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MOTORSPORT NEWS

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# RETRO STARS WOW THE FANS




THE HIGHLIGHTS FROM STONELEIGH P20

## Team remains the benchmark but is unsure of Ferrari's speed

# MERCEDES GRABS F1 PRE-SEASON TESTING SPOTLIGHT

By Matt James

**Mercedes topped the last day of running in the final pre-season F1 test at Barcelona and the world title-winning squad has been tipped as the 2020 favourites.**

Finn Valtteri Bottas headed the final day's timesheets with a 1m16.196s lap, ahead of Max Verstappen's Red Bull. Renault's Daniel Ricciardo was third, although the lap times were slower than the opening test at the Spanish track the week before.

Lewis Hamilton's team-mate Bottas said it was impossible to dismiss the form of any of its rivals after the sixth and final day of running. Ferrari bosses have admitted the Italian team is struggling compared to Merc and Red Bull, although Bottas says that he is unmoved by such claims.

The Finn said: "We've learned as a team it's very important to keep focusing on our own work and own performance, doing our job, and eventually the time will come that everyone will show their cards."

The Formula 1 season kicks off with the Australian Grand Prix, which is scheduled to take place in Melbourne on March 15.

**Full story, page 4**



Merc man Bottas says some teams are not "showing their cards"




MOTORSPORT NEWS




## JORDAN SPEAKS OUT

BTCC MAN ON HOW TO SURVIVE RACEDAY P17




## COLLARD CHANGES DIRECTION

TIN-TOP STALWART SWAPS TO GT RACING P24

## THE BRIT WHO RULED THE WORLD




ROB HUFF TALKS ABOUT HIS FUTURE P26

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| *Mk1 Mexico front wing, LH or RH* | *each* | *£265.22* | *£318.27* |
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## ATLAS AXLE PARTS, BLACKLINE



| | | |
|---|---|---|
| *Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears* | *£495.80* | *£594.96* |
| *SPARES* | | |
| *Spare side gears, 18 tooth* | *each £32.50* | *£39.00* |
| *Motorsport plate kit* | *£83.90* | *£100.68* |
| *Wavy plate* | *each £16.30* | *£19.56* |
| *Atlas CWP, 3.4, 3.7, 4.6, 5.1* | *£251.80* | *£302.16* |



| | | |
|---|---|---|
| *Atlas axle casing, thick tube, double pinned & breather* | *£198.60* | *£238.32* |
| *Pig's head only* | *£165.00* | *£198.00* |
| *Axle end stubs, R/H & L/H thread* | *pair £49.90* | *£59.88* |
| *Axle locking rings, R/H & L/H thread* | *pair £21.90* | *£26.28* |
| *Locking ring adjustment tool* | *£25.50* | *£30.60* |
| *Caliper mount brackets, suit AP* | *pair £29.50* | *£35.40* |



**Fully-floating axle kit £328.60 £394.38**

| | | |
|---|---|---|
| *Fully floating hub assembly without shafts* | *pair £218.60* | *£262.32* |
| *Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)* | *£328.60* | *£394.38* |
| *Flange to suit F/F hub kit* | *£49.50* | *£59.40* |
| *SPARES* | | |
| *Studs* | *each5.90* | *£7.08* |
| *Seal pack* | *pack z£13.90* | *£16.68* |
| *Bearing, top quality* | *each £38.90* | *£46.68* |
| *770mm '4340' halfshaft, 18 tooth* | *each £77.50* | *£93.00* |
| *820mm '4340' halfshaft, 18 tooth* | *each £82.50* | *£99.00* |

*All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.*



| | | |
|---|---|---|
| *266 x 21 'Forest' type discs* | *pair £159.00* | *£190.80* |
| *FBL 002 disc bells* | *pair £51.00* | *£61.20* |
| *Halfshaft flange, not F/F, suit std. axle* | *each £59.50* | *£71.40* |

## ENGLISH AXLE PARTS, BLACKLINE

| | | |
|---|---|---|
| *English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)* | *£395.80* | *£474.96* |
| *Available 22 tooth (mates with std. halfshaft)* | *£395.80* | *£474.96* |
| *Spare plate kit* | *£39.50* | *£47.40* |
| *Spare side gears, 18 or 22 tooth (please state)* | *£32.50* | *£39.00* |
| *English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3* | *£231.50* | *£277.80* |
| *Spare side bearing, top quality* | *£19.90* | *£23.88* |
| *Crush washer* | *£5.90* | *£7.08* |
| *Crown wheel bearing* | *£9.90* | *£11.88* |
| *Pinion bearing* | *£14.90* | *£17.88* |
| *Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth* | *£443.80* | *£532.56* |
| *English axle weld-on brace ring* | *£39.90* | *£47.88* |
| *Special 10mm axle brace, English axle* | *£99.50* | *£119.40* |
| *SPARES* | | |
| *Semi-floating hub assembly (less bearing)* | *each £144.40* | *£173.28* |
| *Bearing '4340'* | *£48.90* | *£59.76* |
| *Halfshaft, suit semi-floating kit* | *£77.50* | *£93.00* |
| *Flange, not semi-floating, suit std. axle* | *£59.50* | *£71.40* |
| *Flange, Group 1 type* | *£59.50* | *£71.40* |
| *Brake disc, 265 x 10* | *each £34.50* | *£41.40* |

