaigned M-Sport-run cars to the '17 and '18 BRC titles, respectively.

While Evans remains with the team in the WRC, Cronin moved on to a Hyundai for this season. Edwards could appear in WRC2 or the ERC according to his backer Peter Smith, although he hasn't ruled out defending the crown in a bid to become the 13th driver to take two or more BRC titles.

"Three years on the trot, that's impressive!" said Wilson. "Yeah for sure [M-Sport wants

to return]. I don't know what Matt's plans are yet.

"But it's our home and if there's one place you want to be strong then it's in your home events.

"We'll look to have the strongest presence we can in the BRC.

"It's great for us commercially that people are winning in our product, that's what keeps us here fighting at the sport's highest level."

Wilson, the 1994 BRC champion alongside Bryan Thomas in a Ford Escort RS Cosworth, believes the series is moving in the right direction with its calendar for next year.

R5 entries have dropped this season, but Wilson believes the inclusion of new events – the series has added West Cork and the Galloway Hills Rally next year – could help to stimulate competition.

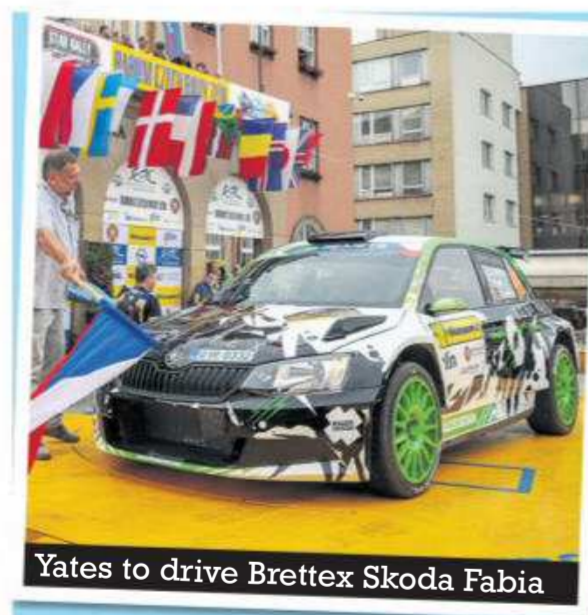


Matt Edwards' 2018 title-winning Fiesta was run by M-Sport

"OK, there's not the numbers there was last year, but looking at what they are proposing for the events next year, I think it's a good spread of events," he said. "Certainly, if you're a young driver, you're getting good experience in places like Cork.

There's another good platform for the championship to evolve again next year."

The series will not return to Wales Rally GB next year unless one of its events are cancelled, as the WRC round is a reserve event.



Yates to drive Brettex Skoda Fabia

JJ Yates to return to Oulton after two-year hiatus

Rally winner James 'JJ' Yates will return to the Neil Howard Stages at Oulton Park for the first time in two years as he targets a top five on the Motorsport News Circuit Rally Championship event.

Yates, brother of British Rally Championship frontrunner Rhys, has two outings in an R5 car, winning the Rockingham Sunday Stages in 2015 and second on the Neil Howard in 2016. However, JJ hasn't driven

the Skoda Fabia R5 bought by the family at the start of this year having previously had two Ford Fiesta R5s, and hasn't done any rallying since the 2016 event at Oulton Park.

"It's a shared car but obviously Rhys's calendar is a bit busier than mine in it," said JJ Yates. "Rhys is co-driving for me and that will be a laugh. We'll see if he can get me in on time..."

"First and foremost it's a bit of fun. I've never had fun

driving rally cars on gravel it just feels alien to me. I feel more in control and I do enjoy driving the car on Tarmac.

"I like to think I can be knocking on the door for a top five or a top three. I'm a bit older and a bit wiser now and capable of learning a bit quicker."

Rhys Yates will take on next weekend's Rally Spain in the Fabia with regular co-driver Elliott Edmondson, then join JJ for the November 3 event.

Reynolds almost lost Cadet title with damper damage

Jordan Reynolds says he is lucky to have won the Cadet Class in the British Rally Championship's Wales Rally GB finale last month, after broken dampers on the last day.

Both Reynolds and standout Wales Rally GB star Finlay Retson broke axles on the Gwydir stage, but Reynolds was able to seal the title after the last stage of the event was cancelled due to an incident unrelated to rally competition.

"We were just in reserve mode trying to get around, and the final jump over the finish of the Great Orme Stage, the dampers

failed completely and both are ruined," said Reynolds, co-driven in his Ford Fiesta R2 by Peredur Wyn Davies. "We struggled and couldn't do anything to fix it. We crawled through Gwydir and lost about three minutes.

"We're lucky the last stage was cancelled, we couldn't get around a 90-right or left so the roundabout on the Great Orme would have been a nightmare. We managed to drive it back to Deeside and luckily we walked away with the championship."

After beating Johnnie Mulholland by just three

points to win the Cadet title, Reynolds now has his entries paid for next season's Prestone Motorsport News Junior British Rally Championship.

"We are looking to step up and plans are underway already to try and secure that," he added.

"We don't really have a choice as it's in the regs the Cadet winner has to step up. We have to choose a car. It's a tricky one, we're still looking.

"Whether to buy or rent, the cost is almost double between the Fiesta [1600cc] and the other R2s. We'll definitely get there I know that much."



Reynolds suffered damper issue

GROUP NATIONAL EDITOR

JACK BENYON

"Rally GB was a mixed bag for British series"



Never have I been so conflicted about a championship, or more specifically an event as part of a championship.

In many ways, Wales Rally GB delivered everything it should have done for the British Rally Championship; intense drama as Matt Edwards almost missed his chance to win the title after hitting a bank, and David Bogie showing that he could take on the might of some of the world's WRC2 manufacturer teams with stunning speed in North Wales, even running further down the order on Friday given his inability to enter WRC2 and BRC due to conflicting regulations between the two.

It was a thorough test of man and machine, against some of the world's best. I don't believe any national championship can combine the strong events already featured on the calendar with a finale as tough as Wales Rally GB.

The negatives came from the non-competition aspect. The championship did its best to make an occasion, but its champion Matt Edwards was servicing 200 metres away from the rest of the competitors thanks to his M-Sport backing. While the teams were mostly kept together, it didn't feel obvious to a casual fan that they were walking through a group of British Rally Championship competitors, the service park arch being a kindly reminder.

It was a brilliant effort by the organisers and the event delivered for BRC crews, but fears that it would become lost in the World Rally Championship event were sadly realised.

In the future, if the series had more entries, competitors may help to create more of an atmosphere around it, but for now it was a case study that has many positives and negatives.

BRC organisers had already decided to drop the event to reserve status for 2019 as it goes in a different direction, mixing with the Irish Tarmac and Scottish championships as best as possible.

On the entries front, chatting to competitors over the Rally GB weekend, the majority are wanting a return to the series. While those on the outside looking in and watching numbers drop have called for the BRC's head, within the series the competitors are aware of the incredible test the championship offers and have, in most cases, backed it completely.

Next year's calendar was well received, from the last car on the road up to Malcolm Wilson of M-Sport, with trips to the Cambrian, West Cork and Galloway Hills providing a welcome shake-up and a chance to share more events with the Irish Tarmac and Scottish championships.

Looking at the excellent performances of Bogie and Tom Cave in particular from Wales Rally GB, it's clear the BRC provides a role in allowing younger drivers to learn and compete with the world's best.

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RALLY NEWS

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BOGIE BUILDING ULTIMATE FORD ESCORT

Scottish ace will debut new car in Ireland in December



Bogie hit a bale and retired last weekend

By Jack Benyon

British Rally Championship frontrunner David Bogie will debut a newly-built modified Ford Escort Mk2 at the Killarney Historic Rally in December, labelling the car "extra special".

Long-term Escort fan Bogie has driven a Millington-engined Ford Escort Mk2 in recent years, most notably winning the Donegal National Rally in 2016.

But that car was originally built for gravel, and is therefore heavier than most of the leading modified Escort Mk2 cars in Ireland.

Bogie and his Escort guru Hamish

Kinloch have built a new car, starting in 2017, with Kinloch given "free rein" to develop a top-spec machine.

"If it wasn't for Hamish we wouldn't have built the second car, his enthusiasm and dedication to building the car, we've more or less given him free rein with it," Bogie told MN.

"He [Kinloch] treats that car more like his own, I think we're going to get to the stage where I'm going to have to ask him if I can use it!

"We wanted to take advantage of Hamish's enthusiasm and put together something that is really special. I get as much enjoyment out of people appreciating the car. I go to rallies and

show it off and let people appreciate it because I'm a rally fan at heart.

"I love going to the rallies and having a look at nice Escorts, there's that sense of pride, proud to show it off. To build something modern, reliable, different, and improve the areas where we can, that was the aim."

The car will have a prototype 2.5-litre Millington engine, with a six-speed Tractiv gearbox and traction control, in-line with most modified Escorts currently competing.

But Bogie confirmed to MN that there would be a few optional extras which would mark the car out from the Escorts already competing.

"There will be a bit more aero on our car, a bit more carbonfibre, a lot of one-off carbon panels made for the car, just to make that it that little bit different. Visually we've tried to make it different to the current car. I'm sure people will say 'I don't like this and that'. Yes, it would be nice to make the car completely different, but I wanted it to be a Mk2. We could have taken it greatly away from what the car is but I wanted to stay with the traditional look making it different where we could."

Despite its title, the Killarney Historic Rally has a rally for modern cars as well, which annually features a fierce battle for top modified honours.

ROAD RALLY ROUND-UP

Fighting their way through the remnants of Storm Callum, Kevin Davies/Michael Gilbey took another decisive win on the **1000 Lanes Road Rally** on Saturday night. Never headed, the pair romped home with a victory margin of over a minute. The result virtually secures the Welsh Championship for Gilbey with three rounds remaining, the next being the infamous Cilwedd on October 27/28.

The battle for second place was much closer with Andy Davies/Dale Bowen beating George Williams/Daniel Stone by one second. Davies and Bowen had been unfortunate to pick up a puncture on the second section, losing two minutes, but were then fortunate in that the section had to be scrubbed due to an unrelated route blockage. This result may be significant at the end of the season as the two drivers battle for the Welsh Championship drivers' crown.

Defending champions Mark 'GT' Roberts/Dylan Jenkins' hopes of retaining their title faded as they suffered a puncture on the final section and trailed in in eighth place.

Ex-World Rally Championship co-driver Nicky Grist made a rare outing on the event, taking 20th overall with Steve Davies in a Ford Escort.

Ian Mills

Results

Organiser: Heads of the Valley Auto Club **When:** October 13/14 **Where:** south east Wales **Championships:** WAMC **Route:** 110 Miles **Starters:** 73.

1 Kevin Davies/Michael Gilbey (Ford Escort) 2m32s; 2 Andy Davies/Dale Bowen (Subaru Impreza) +1m13s; 3 George Williams/Daniel Stone (Escort); 4 Matthew Jones/Osian Davies (Vauxhall Astra); 5 Craig Bowler/Chris Whittall (Honda Civic Type R); 6 Matt Barker/Jordan Dziadulewicz (Peugeot 206); 7 Steve Knibbs/Andrew Edwards (Proton Satria); 8 Mark 'GT' Roberts/Dylan Jenkins (VW Golf GTI); 9 Jamie Crump/Clive Jones (Escort); 10 Allyn Welsby/Mark Rodway (Escort). **Class Winners:** Daniel Williams/Shawn Richards (BMW 318ti); David Barrell/Sarah Canning (Peugeot 205).



Davies/Gilbey won 1000 Lanes



Legacys will be built to 1990-spec for historic rally class

Four Group A Subaru Legacys could compete in the UK next year

As many as four Group A-spec Subaru Legacys could compete in the BTRDA next season, with Andrew Fenwick set to hire out the cars.

Due to FIA rules the Legacy is eligible to compete in historic rallying now, and with four-wheel-drive, 38mm turbo restrictor producing 350bhp, they are likely to shake-up historic rallying which is currently dominated by BDA and BDG Ford Escorts.

The Legacys compete regularly on the continent and could even fight high up the order on BTRDA events overall.

Fenwick - who has owned various cars with period significance from Ford Focus WRCs to SEAT Ibiza F2 kit cars - believes there will be a market for the cars.

"I've got four cars, three left-hand drive and a right-hand-drive car," said Fenwick. "I picked the fourth one up on Sunday.

"My main business: I've just sold it and that will free my factory up to prep these cars. I've got a Group A-spec Legacy with a 38mm restrictor, we've taken it to Belgium and we were 50-seconds per stage quicker than the historic on some events. On a 38mm I think the car will be really difficult to beat.

"On gravel you're up against BDA and BDG Escorts and I just can't see those touching a four-wheel-drive Legacy."

Jennings targets more European outings after another win in France

Garry Jennings could spend 2019 competing entirely in France after securing back-to-back wins on mainland Europe.

The 2013 Irish Tarmac champion was victorious twice in France in September, winning Rallye du Bethunois (September 8/9) and Rallye Charlemagne (September 29/30).

"The fact that I left my car over in France instead of taking it back home should tell you all you need

to know," he told *Motorsport News*.

"I'm keen to do more rallies in France next year, and maybe even a few over in Belgium, but that's a decision I'll make once I've had the chance to speak to my sponsors.

"The first time we went over to France at the start of September we did so as the underdogs - no one gave us a chance - so to come out on top, that gave everyone in the team immense satisfaction."

Jennings had hoped to take part

in last week's Rally Legend in Italy, but was unable to. Instead, he could enter Rallye du Condroz, which takes place at the start of next month.

"Rally Legend was on the cards, but it's too close to Rallye Charlemagne, and the car would need to have been prepped again, so if we are going to do one more rally before the end of the year, it's probably going to be the Condroz Rally," he said.



Jennings' Impreza on the Rally Charlemagne

McGarrity after more wins in Tyrone

Despite already sealing a record-breaking eighth Northern Ireland Rally Championship title, Derek McGarrity will take part in the final round of the series this weekend on the Tyrone Stages.

McGarrity was crowned champion on the Bushwhacker Rally despite having to retire at first service because of an oil leak on the engine of his Ford Focus World Rally Car.

"It overshadowed what we achieved on the Bushwhacker Rally, which was an eighth title," said McGarrity.

"I'm going to the Tyrone Stages Rally with the sole intention of winning it."

McGarrity has entered the Focus used on the Bushwhacker, but it won't be ready for the event and he will bring a yet-to-be-confirmed machine instead.

The Tyrone Stages was last used in 2016, and is returning to the former military complex near Magilligan. Over a fifth of the stage mileage will be new after the organiser managed to open up new roads to use at the venue.

FEATURE

Photos: mcklein-imagedatabase.com



Leader Neuville has it all to lose



Tanak only has an outside chance of the crown



Wales Rally GB win was a vital one for Ogier

GOING DOWN TO THE WIRE

David Evans looks ahead to a tense World Rally Championship title run-in

Standby... I'm going in. I'm going to reveal the precise connotations of who needs to do what to be World Rally champion next time out in Spain.

No I'm not. I'm coming out. My head hurts. It wouldn't be so bad if it was just the straightforward 25 points up for grabs, but the powerstage hurls a mathematical curve ball which puts any coherent equations beyond my abacus and I.

On a fundamental level, we can all agree that Thierry Neuville is the only driver who could walk away with the drivers' title in Salou. Even if the Belgian failed to score a single point in Spain and Sebastien Ogier took all 30, the defending champ would still need to secure seven more points in Australia to take a sixth successive title.

As for Ott Tanak, 21 down on Neuville, he kind of needs both his rivals to endure a pointless trip to the season's only mixed-surface round to stand any kind of chance. If that happened and he took a maximum 30, then he would lead the series into Australia on 198 points, compared with 189 for Neuville and 182 for Ogier.

Enough with the hypothetical number crunching.

Let's get down to what we know. And let's deal with this thing on an

event-by-event basis. There's not much point talking about Australia until we've got Spain done and dusted. So, what can we expect from Catalunya?

In terms of success in the hills around Tarragona, Neuville and Tanak simply can't come close to Ogier. Since 2013, he's been strong, but not dominant in Spain. That first win in Salou five years ago was classic Ogier. He led, dropped a minute with a puncture then hammered everybody through the final day's gravel (admittedly from a preferable place further back on the road) to win.

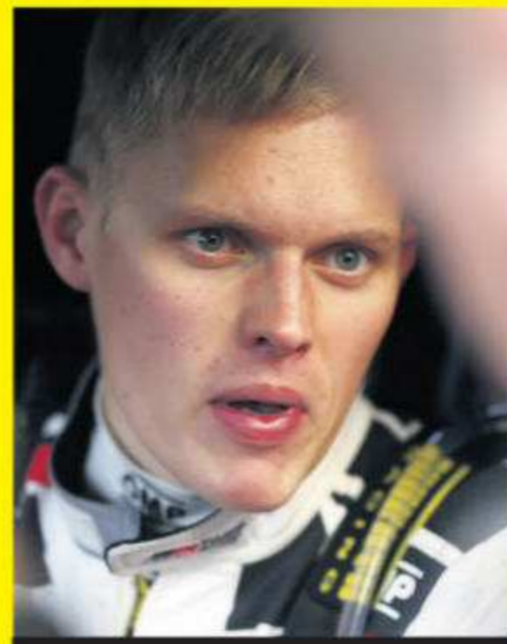
A year on, another win, but this time much more straightforward, winning Terra Alta on Friday morning and staying out front for the next two and a half days. A year on and the world went a little bit mad. Almost a minute up going into the final 2015 stage, Ogier pushed for powerstage points and tripped himself up. He ran wide, whacked a barrier and retired on the spot.

Normal service was resumed with a win 12 months on and last year he played second fiddle to a fine drive from Kris Meeke.

Neuville and Tanak can talk of nothing like that kind of pace and potential in Spain. By his own admission, round 12 is the one Ogier fancies.

"I know we can be competitive there," he says. "But when it comes to Australia then anything can happen! In Spain, running order can make a difference..."

His voice trails away. He's sewn the seed, doesn't need to do any more. Nobody in the world championship knows how much opening the road and sweeping dry gravel aside can cost a driver like Ogier does, he's spent years at it.



Tanak: needs a slice of luck



Ogier is just seven points back



Neuville is chasing first title

And now it's Neuville's turn. And day one of the penultimate round of the season on Friday October 26 could be the biggest day of the Hyundai driver's career to date. Get this one right, contain the time loss and he'll carry speed and confidence into a weekend on asphalt which should be much, much more straight forward for him and his i20.

Should be... Last season he struggled like hell with an unwieldy, understeering car which he simply couldn't nail down on the Tarmac and eventually dropped it and took a wheel off on the final morning.

Now more than ever, Thierry needs to know he can count on the car beneath him.

But, let's not forget, Neuville's the man at the top of the table; the man out front. Right now, this championship's still his to lose. His seven-point advantage would, however, be wiped out in one fell

swoop if Ogier wins – obviously depending on who gets their eye in and whacks that powerstage curve ball out of the ground.

And what chance Tanak? Cruelly, he's the absolute outsider now. He's entirely reliant on his rivals hitting trouble and no longer master of his own destiny. His retirement from the last round in Wales was one of the hardest to stomach for impartial onlookers. Tanak has bossed this series for the last four rallies. Yes, he lucked-in to the Turkey win, but he was there, kept his Toyota in the middle of the road and drove slowly fastest to score the hat-trick. But last time out, he was comfortably fastest, could and really should have come out of Deeside at the top of the table.

It would be no surprise to see Tanak winning both of the final rallies. He's likely to be third on the road on day one in Spain and Australia and that'll give him the edge over just about

everybody. But 21 points... it's very, very difficult to see him overturning that kind of deficit now.

So, for me, Ogier's the one to watch in Spain. Missing an open goal in Turkey would, undoubtedly, have been a pretty big thing to get over, but Sebastien's mental strength is beyond question. He'd put his Marmaris mishap to bed by wheels-up out of Dalaman on Sunday night and Wales simply served to balloon the sails above his M-Sport Ford Fiesta WRC. Ogier goes to Spain very firmly on the front foot, attacking and pushing for another successful title defence.

What about Neuville's mental strength? Where will his head be? Having watched this guy mature and mend his ways over the last couple of years, I have little doubt that he can match Ogier. As Seb says, he's got the points in his pocket. Let's see if he can keep them there. ■

STANDINGS

World Rally Championship

NO	DRIVER	CAR	PTS
1	Thierry Neuville	Hyundai i20	189
2	Sebastien Ogier	Ford Fiesta	182
3	Ott Tanak	Toyota Yaris	168
4	Esapekka Lappi	Toyota Yaris	104
5	Jari-Matti Latvala	Toyota Yaris	98
6	Andreas Mikkelsen	Hyundai i20	83

Remaining rounds: Rally Spain (October 25-28), Rally Australia (November 15-18). Points: 25-18-15-12-10-8-6-4-2-1, plus 5-4-3-2-1 for the powerstage on each event.

RALLY REPORTS

Photo:John Fife

BLACKER AND RUDDOCK WIN THE MULL TARGA



Peugeot 106 proved ample

Mull Targa Rally

By John Fife

Organiser: Mull Car Club & Saltire Rally Club When: October 13 Where: Tobermory, Isle of Mull Tests: 12 Starters: 61.

Bevan Blacker and Abi Ruddock scored a clear-cut victory on the Mull Targa Rally last weekend.

A bit of good fortune was required, however, as Blacker suffered a tank-slapper between the forest ditches in test 12, out of the 14 timed tests in total, when the Peugeot 106 got out of phase in the rain-drenched conditions.

Initially it looked as though Andrew Johnson had taken second place in his 46-year-old Lancia Fulvia, but when the observer's checksheets were handed in a 10-second penalty for striking a cone marker on the first test of the day was added to his total. He also lost precious seconds with a misfire after a watersplash in test 11, but he did win the overall Historic award.

That meant he tied with Geoff Dean/Suzanne Barker, but Dean had been four seconds quicker on the tie-deciding opening test with his Suzuki Ignis which had been rescued from its intended final trip to a scrapyard for £150 just 10 days prior.

Although Tom Spencer had been quicker than Dave Leadbetter on test times, the Vauxhall Corsa driver lost out overall to Leadbetter's superior performance over the regularity tests with his BMW.

Rounding off the top six was the best placed Scot, Craig Wallace, despite a cracked brake disc and therefore no handbrake in his

Toyota Corolla. He finished just seven seconds clear of fellow Scot Ryan Hay in his Toyota Paseo.

In a remarkable 10th place overall was Mazda MX-5 roadster driver Fraser Hughes who had left Tain in the far north of Scotland at 0300hrs on the morning of the rally to catch the first ferry, and then immediately afterwards left to catch the late ferry and drive home. He and co-driver Peter MacInnes' efforts were rewarded with the Spirit of the Rally award.

Allan Clark had been in the top six early in the day until an alternator problem dropped his Hillman Avenger back, while Alan Ross lost out on the top 10 when he beached the Citroen on test 11.

John Rintoul won Sunday's Mornish Time Trial in his Mitsubishi Lancer, taking the trophy for fastest time of the day on his last run by 0.6s from Tommi Graham, also in a Mitsubishi.

Results

Targa Rally

1 Bevan Blacker/Abi Ruddock (Peugeot 106) 26m27s; 2 Geoff Dean/Suzanne Barker (Suzuki Ignis Sport) +40s; 3 Andrew Johnson/Dave Boyes (Lancia Fulvia); 4 Dave Leadbetter/Cath Woodman (BMW 318Ti); 5 Tom Spencer/Sam Spencer (Vauxhall Corsa); 6 Craig Wallace/Clifford Auld (Toyota Corolla GBR); 7 Ryan Hay/Niall Thomson (Toyota Paseo); 8 Kevin Savage/Phillip Savage (Suzuki Ignis Sport); 9 Mark Standen/Ian Canavan (Proton Satria); 10 Fraser Hughes/Peter MacInnes (Mazda MX-5).

Class winners: Blacker/Ruddock; Johnson/Boyes; Leadbetter/Woodman; Martin Oglesby/Rod Carter (Opel Kadette); Ian Buchanan/Gemma Conroy (Subaru Impreza).

Time Trial

1 John Rintoul/Yvonne Armour (Mitsubishi Lancer E10) 3m35.7s; 2 Tommi Graham/Mark Pickering (Lancer E8); 3 Sandy Mackenzie/Angus Fraser Martin (Opel Manta); 4 Ryan Ingram/Stuart MacLean (Honda Civic); 5 Donald MacNeill/Cara MacNeill (Impreza); 6 Chris Melling/Andy Peak (Peugeot 205 GTI).

Photo: Martin Walsh, Jack Clayden Photography

Ross Le Noa bags first Jersey Rally win by nearly two minutes

Jersey Rally

By Ian Harden

Organiser: Jersey Motor Cycle & Light Car Club When: October 12/13 Where: Jersey Championships: ACSMC, ASWMC Sealed Surface, RAC Historic Asphalt Stages: 28 Starters: 80.

Ford Escort Mk2 pairing Ross Le Noa and Dominic Volante combined season-long good form with local knowledge to take their maiden Jersey Rally win. But victory came only after a titanic scrap with Simon Le Noa/Katie Le Blancq's Ford Anglia 2300 and Darryl Morris/Steve Gully's Escort Mk2 – the latter mounting an all-or-nothing charge to finish runner-up for the second year running.

Dry, sunny weather created ideal conditions for high speeds on Jersey's narrow lanes and Ross Le Noa took full advantage: using soft compound tyres from

the off he powered through the opening stages in Trinity and St Martins, setting three fastest times in a row to open a 14.2s gap over Simon Le Noa, while perennial Jersey frontrunners Jeremy Baudains/James Ollivro (Escort Mk2) contested third with Morris/Gully. The lead battle continued through the evening in St Brelede and Le Rossignol, pursued by top UK crew Simon Chapman/Neil Colman in their Proton Satria Millington.

But the dark stages eventually caught out Baudains; he dropped off the leaderboard after a time-consuming overshoot while Chapman lost several places when his engine died for nearly two minutes.

This left Simon Mauger/Brian Cammack (Escort Mk2) holding fourth, with Ed Fossey/Will Rutherford's 1600cc

Peugeot 208 R2 a heroic fifth.

Saturday morning's stages consisted of the fast, open St Johns test and the tight confines of Waterworks Valley. Here, Simon Le Noa pushed for the lead until he clipped a wall and knocked his handling awry. Morris, third, said his short-stroke engine was losing out on power while Mauger admitted to "wringing the car's neck" to stay on the pace. Unfortunately, Fossey's terrific run came to an abrupt end, crashing heavily on Waterworks 2 after hitting a hidden kerb and colliding with a tree.

The closing tests, St Lawrence and Les Platon, ended with Ross Le Noa setting consistently the second-fastest times to claim victory by 1m57.1s. Morris threw everything into the final miles and overhauled Simon Le Noa by 10.4s, with Mauger fourth. Neil Cotillard/Helier Lucas (Subaru Impreza) recovered from a slow start on Friday, climbing from 24th to an eventual fifth. Baudains staged a late fightback, going fastest on five consecutive tests to take sixth.

Results

1 Ross Le Noa/Dominic Volante (Ford Escort Mk2) 1h49m30.4s; 2 Darryl Morris/Steve Gully (Escort Mk2) +1m57.1s; 3 Simon Le Noa/Katie Le Blancq (Ford Anglia 2300); 4 Simon Mauger/Brian Cammack (Escort Mk2); 5 Neil Cotillard/Helier Lucas (Subaru Impreza); 6 Jeremy Baudains/James Ollivro (Escort Mk2); 7 John Le Brun/Jason Le Brun (BMW E30); 8 Martin Waters/Ian Edwards (BMW E30 325i); 9 Simon Chapman/Neil Colman (Proton Satria Millington); 10 Steve Ellis/Jamie Vaughan (Escort Mk2).

Class winners: James Weaver/Teresa Butler (MG ZR), Sam Bingle/Matthew Le Brun (Citroen Saxo VTS), Morris/Gully, S Le Noa/Le Blancq, Cotillard/Lucas, Andy Comer/Ade Camp (Peugeot 205).



Le Noa made the most of sunny Jersey weather for victory



Champs: O'Reilly (l) and Boyle (r)

Outgoing champion Moffett wins, Boyle seals a third national title

Donegal Harvest Rally

By Jason Craig

Organiser: Donegal Motor Club When: October 13 Where: Ballybofey, County Donegal Championships: Irish National Rally Championship, Border Rally Championship and Donegal Motor Club Championship Stages: 9 Starters: 156.

Sam Moffett and Karl Atkinson recorded a start-to-finish win on a rain-lashed Donegal Harvest Rally as an off-colour Declan Boyle clinched a first Irish National Championship title in four years.

On his first outing since last month's Sligo Stages, Moffett guided his Ford Fiesta R5 through some treacherous conditions to take top spot by 7.9 seconds from younger brother Josh.

Such was Sam Moffett's dominance, at one point his buffer stood at half a minute.

Despite dropping to rear-wheel drive on the last stage before first service, Josh didn't surrender too much ground, with second position returning another useful haul of championship points.

That still wasn't enough for him to add the Irish National crown to

the Irish Tarmac and Forestry trophies he bagged prior to the Harvest Rally, as he needed Boyle to finish outside the top eight.

The final spot on the podium was confirmed on the last few miles as Donagh Kelly increased his slim advantage over Joe McGonigle's Mini Countryman WRC from 0.7s to 1.8s.

Declan Gallagher, at the wheel of a Toyota Starlet, was a clear winner in the modified battle, as Chris Armstrong sealed the National Rally Championship two-wheel drive title in 14th overall.