## HELICAL LSDs (ATBs), BLACKLINE



| | | |
|---|---|---|
| *English axle, Caterham, 22 spline* | *£324.00* | *£388.80* |
| *Atlas axle, 16 spline* | *£354.00* | *£424.80* |
| *Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)* | *£399.00* | *£478.80* |
| *Sierra 7", Caterham* | *£399.00* | *£478.80* |
| *Focus ST170, Mini Cooper 'S' (6-speed Getrag box)* | *£399.00* | *£478.80* |
| *Mazda MX5 (94-05)* | *£399.00* | *£478.80* |

## TRANSMISSION PARTS, BLACKLINE

| | | |
|---|---|---|
| *4-speed bearing type gearlever* | *£38.50* | *£46.20* |
| *5-speed bearing type gearlever* | *£40.50* | *£48.60* |
| *5-speed quickshift conversion kit* | *£13.50* | *£16.20* |
| *M10 ally 'Pro' gearknob* | *£14.90* | *£17.88* |
| *M10 white or black nylon gearknob* | *£12.50* | *£15.00* |
| *Propshaft, Type 9 - English or Atlas axle* | *£89.50* | *£107.40* |

## ESCORT BRAKING PARTS

| | | |
|---|---|---|
| *Wilwood brakes kit, 265x10, Powerlite caliper* | *£299.51* | *£359.41* |
| *Wilwood brakes kit, 247x20, Midilite caliper* | *£468.49* | *£562.19* |
| *Wilwood brakes kit, 285x21, Midilite caliper* | *£571.40* | *£685.68* |
| *Balance bar pedal box, cable clutch* | *£189.50* | *£227.40* |
| *Balance bar pedal box, hydraulic clutch* | *£215.00* | *£258.00* |
| *RMD master cylinders* | *from £21.50* | *£25.80* |
| *Wilwood master cylinders* | *from £29.50* | *£35.40* |
| *Wilwood proportioning valve, knob* | *£42.50* | *£51.00* |
| *Wilwood proprtioning valve, lever* | *£57.50* | *£69.00* |
| *Blackline 'swaged' stainless brake lines, 3-line* | *£29.74* | *£35.69* |
| *Classic Ford wheels 6x13* | *£69.00* | *£82.80* |
| *7x13* | *£76.00* | *£91.20* |
| *8x13* | *£87.50* | *£105.00* |
| *8x15* | *£99.00* | *£118.80* |



**Classic Ford wheels from £69.00 £82.80**

| | | | |
|---|---|---|---|
| *Poly' bump stops, top axle mounting* | *pair* | *£8.12* | *£9.75* |
| *Escort 11/1300 front springs, 145-220lbs* | *pair* | *£33.80* | *£40.56* |
| *Escort RS front springs, 145-220lbs* | *pair* | *£33.80* | *£40.56* |
| *1.9" & 2.25" coil springs, 20,000 in stock!* | | *from £15.90* | *£19.08* |
| *Adjustable spring seat kit* | | *£24.50* | *£29.40* |
| *Helper spring adaptor, 2.25"-2.25"* | | *£10.50* | *£12.60* |
| *Gaz, adjustable front shocks* | *each* | *£67.60* | *£81.12* |
| *Gaz, adjustable (3-way) front shocks* | *each* | *£299.50* | *£359.40* |
| *Gaz, adjustable rate rear shocks* | *each* | *£65.00* | *£78.00* |
| *Quick steering racks* | *RH 2:9 ratio* | *£119.50* | *£143.40* |
| | *RH 2:4 ratio* | *£139.50* | *£167.40* |
| | *LH 2:4 ratio* | *£149.50* | *£179.40* |



| | | | |
|---|---|---|---|
| *H/duty quick steering racks* | *RH 2:4 ratio* | *£174.50* | *£209.40* |
| | *RH 2:2 ratio* | *£204.50* | *£245.40* |
| | *LH 2:4 ratio* | *£184.50* | *£225.40* |
| | *LH 2:2 ratio* | *£214.50* | *£257.40* |
| *OEM style steering rack mounts* | *pair* | *£16.80* | *£20.16* |
| *Roller bearing top mount - spherical bearing,* | *each* | *£49.50* | *£59.40* |
| *Roller bearing top mount - roller bearing,* | *each* | *£49.50* | *£59.40* |
| *Roller bearin plastic dust covers* | *pair* | *£9.50* | *£11.40* |
| *Spherical bearing race type top mounts* | *pair* | *£49.60* | *£59.52* |