Gallagher ended 20 seconds clear of Gareth MacHale's Ford Fiesta R5, and a further 17 seconds in front of Cathan McCourt, who was making his R5 debut on Tarmac alongside Barry McNulty.

As low as 20th at one point as he erred on the side of caution, Boyle, who was recovering from a suspected tummy bug, charged over the afternoon stages to end his home rally in eighth.

"It has been a difficult year," said the Ford Fiesta World Rally Car driver, who joins Niall

Maguire in winning the Vard Memorial trophy for a third time.

Having burst a shock absorber on the opening test, Mitsubishi Lancer E10 pilot, Aidan Wray, produced a fine display to bag the Showroom Class spoils and sew up the National Group N title.

Sam Stewart and Martin Doherty came out top in the junior and historic categories respectively.

Results

1 Sam Moffett/Karl Atkinson (Ford Fiesta R5) 1h03m36.6s; 2 Josh Moffett/Keith Moriarty (Fiesta RS WRC) +7.9s; 3 Donagh Kelly/Conor Foley (Ford Focus WRC); 4 Joe McGonigle/Ciaran Geaney (Mini John Cooper Works WRC); 5 Declan Gallagher/Derek Heena (Toyota Starlet); 6 Gareth MacHale/Brian Murphy (Fiesta R5); 7 Cathan McCourt/Barry McNulty (Fiesta R5); 8 Declan Boyle/James O'Reilly (Fiesta RS WRC); 9 Damien Toner/Denver Rafferty (Ford Escort Mk2); 10 Gary Kiernan/Ryan Moore (Escort Mk2).

Class winners: Keith Ewing/Sean Quigley (Honda Civic); Alistair Glenn/Lee Simpson (Peugeot 206); Ruairi McGarrity/Martin McGarrity (Peugeot 106); Aidan Wray/Kieran McGrath (Mitsubishi Lancer E10); McCourt/McNulty; Kelly/Foley; Daniel Kelly/Jalna Breslin (Vauxhall Nova); John Kelly/Niall Kelly (Toyota Corolla); Lee McLaughlin/Christy McLaughlin (Civic); Andrew McTaggart/Shane McTaggart (Corolla); Michael McDavid/Daire Maguire (Escort Mk2); Paul Purtil/Raymond Scott (Ford Escort); Gallagher/Heena; John Ward/Hugh Martin Molloy (Subaru Impreza); Brian Moore/Lorcan Moore (Civic); Martin Doherty/Darragh Doherty (Escort RS1800); McGonigle/Geaney.

REVIEW: BRITISH TOURING CARS

It was a long haul for Colin Turkington to climb to the summit. By Matt James

So deep was the emotion from Colin Turkington that he could hardly speak in his post-race two television interview at Brands Hatch in late September.

Despite the huge joy in taking his third British Touring Car Championship crown, there was relief and that was followed by tears.

It was a release of the pressure that had been building up all season, and it wasn't only the rollercoaster he had been through on track either.

The BTCC laid on its most competitive season for years, with a record-breaking 17 different drivers claiming the top step of the rostrum across the 30 rounds.

Indeed, Turkington won only one race, and the pressure of navigating his way through myriad complexities that the championship offers can be hard enough work in its own right.

There are weight penalties to consider, the soft and hard option tyres to work out and the reversed grid races to overcome.

If a driver had all of those factors in his favour, then the path to race victory almost became too easy.

Thankfully, for the credibility of the series, the top drivers figured out how best to navigate a course through all of the random factors to lead the way in the points table throughout.

The success ballast applied to the championship leaders going into any meeting meant that they were rarely able to race from the front straight away. That meant, for the frontrunners at least, the weekends were built around a strong race two (when they were generally shorn of the ballast) and then taking the chances that were presented in the reversed grid race three.

The headline facts about the 2018 BTCC are those 17 different winners over 30 rounds (see page 23), and Turkington climbed highest of all with a 12-point title victory in his WSR BMW to nail down his third crown.

Behind that story is one of the toughest fights that the series has featured in modern times.

Although there were only two cars in with a realistic shot at the end – Turkington and Tom Ingram – Speedworks Motorsport Toyota Avensis – the path to glory has never been so full of potential pitfalls given the high level of competitiveness of all drivers.

Turkington's 125i M Sport is not the freshest car on the grid. It was first introduced into the BTCC in 2013 and, while it has been through several evolutions since then –



The champion lifted the trophy at Brands Hatch

COLIN THE THIRD



including the new B48 powerplant, which was added for 2017 – there isn't much more to come from the rear-wheel-drive car.

That meant Turkington was always going to have an uphill battle on his hands to climb back to the summit of the series, although there were a couple of factors very much in his favour.

The first of those was a new engine tuner for the Team BMR Subaru Levorgs of reigning champion Ash Sutton and team-mate Jason Plato. It took several meetings for this new combination to find a sweet spot, which put them out of victory lane.

The second thing in Turkington's favour was the brand new Team Dynamics Honda Civic Type Rs, the FK8 versions, of Matt Neal and rookie Dan Cammish.

The low-slung car took some refining too, and that left the way clear at the top of the points for Turkington to strike early on – but

it wasn't plain sailing for him either.

"At no stage this year, though, did we have the fastest car," explains Turkington. "I have looked back over the points table and although I had just one win at Oulton Park, I had 10 other podium finishes over the course of the year which was more than any other driver. It was consistent scoring from Thruxton through to Silverstone that was where I felt the key to my season was."

The reason he is pointing out a purple patch in the middle of the season is because in the second meeting of the year at Donington Park, a rare reliability nightmare for WSR left Turkington with just six points from the three races and a slip off the road in race two in the showdown at Brands left him floundering. That mid-season strike rate was vital.

But it is also a mark of the competitiveness of the modern-day series that success ballast now has

much more of an impact with the field so closely grouped.

Only on the first three rounds of the year did the Northern Irishman carry less than 66kg of success ballast into the meetings. "It means you have to plan your weekends so much more carefully," says Turkington. "There has to be a strategy to it, you play for the races where the factors will be more in your favour. That is why it has become harder to win the title. It requires so much more thought. Goodness only knows how I'd go about winning it again. It might need a completely fresh approach."

His crown was set against the backdrop of the death of his mother Mavis in June. For such a tight-knit family, it was clear this was a painful season and the tears when Turkington claimed the crown showed what a long road the 2018 season had been for him.

While the new champion handled

himself with dignity at Brands, so did the defeated Ingram.

The 25-year-old took yet another step forward in his remarkable career but, like Turkington, was forced to play the percentages.

Like his rival, after round one, he didn't go to a meeting with less than 48kg on his car. That meant race ones were always a battle – indeed, only 18 per cent of his tally came from the opener. This had the double whammy of putting him way down the grid for race twos, where the grid is set from the result of race one.

Once the success ballast was out of the Toyota, it proved it was the fastest car on the grid. He made up 156 places over his grid spots over the 30 races which earned him the Forever Forward award from tyre supplier Dunlop – and it was this clean and concise ability to claw back what had been lost in race ones which kept him firmly in the picture. However, there were

BTCC DRIVERS CHAMPIONSHIP 2018

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1	Colin Turkington	WSR	BMW 125i M Sport	17	-	8	6	-	-	18	18	11	10	21	15	11	16	11	1	-	20	9	11	17	17	14	18	8	8	15
2	Tom Ingram	Speedworks Motorsport	Toyota Avensis	13	6	21	2	21	8	-	4	10	1	7	10	15	18	7	-	16	30	-	16	11	10	-	1	22	17	
3	Tom Chilton	Motorbase Performance	Ford Focus RS	11	-	-	1	6	7	11	7	5	17	16	9	1	10	17	3	5	22	15	6	-	4	10	21	18	3	11
4	Ash Sutton	Team BMR	Subaru Levorg	9	4	13	4	8	11	1	5	-	-	-	3	23	21	9	18	21	-	17	21	-	22	-	8	5	-	4
5	Andrew Jordan	WSR	BMW 125i M Sport	15	1	-	-	-	11	10	11	-	15	13	17	6	11	10	4	7	26	1	3	-	13	21	15	-	-	7
6	Josh Cook	Power Maxed Racing	Vauxhall Astra	1	1	6	22	9	17	7	22	10	-	-	5	9	-	-	13	17	18	1	4	4	11	18	10	-	4	13
7	Adam Morgan	Ciceley Motorsport	Mercedes-Benz A-Class	10	3	17	-	12	22	2	9	21	-	5	11	-	-	4	6	-	-	22	17	8	7	11	13	10	17	-
8	Jack Goff	Eurotech Racing	Honda Civic Type R	22	7	8	3	15	-	3	8	17	8	8	13	-	-	-	22	-	38	3	1	-	1	8	7	13	10	-
9	Matt Neal	Team Dynamics	Honda Civic Type R	-	-	4	10	-	9	22	15	8	11	17	2	7	9	13	2	-	44	-	2	1	-	-	1	-	2	9
10	Dan Cammish	Team Dynamics	Honda Civic Type R	8	-	5	17	14	-	15	-	3	3	4	-	-	5	6	15	13	4	11	-	6	17	15	-	6	1	8

11 Sam Tordoff (Motorbase Performance Ford Focus RS) 202; 12 Senna Proctor (Power Maxed Racing Vauxhall Astra) 170; 13 Chris Smiley (BTC Norlin Honda Civic Type R) 152; 14 Rob Austin (HMS Racing Alfa Romeo Giulietta) 126; 15 Matt Simpson (Eurotech/Simpson Racing Honda Civic Type R) 120; 16 Aiden Moffat (Laser Tools Racing Mercedes-Benz A-Class) 117; 17 Lloyd (BTC Norlin Civic Type R) 87; 18 Rob Collard (WSR BMW 125i M Sport) 86; 20 Brett Smith (Eurotech Racing Honda Civic Type R) 70; 21 James Cole (Motorbase Performance Ford Focus RS) 67; 22 Tom Oliphant (Ciceley Motorsport Mercedes-Benz A-Class) 63; 23 Ollie Jackson (AmDTuning.com Audi S3) 59; 24 Mike Bushell (Team Hard VW CC) 59; 25 Ricky Collard (Team Hard VW CC) 29; 27 Jason Plato (Team BMR Subaru Levorg) 26; 28 Bobby Thompson (Team Hard VW CC) 23; 29 Tom Boardman (AmDTuning.com MG6) 14; 30 Ant Whorton-Eales (AmDTuning.com Audi S1) 6; 31 James Nash (BTC Norlin Honda Civic Type R) 6; 32 Stephen Jelley (Team Parker Racing BMW 125i M Sport) 4; 33 Glynn Geddie (AmDTuning.com MG6) 1. **BTCC Teams Trophy:** 1 Team BMW 428; 2 Halfords Yuasa Racing 409; 3 Power Maxed TAG Racing 409; 4 Team Shredded Wheat Racing with Gallagher 318; 5 Speedworks Motorsport 282; 6 WIX Racing with Eurotech 267; 7 BMW Pirtek Racing 245; 8 Mac Tools with Ciceley Motorsport 226; 9 BTC Norlin Racing 226; 10 Team Parker Racing -6; 21 Team Hard with Trade Price Cars 86. **Jack Sears Trophy:** 1 Cammish 444; 2 Smiley 358; 3 Simpson 309; 4 Butcher 252; 5 Goff 320; 6 Morgan 316; 7 Tordoff 292; 8 Smiley 248; 9 Austin 235; 8 Moffat 218; 9 Simpson 192; 10 Butcher 184; 11 Lloyd 167; 12 Oliphant 164; 13 Cole 150; 14 Smith 149; 15 Jackson 148; 16 Bushell 122; 17 Thompson 70; 18 Hill 64; 19 Jelley 62; 20 Boardman 49; 21 Smelt 27; 22 Nash 26; 23 Whorton-Eales 25; 24 Michael Caine (Team Hard VW CC) 9; 27 Ollie Pidgley (Team Hard VW CC) 5; 28 Ethan Hammerton (Team Hard VW CC) 4; 29 Josh Caygill (AmDTuning.com MG) 3. **BTCC Independents Team Championship:** 1 Speedworks Motorsport 397; 2 Team Shredded Wheat Racing with Gallagher 288; 3 WIX Racing with Eurotech 352; 4 BTC Norlin Racing 333; 5 Mac Tools with Ciceley Motorsport 330; 6 Team GRCB Insurance Racing 255; 8 Laser Tools Racing 239; 9 Duo Motorsport with HMS Racing 217; 11 Simpson Racing 206; 12 Ciceley Motorsport 188; 13 AmD with Cobra Exhausts 172; 14 Team Hard with Trade Price Cars 87; 15 Team Parker Racing 86. **Winners in bold.**

Photos: Jakob Ebrey



Team engineer Kevin Berry



Turkington steered his way through tough times

very painful car failures – one on the very last lap at Rockingham – were those 12 points to Turkington that would have been banked. There really was nothing more we could have done,” says Ingram. “I can’t be disappointed that I didn’t win the title, but I can’t be upset with anything that happened over the course of the campaign. I gave it everything – but hey, we lost out against Colin. To come second to someone who is widely regarded as one of the best tin-top racers in the world isn’t too shabby.”

Tom Chilton was the final man who made it into the finale at Brands Hatch and took the title with an outside shot of victory, and that was remarkable for a driver who had flown under the radar in previous years. The reworked Motorbase Performance Ford Focus RS was a step forward in that it offered consistency every round, rather than the peaks and troughs of previous campaigns.

Former Independents Trophy

	28	29	30	TOTAL
1	4	-	-	304
2	13	11	11	292
3	7	10	13	266
4	-	8	21	256
5	8	15	7	247
6	-	6	18	246
7	-	-	5	232
8	13	-	-	228
9	18	17	-	223
10	21	21	-	218

17 Rory Butcher (AmDTuning.com M66) 99; 18 Daniel Lloyd (WSR BMW 125i M Sport) 46; 26 Jake Hill (Team BTCC Manufacturers/Constructors Championship) 223; 10 Adrian Flux Subaru Racing 201; 11 Team Price Cars -17. **Independents Trophy:** 1 Ingram 387; 2 18; 25 Geddie 16; 26 Dan Welch (Team Hard VW CC) 15; 27 Dan Welch (Team Hard VW CC) 15; 28 Dan Welch (Team Hard VW CC) 15; 29 Dan Welch (Team Hard VW CC) 15; 30 Dan Welch (Team Hard VW CC) 15.

winner’s ability to keep the tally ticking over amid the fluctuations in the frontrunners was strong, and he was only outside the points on three occasions – which, in the modern BTCC, is the bedrock of any attack.

His only win of the season was at Knockhill under pressure from Turkington but it was a highly creditable one.

His team-mate Sam Tordoff was 11th in the standings, but ended the season with the accolade of being the best qualifier. That was due, in part, to his rotten luck with reliability which meant he came to most events with no success ballast on his machine. A win at Silverstone was a relief, but it was a season of what might have been for the former championship runner-up.

Last season, six wins were enough for Sutton to claim his maiden championship trophy. He took the same number of victories in 2018 too but came up short – due, in no small part, to the engine woes the car suffered early on.

Indeed, three quarters of Sutton’s points were scored from Croft onwards.

The North Yorkshire track was an epiphany and it had rival teams up and down the pitlane scratching their collective heads. The BMR team had been granted slightly more boost for the Levorg, and that was combined with an alteration in the permitted ride-height of the car, allied to some aerodynamic upgrades.

The team had realised that the boost calculations were being done at a part of the engine that was not giving a proper reading and so that was altered.

That transformed Sutton’s car at least – although team-mate Plato continued his unfathomable struggles. His charge up the order to fourth in the standings was something to behold and rivals will be glad it took until just before the midpoint of the year for those upgrades to be forthcoming otherwise the championship result might have looked very different.

Plato’s season was another one where he was simply unable to match up to Sutton. He scored a podium at Croft when he followed Sutton across the line, but everywhere else, he was struggling with the handling and found the answers hard to come by. He admitted too that fighting in the rough-and-tumble of the midfield made it hard for him to have the motivation to perform. He has already stated that he wants to remain in the category next season, and sources suggest he will be moving to a team which has a front-wheel-drive car. For him, that will be familiar territory and it will be a relief to see him back at the front of the pack.

The 2013 champion, Andrew Jordan, was full of optimism coming into the year. With a year’s experience of the BMW 125i M Sport behind him, a championship challenge was on his radar. However, if there was a dose of WSR finger trouble going around, it always seemed to land on his Pirtek-backed car. There were turbo problems at Donington Park and electrical woe at Silverstone knocked out four potential points-paying opportunities, while a gastro virus meant he was carted out of Thruxton in an ambulance before the end of the day.

The third WSR BMW 125i was driven by Rob Collard initially, and he took a win at Oulton Park, but a crash at Snetterton led to a check by medics, who ruled him out as it had reignited problems Collard had suffered at Silverstone last year.

He handed over the car to son Ricky, whose podium finish at Silverstone

was remarkable given his lack of experience in the car.

A maiden BTCC win for Josh Cook at Donington Park in the Power Maxed Racing Vauxhall Astra was a reward for the work the team had done on the chassis over the winter and the driver repeated the result at Thruxton. The softly-sprung machine revelled at front-wheel-drive friendly tracks and Cook – whose team-mate Senna Proctor was also a winner – was in the heart of the title fight up until a disastrous mid-season run through Oulton Park and Croft.

Proctor’s win had been in one of the most extraordinary races the BTCC has seen in the modern era, when a drying track presented the field with a dilemma on tyre choice. With nothing to lose from 27th on the grid, the Yorkshire racer plumped for slicks – which proved to be the magic bullet for him.

Adam Morgan’s Ciceley Motorsport Mercedes-Benz A-Class was a three-time winner but he was another to suffer two terrible rounds with damage at Croft and two crashes at Snetterton which took the wind from his sails.

A return to form at Rockingham brought him a third win of the year – and remarkably, his first pole in the BTCC after six years of trying.

His rookie team-mate Tom Oliphant also showed some real potential and underlined the pace of the hatchback. The Laser Tools Racing Merc was a winner in Aiden Moffat’s hands too at Silverstone.

One of the races of the year was the opener at Snetterton, where Jack Goff’s Eurotech Racing Honda Civic Type R narrowly pipped Sutton. It was Goff’s second win of the year after claiming the opener, but too often he was all at sea with the set-up of the car and there were no solid answers. His team-mate Brett Smith was a polewinner at the final round of the season and took his maiden podium in the category with a controlled drive in that race, but now his dad’s team has been sold, his future is unclear. Matt Simpson was also a winner for Eurotech at Oulton, where he was unstoppable in terms of his pace – but stoppable when his engine went bang after the opener in Cheshire.

The factory Honda pairing of Neal and Cammish were both winners.

The new Civic was a tough machine to tame, but it has a longer wheelbase than the older version, which meant it was well planted at places like Thruxton. That was where Neal won his first race of the year, while Cammish was left to wait longer.

Cammish’s year was an interesting one. He was quick from the outset, but there were some speedbumps for him to deal with. He was kicked out of pole at the opening meeting of the year for missing the weighbridge and got in hot water with championship officials when he publicly criticised rivals after qualifying at Rockingham. It was just a mark of his desperation to land the big results and they finally came with back-to-back wins at Brands Hatch in the finale – particularly as the second had been taken with full weight on the car.

With a year under its belt, the team has a greater understanding of the car and 2019 will be a serious threat.

The older-spec car was not only quick in Eurotech’s hands. Both Dan Lloyd and Chris Smiley were winners for BTC Norlin, and the team took some serious strides forward in terms of competitiveness. A new car could beckon for next year which will represent another step forward for Bert Taylor’s team.



Ash Sutton took six wins in the Team BMR Subaru Levorg throughout 2018



The new FK8 factory-backed Honda Civic took its first win with Matt Neal driving



Senna Proctor’s win in the second race at Brands Hatch was a season’s highlight



Dan Cammish landed a brace of wins at the final meeting of the year at Brands

TURN OVER FOR THE TOP DRIVERS OF THE YEAR

REVIEW: BRITISH TOURING CARS

THE TEAM MANAGERS' TOP 10 DRIVERS

Who were the stand-out BTCC performers in 2018? We find out

In a season where there have been 17 individual race winners, picking out the cream of the crop has been harder than ever – which is why *Motorsport News* has chickened out!

We have polled team managers from each of the outfits represented on the grid and asked them to select their top 10 drivers of 2018 in the British Touring

Car Championship, and the results are a real insight from the men who scrutinise every practice, qualifying session and race event.

The rules were simple: they had to nominate the 10 drivers in order and they weren't allowed to choose anyone who had raced for their own team during the last campaign. *Motorsport News* got its calculator out and totted up the scores.

BTCC TEAM MANAGERS PANEL

Stuart Parker (Team Parker Racing); Oly Collins (Motorbase Performance); Bob Moffat (Laser Tools Racing); Shaun Hollamby (AmD Tuning); Bert Taylor (BTC Norlin); Micky Sergeant (Team BMR); Russell Morgan (Ciceley Racing); Christian Dick (Speedworks Motorsport); Tony Gilham (Team Hard); Simon Belcher (Handy Motorsport); Martin Broadhurst (Power Maxed Racing); Jeff Smith (Eurotech Racing); Dick Bennetts (WSR); James Rodgers (Team Dynamics); Matt Simpson (Simpson Racing).

1 TOM INGRAM

TEAM: SPEEDWORKS MOTORSPORT CAR: TOYOTA AVENSIS
QUALIFYING AVERAGE: 11.18 POLES: 0
WINS: 3 FASTEST LAPS: 5 PODIUMS: 9
CHAMPIONSHIP POSITION: 2ND



Tom Ingram has a habit of making progress in every BTCC season he contests. After a maiden win in 2016, he took multiple victories on his way to third overall in the points, and the Independents Trophy in 2017. There was only one place left to go and boy, did he give it a shot. The pace in the slippery Speedworks Toyota Avensis – especially when it was shorn of weight – was something to behold. But he was in the title race all year which meant he came to most meetings carrying significant success ballast – indeed, only 15 per cent of his points total came from race ones. There were several mechanical gremlins which crept into the system to rob him of vital points – at Thruxton, Snetterton and crucially at Rockingham, where a fly-by-wire throttle issue stopped him on the final lap. These necessitated climbs through the pack and that is where he made his mark, performing beautiful overtaking moves to rescue what he could. He has now got the experience of a title showdown, there is another building block in his BTCC education.

2 COLIN TURKINGTON

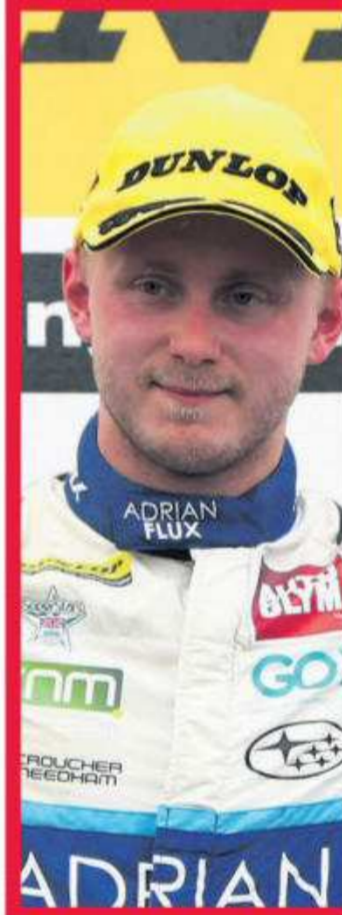
TEAM: WSR CAR: BMW 125I M SPORT
QUALIFYING AVERAGE: 9.55 POLES: 0
WINS: 1 FASTEST LAPS: 4 PODIUMS: 10
CHAMPIONSHIP POSITION: 1ST



WSR and Colin Turkington admitted themselves that they didn't have the fastest car throughout the 2018 season and, for that reason, can rightly claim that lifting the silverware this year was probably their greatest achievement together. The BMW 125i M Sport is longer in the tooth than some of the other machines out there and Turkington was forced to box clever: something he is an acknowledged expert at. There were some painful reliability problems – particularly an electrical issue at Donington Park which left him with just six points from the three races. He had some emotional strains to overcome too as his mother passed away just before the rounds at Oulton Park, but he put them to one side and took his only victory of the campaign. Driving-wise, Turkington remains error-free even under the greatest of pressure, and it was this facet of his abilities that kept him at the head of the points table. This was a deserving champion.

3 ASH SUTTON

TEAM: TEAM BMR CAR: SUBARU LEVORG GT
QUALIFYING AVERAGE: 13.73 POLES: 1
WINS: 6 FASTEST LAPS: 3 PODIUMS: 8
CHAMPIONSHIP POSITION: 4TH



Six victories over the course of 30 races helped Ash Sutton to lift the British Touring Car Championship in 2017 – and he had done that despite not scoring a single point in the opening meeting of the year at Brands Hatch. Things were more promising in the opener this year, but a new engine tuner (Swindon Racing Engines) for the flat-four motor meant that the Team BMR boffins were struggling to extract the maximum from the powerplant. There were slim pickings for Sutton in terms of results until the series went to Croft. There, refreshed aerodynamics and alterations to the ride height transformed the Levorg. That is where the six wins came from: because of his difficult start he came into each subsequent meeting with much less weight than the title battlers. To prove the point, 77 per cent of his points came in the last 15 races – with a smoother beginning to the campaign, he could have retained his title. Despite the woe, his racecraft showed itself to be the best on the grid with some truly epic battles – including his dogfight to win the final round of the year.

4 JACK GOFF

TEAM: EUROTECH RACING CAR: HONDA CIVIC TYPE R
QUALIFYING AVERAGE: 9.36 POLES: 2
WINS: 2 FASTEST LAPS: 0 PODIUMS: 5
CHAMPIONSHIP POSITION: 8TH

Two wins and eighth in the championship might seem like a slim return for Jack Goff, but that is only because the expectations are so high. After being the form man at the end of 2017, he was expected to kick on in 2018. He had consistency in the Eurotech Honda Civic Type R going into the season, and when things clicked together, the 27-year-old flew – wins at Brands Indy and again in a last-gasp dash to the line at Snetterton proved that – but there were some meetings where the car simply wasn't at the races in terms of handling.



5 JOSH COOK

TEAM: POWER MAXED RACING CAR: VAUXHALL ASTRA
QUALIFYING AVERAGE: 12.91
POLES: 1 WINS: 2 FASTEST LAP: 4
PODIUMS: 6 CHAMPIONSHIP POSITION: 6TH

When Josh Cook crossed the line ahead at Donington Park in April, it seemed unremarkable – except it was. The Bath racer has increasingly become a major player in the category since his debut in 2015 and it was hard to fathom that he had yet to have a win. That breakthrough led to another win at Thruxton and he was a real championship threat. A disastrous weekend at Oulton with mechanical trouble and a shunt was followed by another at Croft, where his brakes failed in race one, knocking the stuffing out of his title aspirations.



6 DAN CAMMISH

TEAM: TEAM DYNAMICS CAR: HONDA CIVIC TYPE R
QUALIFYING AVERAGE: 6.36 POLES: 1
WINS: 2 FASTEST LAPS: 0 PODIUMS: 7
CHAMPIONSHIP POSITION: 10TH

The rookie had immediate pace, but that was never going to be in question. He was in the potent factory Honda Civic Type R and had proven pedigree, but things rarely run smoothly in BTCC. Cammish wears his heart on his sleeve and his desperation for the big result was evident. In the end, he had to wait until the final meeting of the year for a brace of wins – but that rounded off a very solid season for a man with no front-wheel-drive experience at the start of the year and one who hadn't tested at the majority of the tracks.



7 ADAM MORGAN

TEAM: CICELEY MOTORSPORT CAR: MERCEDES-BENZ A-CLASS
QUALIFYING AVERAGE: 12.73 POLES: 1
WINS: 3 FASTEST LAPS: 2 PODIUMS: 6
CHAMPIONSHIP POSITION: 7TH



Adam Morgan was second in the points after the opening 12 rounds of the year with two wins in his account in the Ciceley Motorsport Mercedes-Benz A-Class – but the wheels came off at Croft, literally, with a shunt and that was followed by a similar nightmare at Snetterton, with two offs in the opening two races. He bounced back with his first BTCC career pole at Rockingham – and that led to his third 2018 win which he backed up with a second place in race two, but the damage had been done. Can fly, but needs to learn to collect points everywhere.

8 ANDREW JORDAN

TEAM: WSR CAR: BMW 125I M SPORT
QUALIFYING AVERAGE: 8.91 POLES: 0 WINS: 1
FASTEST LAPS: 0 PODIUMS: 6
CHAMPIONSHIP POSITION: 5TH



If there was bad luck going around in 2018 it seemed magnetically attracted to the Pirtek-backed WSR BMW 125i M Sport of Andrew Jordan. Reliability was suspect throughout, with big points thrown away at Donington Park with turbo issues and then electrical problems at Silverstone. Being carted out of Thruxton in an ambulance because of illness didn't help either. Take away those factors and he could easily have added to his one victory – indeed, he went to Silverstone in with a real shot of reining in team-mate Colin Turkington, which is to his credit.

9 TOM CHILTON

TEAM: MOTORBASE PERFORMANCE CAR: FORD FOCUS RS
QUALIFYING AVERAGE: 9.18 POLES: 0
WINS: 1 FASTEST LAPS: 3 PODIUMS: 6
CHAMPIONSHIP POSITION: 3RD



There is no more enthusiastic competitor than Tom Chilton, and he found a very happy home with the Motorbase Performance team in the restyled Ford Focus RS. The former Independents Trophy winner was a threat everywhere without really knocking on the door of a consistent breakthrough. Mastered the wet weather superbly at Knockhill to soak up pressure for his only win of the year, but his guile kept him in the hunt right until the very end. Was outshone by his team-mate Sam Tordoff in the qualifying stakes but showed that maturity keeps the points tally ticking over.

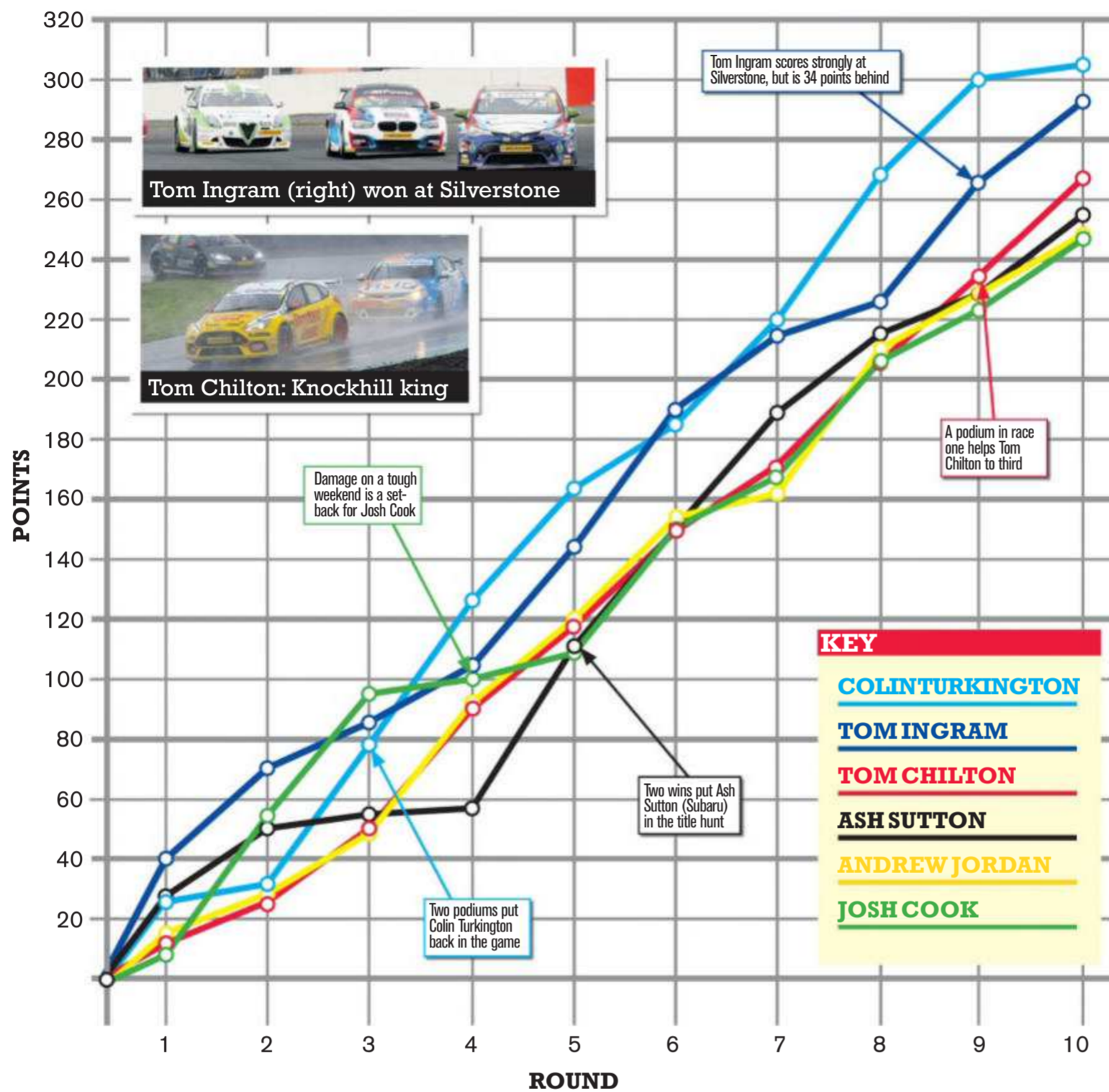
10 AIDEN MOFFAT

TEAM: LASER TOOLS RACING CAR: MERCEDES-BENZ A-CLASS
QUALIFYING AVERAGE: 16.82 POLES: 0
WINS: 1 FASTEST LAPS: 0 PODIUMS: 3
CHAMPIONSHIP POSITION: 16TH



Aiden Moffat was distant in the points, but that doesn't tell the full story of his year. When he was in the groove he flew: but those weekends were too few to be considered as one of the series' top performers. Moffat's win at Silverstone was taken under the most severe pressure from championship chasers Tom Ingram and Colin Turkington, and he showed how much more composed he is as a driver as never once did he look like throwing it away. He says work on his mental preparation away from the track has paid dividends and it showed.

HOW THE BTCC WAS WON



THE 17 RACE WINNERS IN FULL

1 JACK GOFF

Round 1, Brands Hatch
Round 16, Snetterton
Jack Goff hit the ground running in his Eurotech Honda with a perfect pole-to-flag triumph in round one, and then held his nerve against Ash Sutton to win the opener at Snetterton.

2 SENNA PROCTOR

Round 2, Brands Hatch
Senna Proctor won one of the most exciting BTCC races of the year when the drying track played to those on slicks late on.

3 TOM INGRAM

Round 3, Brands Hatch
Round 5, Donington Park
Round 26, Silverstone
The Toyota Avensis was fast in a straight line and Tom Ingram lapped up the races where he had no weight.

4 JOSH COOK

Round 4, Donington Park
Round 8, Thruxton
A maiden win at Donington was accomplished and Josh Cook's charge through the pack at Thruxton for a second win in his Power Maxed Astra was superb.

5 ADAM MORGAN

Round 6, Donington Park
Round 9, Thruxton
Round 19, Rockingham
The Ciceley Merc, refined over the winter, was a more potent car and Adam Morgan showed his progress. Was untouchable in race one at Rockingham.

6 MATT NEAL

Round 7, Thruxton
Round 18, Snetterton
Matt Neal was tasked with turning the Honda Civic Type R car into a winner and he did it at Thruxton. The win in the special double diamond race was pure class.

7 MATT SIMPSON

Round 10, Oulton Park
The former Hot Rodder learned well from team-mate Jack Goff and, at Oulton Park, he was untouchable. He was on pole and won.

8 COLIN TURKINGTON

Round 11, Oulton Park
The only win of Colin Turkington's year was taken at a circuit which favours the rear-wheel-drive BMW 125i M Sport.

9 ROB COLLARD

Round 12, Oulton Park
Rob Collard took his first career win at Oulton before being forced to stand down on medical grounds and hand over to son Ricky.

10 ASH SUTTON

Round 13, Croft
Round 14, Croft
Round 17, Snetterton
Round 20, Rockingham
Round 22, Knockhill
Round 30, Brands Hatch
The class of the field over the latter part of the year, Ash Sutton's performances were always spellbinding and he was the most successful man of the year.

11 DAN LLOYD

Round 15, Croft
He joined the series late on and was simply unstoppable in race three at Croft.

12 CHRIS SMILEY

Round 21, Rockingham
The BTC Norlin man had shown his pace early in the year but had to wait until August for a win.

13 ANDREW JORDAN

Round 23, Knockhill
The WSR man inherited a win when the top two were kicked out for rideheight problems at Knockhill.

14 TOM CHILTON

Round 24, Knockhill
A consistent season was crowned by an under pressure triumph at Knockhill.

15 SAM TORDOFF

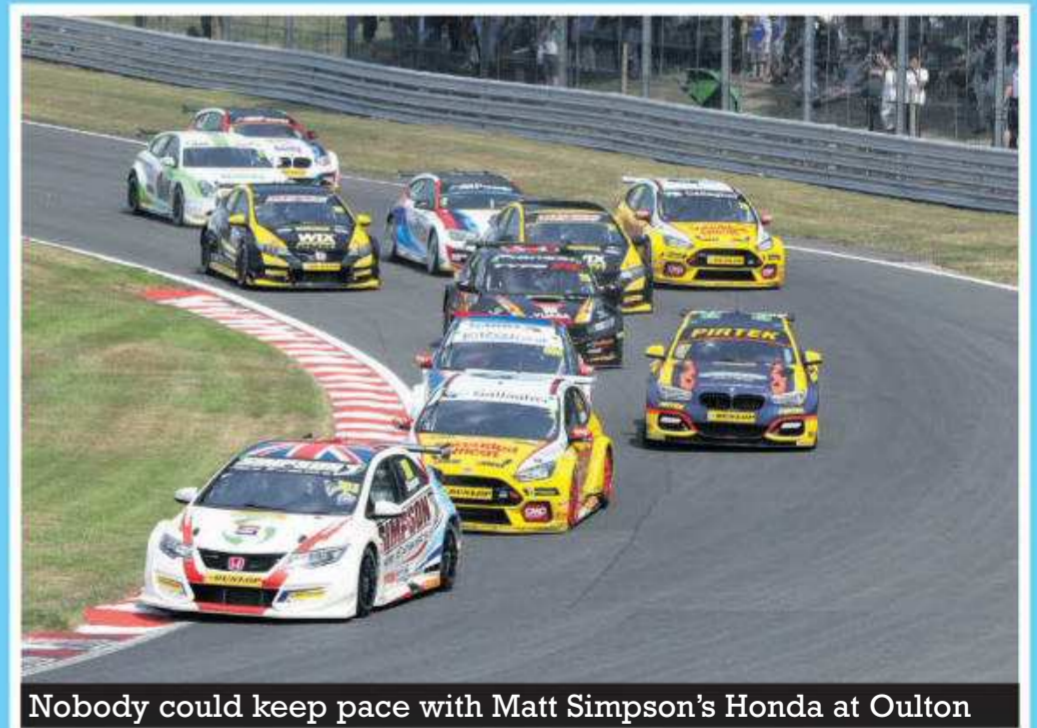
Round 25, Silverstone
Probably the unluckiest man on the grid. He was the top qualifier, and finally converted that potential at Silverstone in race one.

16 AIDEN MOFFAT

Round 27, Silverstone
His triumph at Silverstone was a controlled performance under real pressure.

17 DAN CAMMISH

Round 28, Brands Hatch
Round 29, Brands Hatch
Was desperate for a win, and then got two in the finale.



RACING REPORTS

SILVERSTONE: MSVR BY STEFAN MACKLEY
OCTOBER 13/14

Photos: Ollie Read, Jakob Ebrey

**Super Swede:
Lundqvist on top**

WINNERS

BRDC British Formula 3 Race 1 (10 laps) 1 Linus Lundqvist (Double R); 2 Tom Gamble (Fortec) +3.097s; 3 Billy Monger (Carlin); 4 Manuel Maldonado (Fortec); 5 Ayrton Simmons (Chris Dittmann Racing); 6 Krish Mahadik (Double R). Fastest lap Lundqvist 1m58.879s (110.85mph). Pole Lundqvist. Starters 18.	S18 Points (after 23/23 rounds) 1 Lundqvist 531; 2 Kjaergaard 446; 3 Maini 366; 4 Mahadik 358; 5 Gamble 346; 6 Monger 301.
Race 2 (2 laps) 1 Josh Mason (Lanan); 2 Ben Hurst (Hillspeed) +0.777s; 3 Arvin Esmaeili (Douglas); 4 Clement Novalak (Carlin); 5 Sun Yue Yang (Carlin); 6 Kush Maini (Lanan). FL Gamble 3m29.565s (62.88mph). P Mason.	Radical Challenge Steve Burgess
	GT Cup Race 1: Paul Gibson (McLaren 650S) Race 2: Gareth Downing (Mosler MT900)
	LMP3 Cup Duncan Williams/Bradley Smith (Norma M30)
	Monoposto Alex Fores (Dallara F301)

LUNDQVIST SEALS BRITISH F3 TITLE

Linus Lundqvist has been the dominant driver in BRDC British Formula 3 this season but it took until the final round for him to clinch the title, which he did in emphatic style with a lights-to-flag victory at Silverstone.

The Swede came into the event having suffered a nightmare weekend the previous round at Donington Park where, on the cusp of the title, his championship lead was more than halved by Nicolai Kjaergaard.

With just 50 points between them and a potential 107 points available last weekend the title was still very much up for grabs.

Qualifying was held in the wet on the Grand Prix layout and as the session drew to a close and conditions improved, Lundqvist found himself exchanging fastest times with Carlin's Billy Monger and Fortec's Tom Gamble.

But the Double R driver did enough, securing pole by 0.387s from Monger, Gamble and then Kjaergaard who needed to finish at least seventh to take the title battle into Sunday if Lundqvist were to win race one.

Unbeknown to most people in the paddock though, Kjaergaard was nursing an injured left-hand picked up in the final test session on Friday when an F3 Cup competitor collided with the front of the Dane's car.

Bandaged, swollen and unable to grip the wheel properly, questions remained whether his hand could manage the duration of the race on a now dry track.

Before the end of the first lap it mattered little however, as the Carlin driver was in the gravel at Farm and out of the race.

"I was behind Billy and he was off through Abbey and he came back on and had a snap of oversteer, I went around the outside [through Farm] and also had a snap of oversteer. I caught it but was going through the gravel," he recalled.

With Kjaergaard out Lundqvist only needed to finish third to seal the title but drove on unaware of his rival's retirement, pulling almost 3.5 seconds clear of Gamble by half-distance and maintained a lead he was never to lose on his way to the crown.

"I didn't know that Nicolai had gone

off, it was very clever of them [Double R] not to tell me," said an emotional Lundqvist after the race.

"I guess that's what they had in their minds [not telling Lundqvist to keep him focused].

"As I won I saw my pitboard said 'P1 2018' and that's not usually what it says, so on the in-lap I was thinking what did they mean?"

"But when I came into the pits I put one and one together.

"I didn't really think that I was going to win it today [Saturday], I was pretty sure it would still be up for grabs tomorrow [Sunday] as I would need Nicolai not to finish.

"It's unreal and just really emotional." Lundqvist's race one domination was a fitting way to seal the title, and even more apt given the circumstances of how it could have been secured the next day.

While Saturday's race had been held in glorious sunshine, Sunday was a washout.

Beginning 45 minutes behind schedule, the full reverse-grid second race started behind the safety car and



Second race was red-flagged because of rain and third race was cancelled

after only two laps the red flag was shown and results declared, meaning Lanan Racing's Josh Mason became the 10th driver to win a race this year.

"I just couldn't see anything, I could barely see the safety car and could barely keep the car in a straight line," he said.

"It's good that they stopped the race but I don't think we should have gone out in the first place."

With no improvement in the weather or track conditions MotorSport Vision

Racing, the club in charge of the meeting, abandoned the remaining races which included the third and final British F3 round of the season.

The decision meant that Lundqvist also sealed the Sunoco Whelen Challenge, only requiring a ninth-place finish to secure the spot if the race had gone ahead.

He will travel to America to compete in the Daytona 24 Hours next January in a DPi machine to round-off what has been an almost perfect season for the Swede.



Radical Challenge title went to Jackson in shortened meeting

Meeting abandoned as rain batters Silverstone, but series champions still crowned

Dominik Jackson was crowned **Radical Challenge** champion after heavy rain caused the abandonment of the meeting with only one of the series' three races running.

The first lap of Saturday's race was run behind the safety car but, from the green flag, title rivals Jackson and Steve Burgess hit the front.

But on a drying track Burgess' wet tyres soon went off, leaving Jackson seven seconds clear of Jerome de Sadeleer at the pitstop window with Burgess and Brian Caudwell contesting third.

Jackson opted to stay on wets but, having changed to slicks, Burgess soon reeled him to take a dominant victory. De Sadeleer consolidated second with Caudwell taking third on the road before a time penalty in lieu of a stop/go for pitlane speeding was added, dropping him to eighth.

Kristian Jeffrey completed the podium, having beaten Jackson out of Woodcote on the last lap but fourth place would prove enough for Jackson to take the title.

It was one win each for Paul Gibson's McLaren 650S and Gareth Downing's Mosler MT900 in the two **GT Cup** sprint races. Gibson led through Copse on the opening lap of the first race while Kevin

Riley – sharing the Mosler with Downing – and Bob Berridge's Volvo S60 had a touch.

Paul Bailey's Ferrari 488 Challenge lost second to John Seale's similar car on the fourth lap, but Berridge ousted Bailey three laps later for third and closed in on Seale.

He was ahead onto the last lap, only to run wide on the damp at Brooklands and hand the place back to Seale, as Gibson dominated to win.

The Lamborghini Huracans of Chris Yarwood and Tim Richards completed the top six, after Riley and Christoforou Pantelis' Ferrari 488 Challenge outbraked each other at Brooklands two laps from home.

Although Gibson got away first in race two, Downing was now in the Mosler and led from the second lap as darkness began to fall.

Gibson managed to retain second but had Berridge as a constant shadow as both continued to hold station.

Behind the lead trio was a five-car battle, which raged for most of the race. Seale won the tussle from Richards, Pantelis, Yarwood and Bailey.

A late surge from Pantelis netted him fourth with a lap to go, but he undid his hard work with a lock-up which

dropped him back down to sixth.

Christian Olsen built a comfortable lead in the **LMP3 Cup** before handing his Ligier JSP3 over to Nick Adcock.

Once Jack Butel had taken over from Dominic Paul behind the wheel of their Ligier though, he began to close rapidly as Johnny Mowlem, Bradley Smith and Colin Noble closed in from behind as well. Smith's Norma M30 eventually overtook Mowlem and Butel on the same lap and into second.

Smith continued to close down Adcock's lead and made the decisive move at Village with a lap to go, with both Mowlem and Noble following through. With Mowlem/Bonamy Grimes given a track limits penalty, they dropped to fourth, with second enough to give Noble and Tony Wells the title.

There was also an attempt to run a **Monoposto** race on Sunday morning in the pouring rain. After two laps behind the safety car it went green, but was red-flagged a lap later with a number of frontrunners already heading pitwards. Alex Fores' Dallara F301 was declared the winner, from James Densley's Tatuus Formula Renault and Richard Gittings' Jedi Mk6.

Peter Scherer

DONINGTON PARK: BRSCC BY MARK PAULSON

OCTOBER 13/14

Photos: Mick Walker



Golf driver was masterful in the wet in race one

LLOYD FINALLY LANDS TCR UK CROWN

As the inaugural TCR UK championship approached its midway point in the summer, it looked like there could only be one outcome.

Dan Lloyd was unbeaten in six starts and had taken maximum points from qualifying with three pole positions. But over the next three meetings, there was only one further win for the WestCoast Racing Volkswagen Golf GTI and Lloyd was slapped with 30 penalty points – equivalent to a third-place finish – for robust moves at Castle Combe and Oulton Park.

The nadir came last month at Croft, a round Lloyd had hoped he'd be able to skip, when after finishing third in the opener, he retired with suspension failure in race two. Suddenly, Ollie Taylor's Pyro Motorsport Honda Civic was in the running, just 31 points down heading into the Donington finale last weekend.

The contrasting mindset between the two drivers was clear ahead of Saturday's practice sessions. Lloyd appeared tense, desperate not to let the title slip from his grasp. Taylor, in his first season of front-wheel-drive racing, was relaxed, treating anything he could achieve as a bonus.

Come Saturday evening, the tension in the VW camp was easing. Lloyd had scored his first pole position since the beginning of June at Brands Hatch and he would have his WestCoast racing team-mates, Andreas and Jessica Backman, between his Golf and Taylor's Civic on the grid. With his lead extended to 35 points, simply remaining ahead of Taylor in Sunday's first race would be enough to seal the title.

Lloyd duly delivered, and he did it in style with a dominant win, but not without having to withstand further tension first. Sunday's torrential rain led to treacherous track conditions and racing was suspended for a couple of hours after a crash in the Mazda MX-5 Supercup.

"We had to wait so long, we didn't know what was happening," said Lloyd.

Now halved in length to 15 minutes, when the race finally got underway, Lloyd kept his nerve to nail the start and lead into Redgate. Taylor was also quick off the line, passing Jessica Backman and eyeing a move on her brother in the first corner, only for the rear to step out and send him through the gravel. Taylor slipped to seventh and faced an uphill battle to keep his title bid alive, but he'd

climbed back to fifth by the end of the lap after Lewis Kent went off at Coppice and Taylor despatched Backman at Roberts.

Out front, Lloyd was taking command, building a 3.6-second lead over Andreas Backman within two laps.

"When you've got rivers going across the circuit, I know exactly where the rivers are because I've done so many days here [but] it's not ideal when you're the first one there," Lloyd said. "First lap, I made sure I got round and then cracked on from there."

By the time Josh Price had cleared Backman for second with a move at the Old Hairpin on lap five of 11, Lloyd's advantage was over 6s. Price retired a couple of laps later, his Honda Civic having lost fuel pressure, and Lloyd stroked home to win by 17s. Taylor was unable to find a way past his team-mate Finlay Crocker, who completed the podium behind Backman, and the title was Lloyd's.

"He showed his class there," noted WestCoast team manager James Nixon.

With the title settled, the finale proved to be an action-packed affair, except at the very front. On his return to the championship, Price had struggled in dry qualifying with a ballast-heavy



This was the closest anyone got to Price (r) in race two as Swift was soon passed

FK2-shaped Civic following a win for Sean Walkinshaw Racing's similar model last time out at Croft. But from the front row of the reversed grid, he outraged polesitter Carl Swift (Cupra) and never looked back, claiming a maiden win by a dominant 18s.

Swift maintained second until past half-distance when he started losing his brakes, eventually fading to eighth. His Maximum Motorsport team-mate Stewart Lines took advantage to claim second, while Lloyd completed the podium after an eventful race. Rapid

early progress from row five was undone after contact with Taylor at McLeans on the opening tour and then with Kent a lap later. But the new champion picked off those in front with aplomb, including an around-the-outside move on Crocker in the Craner Curves, before securing third by rounding Andreas Backman at Redgate on the final lap.

Taylor meanwhile was sixth after a trip through the gravel when trying to pass Crocker on the outside line at Coppice early on.

Herbert defends his MX-5 Supercup title after close fight with rival Harding

Luke Herbert successfully defended his Mazda MX-5 Supercup crown in tricky conditions at Donington Park.

Herbert and Jack Harding had headed into the meeting level on points, but the advantage swung Herbert's way when he secured pole position for races one and two, while Harding could only qualify 14th and 11th. Wet conditions had hurt Harding, who had no new tyres left from his season's allocation. Come the dry race one, it was a different story. Harding carved through the field and came close to nicking the win from Herbert on the final lap.

Heavy rain on Sunday morning meant Harding would suffer again. While Herbert followed home Aidan Hills, who scored his second victory of the season, Harding was only eighth after the race was red-flagged with just four laps completed. A six-car accident on the run to McLeans had left Sam Tatler and Colin Bysouth

requiring trips to hospital with suspected broken bones.

From the reversed-grid pole in race three, Harding needed the win and fastest lap, with Herbert no higher than fourth. A poor start dropped Harding to sixth, and his recovery to third behind Steve Roberts and Hills wasn't enough. Once he knew the job was done, Herbert eased off to finish sixth.

With the National Formula Ford title already decided, champion Niall Murray sat out the final rounds, opening the door for Rory Smith to secure a pair of wins, his first in the National Championship. In a frenetic opener, Smith passed Matt Round-Garrido and polesitter Joey Foster for the lead, then benefited when Foster hopped the Roberts chicane's sausage kerb, forcing Round-Garrido into evasive action. Luke Cooper passed Michael Moyers for second on the outside at Redgate.

Smith's second win came courtesy of an inside pass on Moyers at Redgate, with Michael Eastwell further demoting his Kevin Mills Racing team-mate. Cooper won a shortened third race in very wet conditions from American duo Jake Craig and Carter Williams, the best results for both.

Rob Baker condemned team-mate Mark Grice to finish as runner-up in the Civic Cup standings for a third consecutive year. Ninth in race one following an early off at Hollywood when avoiding a slow car, Baker was rescued by the top-10 reversal for Sunday's grid. He followed home the fast-starting Ben Sharpe while Grice's hopes were dashed when he went off in the wet at Schwantz Curve. Bruce Winfield had beaten Grice to the flag in Saturday's curtain raiser.

Champion Steven Dailly won the first Compact Cup race after passing Ian Jones at Coppice on the final lap,



Herbert (l) and Harding were level on points heading into Donington

having earlier shuffled polesitter Matt Parkes down the order. Jones beat home Ben Huntley, Dailly and Parkes in a close race two.

Despite missing Saturday's race while best man at a wedding, Josh Smith wrapped up the OSS title with the third in class he needed in the wet race two. That was dominated by the Chiron of Richard Wise, who doubled-

up in race three. Jon-Paul Ivey won on Saturday, carving through from the back of the grid after he'd run wet tyres on a drying track in qualifying.

The Classic Alfa Challenge, the Historic Racing Drivers Club's latest initiative, brought a win for Chris Snowdon's GTV after Ted Pearson's early pressure ended with his Alfasud having a moment at Roberts mid-race.

WINNERS

TCR UK	BMW Compact Cup
Race 1: Dan Lloyd (Volkswagen Golf GTI)	Race 1: Steven Dailly
Race 2: Josh Price (Honda Civic Type R FK2)	Race 2: Ian Jones
Mazda MX-5 Supercup	OSS
Race 1: Luke Herbert	Race 1: Jon-Paul Ivey (Radical PR6)
Race 2: Aidan Hills (Chiron LMP)	Race 2: Richard Wise (Chiron LMP)
Race 3: Steve Roberts	Race 3: Richard Wise (Chiron LMP)
National Formula Ford	HRDC Classic Alfa Challenge
Race 1: Rory Smith (Medina JL18)	Chris Snowdon (GTV 2000)
Race 2: Rory Smith (Medina JL18)	HRDC Allstars
Race 3: Luke Cooper (Swift SC16)	Tom Bell (Austin Mini Cooper S)
Civic Cup	HRDC Touring Greats
Race 1: Bruce Winfield (FN2)	Darren McWhirter (Jaguar Mk1)
Race 2: Ben Sharpe (EP3)	

CONGRATULATIONS

to Amigos Team Parker Racing drivers

George Gamble and Seb Perez

ON TAKING DOUBLE TITLE GLORY IN THE PORSCHE CARRERA CUP GB

Seb was crowned Pro-Am champion at Brands Hatch on his birthday after a strong maiden year in the series. He was only off the Pro-Am podium four times this season and was able to fight with the Pro drivers on occasions.

George claimed the Rookie title after an impressive first season in the Carrera Cup. He claimed three wins during the year and finished sixth in the overall standings.



AMIGOS™

CON SABOR A TEQUILA

RACING REPORTS

SNETTERTON: 750MC BY MARCUS PYE

OCTOBER 13

Photos: Richard Styles, ERC Media

Mark Burton's dominance of the 750 Motor Club's Locost championship left slim pickings for rivals, but four-time second place finisher Martin West's perseverance was rewarded on a gloriously warm Snetterton Saturday. Having scored his breakthrough win, he doubled-up in a cracking finale.

Fourth for the past two years, West's 50-point haul vaulted the absent Ben Powney for 2018's runner-up spot. In a close battle on the 200 Circuit, podium debutant David Winter finished 0.23s behind West in race one, but Martin's day was made when buddy Paul Clark landed second in the sequel.

Burton, nine times a winner in a remarkable first full season, finished third in both super-clean races which – following chaos at Donington last month – were replenished to 32.

With four victories to Danny Hands' one coming into **Formula Vee's** deciding double-header, Craig Pollard deservedly landed his first title with the Bears GAC team. Hands, 2008's champion, needed two big scores to stand any chance of denying him. Both wins, however, went to Graham Gant, taking his seasonal tally to six from 10 starts in the beautifully-detailed Worm's Eye View.

Hands ran second in race one, but when his GAC jumped out of gear as Gant's pursuers accelerated out of Murrays, and was hit by James Harridge – a torn cable leaving his Maverick brakeless at Riches – Pollard was home and dry. He finished third, behind master

WEST FOLLOWS MAIDEN WIN WITH ANOTHER



Deserved and welcome wins for West at Snett

WINNERS

Locost
Races 1&2: Martin West

Formula Vee
Races 1&2: Graham Gant (WEV FV01)

Clio 182
Race 1: Patrick Fletcher
Race 2: Jack Kingsbury

RGB Sports 1000
Races 1&2: Christopher Wesemael (Mittell MC-53)

750 Formula
Races 1&2: Ed Pither (PRS 1b)

Historic 750 Formula
Race 1: Ben Myall (Gerrell Mk1)
Race 2: Simon Boulter (Time 3B)

drafter Ian Buxton (GAC), up from eighth.

The second start was quickly aborted when a tag from Alex Jones (Bears GAC) at Riches flipped David Leniewski's AHS Dominator, without personal injury. Gant won the shortened restart, shadowed by Peter Belsey.

Patrick Fletcher reset the **Clio 182** lap record before selling leader Jack Kingsbury a dummy into 'the Searpin' to win the first race for a title hat-trick. Don de Graaff piled through too, and survived a last lap clatter with Kingsbury at Nelson which sent Jack back to fifth. Fletcher sat out the subsequent race which his runner-up Kingsbury led throughout.

RGB Sports 1000 went to the wire, with title favourite Billy Albone in Dave Watson's Spire as electrical gremlins again blunted his own's engine during Friday's test. The defending champion started second, and was fourth behind poleman Chippy Wesemael and fellow Mittell men Danny Andrew and Paul Smith – who had an outside chance of denying Albone – when his steed faltered in Coram and he pitted.

When Smith's exhaust detached Albone animatedly led the call to have his noisy machine black-flagged and, when Paul stopped, leapt aboard his car to finish, unclassified, with another

title in his pocket.

Nobody threatened 'Super Weasel' Wesemael in the longer finale, in which the top four repeated, with Smith running second before retiring.

Ed Pither extended to eight his record of winning every **750 Formula** race he'd finished this year in the PRS, repaired following extensive damage sustained at Cadwell Park in July. The title went elsewhere, though, dramatically. With points leader Bill Cowley suspended, and former champ Albone twice beating Peter Bove (Darvi) to second as a non-scoring invitee in his eponymous car, 2017 runner-up Mark Glover needed

one sixth place to snatch the crown.

But the Racekits Falcon driver had to wait, for ignition switch failure rendered him a race one non-starter. Glover finished fifth, on the tail of Bob Simpson – in his 50th anniversary season – to seal the prize.

Driving ancient bolides built by Stuart Gerrell and Tim Green, Ben Myall pipped Simon Boulter in the conventional **Historic 750 Formula** sprint race after early leader Christian Pedersen's Austin 7 Monoposto blew two spark plugs out and threw another blower belt. Simon Boulter's Time 3B won the brilliantly-handicapped multi-start closer.



Craig Pollard sealed the title

ERC RALLY REPORT

GRYAZIN CLAIMS UNDER 28 TITLE

Russian driver takes victory and R5 prize drive. By **Graham Lister**

In terms of tall orders, the sixth running of Latvia's Rally Liepaja was right up there for Chris Ingram.

The Briton, on only his second high-speed gravel event in an R5 car, not only had to overcome a dearth of experience of all things four-wheel-drive flat out between the trees, he also had to get the better of Nikolay Gryazin to stand any change of winning the ERC Junior Under 28 title.

Despite his Russian nationality, Gryazin holds a Latvian licence, lives in the capital Riga, speaks the language and – crucially – trained to go fast on the long corners and straights that make up this blast in the Baltics.

With ERC Junior U28 drivers counting their best four scores from six, Gryazin's three victories to Ingram's

solo success made him the man to watch.

Having turned 21 in the week leading up to the event and boosted by his outright win here 12 months ago and in Poland last time out in the championship last month, Gryazin didn't disappoint, winning the Qualifying Stage on Friday and the first five stages of the event proper.

It would have been six in a row but for a puncture on Saturday's closing run, although with a 19-second overnight advantage to Ingram, Gryazin wasn't exactly troubled by his delay.

"Maybe I could be faster but it's more about being strategic, knowing where to push and where not to push," he said.

To underline his dominance, Gryazin added three Sunday stage bests to his tally for a lead of 36.8s with just the afternoon trio of stages left. Although there were no more fastest times from the Sports Racing Technologies driver, neither was it necessary. Instead, Gryazin showed great maturity to keep out of trouble to win the title and 100,000 euros for his next career move.

"It feels good and I'm really satisfied," Gryazin said. "I don't show emotions too much but I'm really happy. We improved a lot this year, our pacenotes and our driving on Tarmac. We had a good

strategy and a good preparation for each event. Now I look to next year. I think it will be WRC2 but I also get two rounds of the ERC as my gift from Eurosport."

From the high of winning the ERC Junior U27 title in Latvia last season, Ingram had to make do with the U28 runner-up spot behind Gryazin.

"I'm disappointed because we've worked so hard but we're at the end with nothing," said Ingram.

"Nikolay deserves to be champion but it was really pleasing to be barely off his pace on some stages."

Fredrik Ahlin, last year's British Rally Championship runner-up, beat Fabian Kreim to third place behind Ingram, a two-wheel moment through a ditch on the last stage not helping Kreim's efforts to complete the podium.

Brit Rhys Yates fought back from a confidence-depleting moment on Sunday's opener to finish seventh on his second outing in a Roman Kresta-run car.

Catie Munnings won the ERC Ladies' Trophy section on the event but lost the title to Spaniard Emma Falcon when dropped scores came into play. Petter Solberg's son Oliver impressed in the two-wheel-drive class before stopping with a broken engine.



Gryazin beat Ingram (top left) and Ahlin (top right) on roads he knows

RESULTS

European Rally Championship, round 7/7, Latvia, October 12-14

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Nikolay Gryazin/Yaroslav Fedorov	Skoda Fabia R5	+1h40m14.5s
2	Chris Ingram/Ross Whittock	Skoda Fabia R5	+43.3s
3	Fredrik Ahlin/Joakim Sjoberg	Skoda Fabia R5	+48.8s
4	Fabian Kreim/Frank Christian	Skoda Fabia R5	+57.0s
5	Lukasz Habaj/Daniel Dymurski	Skoda Fabia R5	+1m56.1s
6	Filip Mares/Jan Hlousek	Skoda Fabia R5	+2m25.7s
7	Rhys Yates/Elliott Edmondson	Skoda Fabia R5	+3m42.8s
8	Orhan Avcioglu/Burcin Korkmaz	Skoda Fabia R5	+7m29.0s
9	Tom Kristensson/Henrik Appelskog	Opel Adam R2	+8m38.4s
10	Martins Sesks/Renars Francis	Opel Adam R2	+8m59.1s

Class winners: ERC2: Sergei Remennik/Mark Rozin (Mitsubishi Lancer E10); ERC3: Kristensson/Appelskog; ERC Junior Under 28: Gryazin/Fedorov; ERC Junior Under 27: Kristensson/Appelskog.



Ingram drove well but fell short

WORLD RALLYCROSS: GERMANY

Photos: mcklein-imagedatabase.com

Less than 20 minutes after crossing the finish line first at Estering, via a visit to the podium, already crowned World Rallycross champion Johan Kristoffersson crossed the dirt road between the rostrum and the media centre at the German venue heading for the press conference.

Before making it to the interview area, the Swede stopped by a timing screen and stared. With the kind of swift data analysis that would take a normal person significantly more time, the PSRX Volkswagen driver had digested the final results from the 11th round of the series, in which he had won for an incredible 10th time.

The self-proclaimed nerd turned to the nearest desk and asked, "What was the lap record?"

The now double FIA World champion of course knew what the lap record was prior to the latest event, the 35.227s he himself set 12 months earlier. But since then, the loose surfaces renowned for being rough had been redeveloped, cars have moved on further still and the times tumbled.

What the 2018 Swedish Touring Car champion really wanted to know was had he bettered the best time of the weekend so far. Indeed he had. On lap two of the final Kristoffersson set the fastest lap of the day, beating Niclas Gronholm's best from the semi-finals, then on the next tour the double champion set the fastest lap of the weekend to take the lap record in 34.357s. That Kristoffersson seemed just as pleased with his lap time performance as he did with victory gives an indication as to his mindset, as did the fact that he so desperately wanted to win the German round.

"I was doing my homework for Buxtehude before we went to America [round 10 in Austin a fortnight earlier]," he admitted after the final. Having previously 'only' netted a best finish of fourth (in 2015) at the oldest circuit on the calendar, Kristoffersson arguably dropped the ball at Estering in 2017 having wrapped up the title a round earlier. He had got caught in the mid-pack melee in the semi-finals and didn't make the final. This time around the circuit-racing bred Swede had done his homework, most notably on how best to make it around the first corner where rotating the car on gravel long before the apex is paramount, as the surface changes from loose to asphalt.

Although he was only fastest once in the qualifying stages, he again knew exactly how hard, and when, to really push in the final stages and proved just why he is on such an impeccable run by claiming another win. Behind Kristoffersson, Audi pair Mattias Ekstrom and Andreas Bakkerud were arguably closer than they'd been to the Volkswagen all year. Although they were pleased with a double podium, they were understandably more than a little disappointed not to have finished on the top step.

More aggrieved still were Kevin Hansen and Gronholm. Driving a third, older-spec 208 WRX for the works Peugeot squad, Hansen made the final having run with the fastest drivers through qualifying. In the predictable first corner scrum, as second-row starter Petter Solberg tried to go around the outside and visited the gravel trap, Ekstrom and Kristoffersson struck the outside barrier, Bakkerud snuck into the lead and Hansen challenged Kristoffersson for second in the run to Turn 2. Holding third, Hansen almost certainly had enough in hand to be able to joker and maintain position, but the 2016

NUMBER 10 FOR CHAMP KRISTOFFERSSON

Hal Ridge saw the Volkswagen man perform to perfection again



Kristoffersson (r) was again unstoppable

RESULTS

FIA World Rallycross Championship round 11/12

When: October 13/14 Where: Estering, Germany Starters: 42

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	3m33.568
2	Mattias Ekstrom	Audi S1	+1.849s
3	Andreas Bakkerud	Audi S1	+3.082s
4	Niclas Gronholm	Hyundai i20	+5.030s
5	Petter Solberg	Volkswagen Polo	+2 laps
6	Kevin Hansen	Peugeot 208	+6 laps

Super1600 (6 laps): 1 Aydar Nuriev (Skoda Fabia) 4m02.078s; 2 Rokas Baciuska (Audi A1) +1.392s; 3 Jesse Kallio (Renault Twingo); 4 Timur Shigabutdinov (Skoda Fabia); 5 Josef Susta (Skoda Fabia); 6 Gergely Marton (Skoda Fabia).



Solberg (r) gets it wrong on initial start

European champion hit the wall on the inside of Turn 3 on lap four, which fired him head-on into the Armco on the outside of the corner at speed. With the car badly damaged, Hansen removed himself from the car but collapsed on the bank and the race was stopped. Hansen was taken first to the medical centre and then hospital, where he stayed overnight and was discharged.

On the restart, Kristoffersson took the lead and headed the field for the duration of the Audi duo, while Gronholm took an early joker and on another day may well have finished better than fourth. On yet another occasion this season, driving a WRC-derived Hyundai i20 run by his father Marcus' GRX squad, Gronholm was best of the drivers in the non-works backed cars and was right in the fight for a podium. If Hansen and Gronholm keep driving in the same way, a podium or even more won't be far away.

Solberg was more conservative in the first corner of the second running of the final and took an early joker, but retired with engine failure on lap five. Regardless, his PSRX Volkswagen outfit secured the World RX teams'

crown with an event to spare.

While Volkswagen and Audi celebrated, it was a poor result for Peugeot as both Timmy Hansen and Sebastien Loeb didn't make it through the semi-finals. Loeb retired after contact with Kevin Eriksson when trying to pass the Swede's Ford Fiesta on the inside into Turn 2, while Hansen had first corner contact with Anton Marklund in semi-final one, which continued down the following straight. Marklund retired and Hansen was later disqualified from the race.

Marklund's GCK team-mate Liam Doran, driving a third Prodrive-built Megane RS RX, had a difficult weekend. Starting in the outside grid slot and unable to make optimal starts, Doran got caught in traffic through the event. A race win in Q4 and seventh best time may have lifted him into the semi-finals, but for being disqualified from the Q1 results for touching the launch control button on the handbrake in the first corner of his race. The Brit admitted a 0.1 second mistake rather than deliberate attempt to use the device as a way to control traction, but he would wind up 19th overall. Fellow Brit Oliver Bennett finished 15th.

Audi do that: A1 swap for Baciuska pays off

Volland Racing had intended to introduce its Audi A1 into the European Rallycross Super1600 category for the start of the season. However, experienced driver, engineer and team boss Rolf Volland didn't want to replace his existing Skoda Fabias until the Audis were proven to be better and faster.

With testing undertaken and that fact clear, thanks to better engines, gearboxes, suspension and weight distribution, the first of the Audis arrived for round three in Norway.

While he didn't win all the remaining events, the pacesetter from the middle of the year on was Volland Racing's Rokas Baciuska,

who entered the season finale with the points lead and finished second in the Intermediate Classification.

He won his semi-final and finished second in the final after a close fight to secure the crown.

Ironically, it was stable mate Aydar Nuriev in the older Skoda who was closest to the leader entering the finale, and closer still when the pair repeatedly banged doors on the opening lap of the final.

The Russian took maximum points at Estering in a valiant effort to challenge for the title, but it wasn't to be. Jesse Kallio, the 2017 RX Academy champion, finished the last final of the year on the podium in a Set Promotion-run Renault Twingo.



Audis of Ekstrom and Bakkerud completed podium behind Kristoffersson

SPORTING SCENE

British pairing look at RX2 opportunity

British Supernational rallycross drivers Jack Thorne and Todd Crooks are evaluating a step up to the World Rallycross-supporting RX2 category.

Both drivers tested the series' single-make, four-wheel-drive cars at a taster day in Sweden recently and are looking at options to compete in the class.

The 2016 British RX champion Dan Rooke finished as runner-up in RX2 in 2017, while reigning British RX champion Nathan Heathcote has raced in the series this year.

"The Lites car was hugely fun and challenging," Crooks said. "On the loose surface it was very chuckable and fast, and on the Tarmac it required absolute precision. It took a bit of getting used to but once I'd had one session I just wanted to spend all day playing with the set-up. The car and championship is a good package."

ROOKE TO RETURN TO BRITISH RX

The 2016 champion to make a comeback at Silverstone in Ollie O'Donovan's Ford Focus

Photos: Colin Casserley, mkpics.net, Hal Ridge

By Hal Ridge

The youngest British Rallycross champion Dan Rooke will return to the series at Silverstone next month.

Rooke, who hasn't raced a Supercar since the final round of the 2016 season at Croft, will drive Team RX Racing's Ford Focus alongside team owner and title-contender Ollie O'Donovan. Rooke raced in the World RX-supporting RX2 category last season and won the Swedish round, but has only made ad-hoc driving

appearances this year.

"Going back to British RX, I'd like to pick up where I left off and finish on the podium," said Rooke. "It's going to be a challenge. I've not driven a Supercar for two years, but I'd like I think I can get up to speed quite quickly."

Rooke has already raced on the Silverstone circuit in an RX150 buggy and tested at the venue in a Supercar Lites machine. "Racing at a high level in RX2 last year, I really had to scrub up on not making silly mistakes. I'm excited for Silverstone, the level is high in

British RX and there's only five points between the top three guys in the championship.

"I don't want to be getting in anybody's way but I'm going there to get the best result I can for myself. It's rare to get the chance to race these cars, I can't thank Ollie enough for the opportunity."

O'Donovan has won three events so far this season in the car Rooke will race in the finale, while the Irishman will drive his Ford Fiesta. O'Donovan leads the standings by four points from Julian Godfrey, with Mark Higgins a further point behind.



Rooke will return to BRX

NATIONAL HOT RODS

Haird inherits victory in Hednesford thriller

Hot Rods: Hednesford Hills

By Graham Brown

Organiser: Incarace **When:** October 14 **Where:** Hednesford Hills Raceway **Starters:** 26.

A meeting which started out promising very little at the cold and rain-swept Cannock Chase track turned into a real cracker, with the final perhaps the race of the season.

Four cars staged a magnificent fight for the lead, the quartet eventually being led home by Shane Bland, only for him to fall foul of the tyre logging rules once again to hand the win to Chris Haird.

As the field set off into the pouring rain for the opening heat, it was Ivan Grayson who seized the lead but with Lee Pepper hard after him when he'd overtaken Peter Elliott. Pepper quickly went to the front, although his run was interrupted by a yellow flag thrown when Lewis Shelley and Andy Lane had a home straight coming together.

Third man Terry Hunn got the jump on Grayson at the restart and was soon on terms with the leader, but the pair were only able to enjoy their private lead dice until another yellow closed the field up again. That brought fast mover Bland into the equation, the European champion nipping past Hunn three laps from home and then Pepper as they took the last lap board. The race finished early with another multi-car incident bringing about premature red flags.

Grayson got away well again in the second race but had James Meadows filling his mirrors soon after the start.



Bland headed winner Haird

Grayson fell back as Meadows briefly took charge before Hunn rushed up to challenge him, the Mazda driver hitting the front just before another bout of yellows were brought on by Chris Crane smacking the wall.

As the rain stopped, on the restart Hunn used a really wide line to gradually edge away from the rest, even yet another caution period failing to trouble him on his way to the flag. Meadows hung onto second with Kym Weaver home in third.

Following a false start to the final, when several cars crashed or spun, a single-file restart sparked off a real nail-biter of a race.

Bland shot away at the front with Haird zapping past Rob McDonald to slice into third and then second when Hunn ran wide. With McDonald following Haird through and Billy Wood soon relegating Hunn as well to go fourth, the scene was set for a no-holds-barred scrap to the finish.

Bland and Haird diced for the lead, with Haird alongside several times without being able to make the pass stick, allowing McDonald to catch up and join in. These three went at it flat out, with Haird still trying to make an outside pass and McDonald attempting

to bypass the others by going even wider. He eventually ducked under Haird instead as they passed half distance but then slid wide at the East bend allowing Haird by again and Wood too as he'd now arrived on the scene to complicate matters still further.

Then it was side-by-side place swapping every yard of the way with positions changing hands almost every bend and no one taking the non-contact rule too seriously. Haird eventually managed to put himself back ahead of McDonald three laps from home – Wood following him through – the multi-world champ then attacking Bland's lead yet again to finish about half a car length down as they raced under the chequers.

It was only after Bland's car cruelly failed post-race scrutiny that he eventually lost the victory, handing the laurels to Haird.

Results

Heat one: 1 Shane Bland (Vauxhall Tigra); 2 Lee Pepper (Peugeot 205cc); 3 Terry Hunn (Mazda RX-7); 4 Rob McDonald (Vauxhall Tigra); 5 Kym Weaver (Vauxhall Tigra); 6 Chris Haird (Vauxhall Tigra); 7 James Meadows (Ginetta G40R); 8 Ralph Sanders (Vauxhall Tigra). **Heat two:** 1 Hunn; 2 Meadows; 3 Weaver; 4 Billy Wood (Vauxhall Tigra); 5 Bland; 6 Pepper; 7 Gavin Murray (Vauxhall Tigra); 8 Jason Kew (Ginetta G40R). **Final:** 1 Haird; 2 Wood; 3 McDonald; 4 Kew; 5 Carl Waller-Barrett (Vauxhall Tigra); 6 Murray; 7 Hunn; 8 Colin Smith (BMW Z4); 9 Kenny Purdie (Vauxhall Tigra); 10 Ivan Grayson (Vauxhall Tigra). **Standings:** 1 Kew 198; 2 McDonald 183; 3 Murray 180; 4 Haird 175; 5 Wood 162; 6 Weaver 150.

BTRDA CLUBMANS RALLYCROSS

Ryan and Lynch have to wait for the final results

BTRDA Rallycross: Blyton Park

By Hal Ridge

Organiser: MDA/BTRDA **When:** October 14 **Where:** Blyton Park **Starters:** 47.

Irishman Patrick Ryan qualified on pole position for the Supermodified A final and crossed the finish line first in the penultimate round of the BTRDA Clubmans Rallycross Championship at Blyton Park.

Ryan made the best start as Tony Lynch had contact with Mike Dresser at the first corner of the final, Lynch recovering a half-spin to run second.

On lap two, Lynch moved into the lead on the loose surface section but Ryan made a last-corner overtake to claim victory on track.

Following a protest, Ryan was handed a five-second penalty which dropped him behind Lynch in the results. However, the result remains provisional as Ryan appealed the amended classification, which will be heard at the season finale in two weeks' time.

BMW Mini racer David Bell, who finished second in the B final in torrentially wet conditions, delivered an impressive drive to finish on the podium. Paul Johnson wound up fourth and B final winner Nick Angrave was fifth. Dresser retired from the final. The event was cut to two qualifying sessions to limit wear to the loose-surface sections in the wet conditions, and it was Peugeot 205 campaigner Ryan Stutchbury who started from pole in the Classic final, from where he would never be headed on route to victory. Ryan Taylor finished second and rallycross stalwart David Ewin rounded off the top three.

Polish driver Jarek Suchowiecki took a commanding win in the Production category while Dale Ford finished second and Joe Meskauskas was third. Mark Henry scored a personal best result in fourth but Luke Mason was unable to start the final due to a broken driveshaft.

Luke Constantine continued an impressive first season of motorsport by maintaining his unbeaten run in the BTRDA Junior category, racing a Suzuki Swift. It was a Constantine family lock-out on the podium as his cousin James finished second and older brother Tom was third. Amy Baines scored a personal best result of fourth.

Dan Beattie claimed victory in the Production 4x4 category as the only finisher. He fended off early race pressure from Paul Davis to lead throughout, Davis spinning his Subaru on lap two. On his debut in the class, Dominic Flitney climbed to second when Davis spun. But he retired after contact when Davis retook the position. Davis then also dropped out with engine problems.

Results

Supermodified: 1 Tony Lynch (Ford Ka) 6m35.056s; 2 Patrick Ryan (Vauxhall Nova) +4.816s; 3 David Bell (BMW Mini); 4 Paul Johnson (BMW M3); 5 Nick Angrave (Honda Integra); 6 Marc Jones (Toyota MR2).

Classic: 1 Ryan Stutchbury (Peugeot 205) 6m39.114s; 2 Ryan Taylor (BMW E30) +7.982s; 3 David Ewin (Ford Fiesta); 4 Martin Peel (Peugeot 205); 5 David Martin (Peugeot 205); 6 Richard Todd (BMW E30)

Production: 1 Jarek Suchowiecki (Citroen Saxo) 6m36.631s; 2 Dale Ford (Citroen Saxo) +8.346s; 3 Juozas Meskauskas (Citroen C2); 4 Mark Henry (Alfa Romeo 147); 5 Thomas Edmunds (MG ZR); 6 Stephen Gaunt (Citroen C2).

Junior: 1 Luke Constantine (Suzuki Swift) 6m57.270s; 2 James Constantine (Suzuki Swift) +11.380s; 3 Tom Constantine (Suzuki Swift); 4 Amy Baines (Vauxhall Corsa); 5 Morgan Wroot (Suzuki Swift); 6 Ben Sayer (Suzuki Swift)

Production 4x4: 1 Dan Beattie (Subaru Impreza) 6m29.272s;

BriSCA F1



Elwell was top of the pile at Skegness

Third helps Smith Jr to maintain his points lead but Elwell is the driver in form on the Skegness shale

BriSCA F1

By Colin Casserley

Organiser: Skegness Stadium **When:** October 13 **Where:** Skegness **Starters:** 48.

Stuart Smith Jr increased his lead in the National Points Shootout series which edged him closer to retaining his title, but it was George Elwell who beat the Shootout contenders across the finish line at Skegness to record his maiden BriSCA F1 final win.

Sam Jacklin grabbed the lead of the race at the drop of the green flag with Elwell in close pursuit, the duo opening up a sizable gap before

Elwell forced his way into the lead just before the halfway point. Jacklin held onto second place until he tangled with Ryan Harrison with two laps to go. Both cars ended up stranded on the race track bringing out a yellow flag and bunching up the field. On the ensuing restart Elwell was able to hold on to his advantage.

The winner said: "I just tried to keep my head throughout the race and not push it too hard; I have been my own worst enemy recently.

"We have made some changes on the car as well and that has given me belief and confidence in the car. I

owe this win to my crew who has put a lot of hard work and hours in. I could not have won this without them. I didn't need the yellow flag towards the end, but I told myself to keep focused and just keep on doing what I had been doing all race."

Dan Johnson came home second. He said: "I messed up at the start of the race so I am pleased that I was able to fight back to get second.

"George Elwell drove a great race, he is one of the up-and-coming drivers and credit goes to him."

Tom Harris crossed the line third but was excluded from the

results when he failed to go to the scrutineer's scales directly after the race.

Harris was unaware on leaving the track after the race that he had finished third. It is understood that he will appeal the decision to exclude him.

Going into the sixth round of the shootout next Saturday at King's Lynn, Smith holds a 35-point advantage over Mat Newson.

Result

1 George Elwell; 2 Dan Johnson; 3 Stuart Smith Jr; 4 Ashley England; 5 Paul Harrison; 6 Will Hunter; 7 Karl Hawkins; 8 Keith Barnard; 9 Frankie Wainman Jr; 10 Aaron Leach.

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MN does not always agree with opinions expressed in letters

MN SAYS...

Great news for Russell – and Williams

A British combination gives fresh hope for the long-standing team's revitalisation

Britain will have three drivers on the F1 grid in 2019, and that is a very positive step. Excitingly, too, all three of the drivers are top-level talents and should be able to prove their potential.

Everyone knows the skills of Lewis Hamilton, who is likely to remain at Mercedes as the world champion. But in Lando Norris at McLaren and George Russell at Williams, we have the next wave of up-and-coming racers who have the skills to remain in the top flight for a very long time. Unlike Hamilton, who came into F1 with a winning car, both Norris and Russell will have an uphill task to turn around the fortunes of McLaren and Williams respectively.

That means there will be pressure on them both from the very beginning of their careers, but that is what grand prix racing is all about anyway. They will have to perform at the very top of their games, but that is something they have both proved in F2 this season. They have shown that they are both capable of being world champions – and now they both have a platform to prove it.

Matt James, Editor (Twitter: @MattJMNews)



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A Volvo Amazon pushes on, by Paul Grimes

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Alex Ireland's shot from the SMRC finale



Anthony Underwood on Wales Rally GB



Mike Bouts visited Slate Mountain stage



James Nicholls and co-driver Grace Lees push hard – shot by Ian Francis



Duncan Stephens' trialling photograph



Adrian Durnell's shot of Seb Ogier



Paul Trueman was in Deeside for WRC



Peter Atkins caught a flaming Skyline



Metro 6R4 action from the Myherin stage on Wales Rally GB taken by Richard Salisbury

GOT AN OPINION? LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE

Enjoy the final **European Formula 3** round of the year from Hockenheim (Thursday, 0830-0930hrs, BT Sport 3). Would Mick Schumacher continue his dominance and win the title or would Briton Dan Ticktum be able to stop him?

Catch the 1990 United States Grand Prix with **F1 Classic Races** as Ayrton Senna and Jean Alesi battled for the win (Thursday, 2100-2130hrs, Sky Sports F1).

And tune in on Friday for highlights from the latest round of the **World Endurance Championship** from Fuji, (0730-0830hrs, BT Sport 3) as Toyota tried to win on home soil.



Alonso back in WEC action

LISTINGS



Joey Foster (r) won last year's Formula Ford Festival, which is taking place again this weekend

RACING SATURDAY

■ **Oulton Park, Cheshire**
BARC meeting: BARC Saloons, Mighty Minis, Junior Saloons, NW Sports/Saloons, Classic VW **Starts** racing from 1130hrs (qualifying from 0830hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY Brands Hatch, Kent

■ **Formula Ford Festival:** FF1600, Classic FF1600, Sports 2000, Ford Fiesta, Fiesta Junior, Irish Supercars/Global GT Lights **Starts** Saturday, racing from 1320hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
 ■ **Silverstone, Northants**
HSCC Finals: Historic Formula 3, Historic FF2000, Historic FF1600,

Historic Touring Cars, Guards Trophy, Historic Road Sports, '70s Road Sports, Classic F3/Classic FF2000, Formula Junior, Classic Clubmans, Derek Bell Trophy **Starts** Saturday, racing from 1255hrs (qualifying from 0900hrs) Sunday, racing from 1024hrs (qualifying from 0900hrs) **Admission** £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

■ **Donington Park, Leics**
BRSCC meeting: F1000, Porsches, Mazda MX-5, Production GTi, Fun Cup **Starts** Saturday, racing from 1130hrs (qualifying from 0910hrs) Sunday, racing from 0935hrs (qualifying from 0910hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLY SATURDAY

■ **Benone Tourist**

■ **Complex, County Tyrone**
Tyrone Stages Rally
Starts 1030hrs **Admission** free **Web** cookstownmotorclub.com

SUNDAY
 ■ **Pembrey circuit, Carmarthenshire**
Fairfield Merlin Stages Rally
Starts 0930hrs **Admission** TBC **Web** carmarthenmotorclub.co.uk

SPORTING SCENE SATURDAY

■ **Ipswich, Suffolk**
National Hot Rods
Starts 1845hrs **Admission** adults £16, concessions £12, children £6 **Web** nationalhotrod.com
 ■ **King's Lynn, Norfolk**
BriSCAF1
Starts 1730hrs **Admission** TBC **Web** brisca.com
Details correct at time of press but please check before travelling

LIVE TV

Formula Renault Eurocup: Barcelona

■ **Race 1:** Saturday, 1130-1245hrs, BT Sport 3

Euroformula Open: Barcelona

■ **Race 2:** Sunday, 1200-1300hrs, BT Sport ESPN

NASCAR: Kansas

■ **Race:** Sunday, 1830-2230hrs, Premier Sports

LIVE F1

United States Grand Prix Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday, 1700-1730hrs
 ■ **FP1:** Friday, 1545-1750hrs
 ■ **FP2:** Friday,

1945-2150hrs
 ■ **FP3:** Saturday, 1845-2015hrs
 ■ **Qualifying:** Saturday, 2100-2345hrs
 ■ **Race:** Sunday, 1730-2210hrs

Channel 4 HD
 ■ **FP1:** Friday, 1555-

1735hrs (More4)
 ■ **FP2:** Friday, 1955-2135hrs (More4)
 ■ **FP3:** Saturday, 1855-2030hrs
 ■ **Qualifying:** Saturday, 2100-2330hrs
 ■ **Race:** Sunday, 1800-2215hrs

NEXT WEEK

OUT WEDNESDAY, OCTOBER 24

F1 US GRAND PRIX REPORT



CAN HAMILTON WIN FIFTH TITLE ON AMERICAN SOIL?

BRITISH GT SEASON REVIEW



HOW HAIGH/ADAM CONQUERED

FORMULA FORD FESTIVAL ACTION



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