**OEM TCA's £63.50 £76.20**

| | | | |
|---|---|---|---|
| *TCA's 'Pattern' style* | *pair* | *£36.50* | *£43.80* |
| *TCA's 'OEM' style* | *pair* | *£63.50* | *£76.20* |
| *TCA bush insertion tool* | | *£14.90* | *£17.88* |
| *Twin cam anti-roll bar* | | *£59.50* | *£71.40* |
| *Anti-dive kit* | | *£31.00* | *£37.20* |
| *World cup X-member* | | *£106.50* | *£127.80* |
| *World cup mounts* | *pair* | *£28.50* | *£34.20* |
| *RS2000 track rod ends* | *each* | *£10.50* | *£12.60* |
| *Group 4 style all steel U/J coupling* | | *£19.80* | *£23.76* |
| *4-link kit* | | *£119.50* | *£143.40* |
| *Heavy duty 4-link kit* | | *£185.00* | *£222.00* |
| *Group 4 round turret kit* | *kit* | *£65.00* | *£78.00* |
| *Mk1 spring shackles* | *car set* | *£17.00* | *£20.40* |
| *Mk2 spring shackles* | *car set* | *£23.50* | *£28.20* |
| *OEM Escort RS struts* | *each* | *£96.95* | *£116.34* |
| *Group 4 spec. front RS struts* | *each* | *£128.00* | *£153.60* |
| *Escort RS stub axles* | *pair* | *£130.00* | *£156.00* |
| *RS steering arms* | *pair* | *£69.50* | *£83.40* |
| *Heavy duty steering arms, gusseted* | *pair* | *£79.50* | *£95.40* |
| *Quick fit steering arm kit* | *pair* | *£9.60* | *£11.52* |
| *Ally hubs - standard or Group 4* | *each* | *£49.50* | *£59.40* |
| *Stub axle hardware kit* | | *£10.90* | *£13.08* |
| *Watts linkage kit* | | *£199.50* | *£239.40* |
| *Taper leaf springs, 146lb rate* | *each* | *£49.50* | *£59.40* |
| *Ally tube strut brace, round tube* | | *£44.90* | *£53.88* |
| *Work style 60mm oval tube strut brace* | | *£51.50* | *£61.80* |
| *Rear lamp protectors* | *pair* | *£12.90* | *£15.48* |
| *Chassis mounted sump guard, wet sump* | | *£137.00* | *£164.40* |
| *Kaylan mudflaps, 4mm (500x300)* | *pair* | *£16.50* | *£19.80* |
| *Body jacking kit* | *car set* | *£119.50* | *£143.40* |
| *Ford hub nut socket, 3/4"D, 65mm* | | *£13.90* | *£16.68* |



**X-Flow ally radiator £179.60 £215.52**

| | | |
|---|---|---|
| *X-Flow ally radiator* | *£179.60* | *£215.52* |
| *RS2000 (Pinto) ally radiator* | *£179.60* | *£215.52* |
| *13/235 oil cooler* | *50.10* | *£60.12* |
| *Lockable fuel filler cap assembly* | *£49.50* | *£59.40* |

*Silicone hose kit, Mexico or RS2000 (available blue, black or red)* *£62.34* *£74.81*



**WCP Interupter pump £29.00 £34.80**

| | | | |
|---|---|---|---|
| *WCP interupter fuel pump* | | *£29.00* | *£34.80* |
| *WCP solid state fuel pump* | | *£19.00* | *£22.80* |
| *WCP injection fuel pump* | *from* | *£32.19* | *£38.63* |
| *Bonnet pin kits, stainless* | | *£5.00* | *£6.00* |
| *Bonnet pin kits, alloy* | | *£7.00* | *£8.40* |
| *Aerocatch* | *from* | *£31.00* | *£37.20* |
| *Avanti map light* | *from* | *£19.50* | *£23.40* |
| *Manifold wrap, 2" x 15 metres (50ft), Vermiculite* | | *£29.60* | *£35.52* |
| *Roll cage padding, 3ft, B1 fire rating* | | *£6.00* | *£7.20* |



**M16 Calipers from £89.00 £106.80**

*M16 calipers to fit standard discs, pair* *£89.00* *£106.80*
*M16 calipers to fit vented discs (no spacers needed), pair* *£98.50* *£118.20*
*M16 caliper, shouldered bolts, set of 4* *£10.99* *£13.19*
*Group 1 vented discs (247x20, pair* *£39.00* *£46.80*



*4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13* *Kit £159.80* *£191.76*

## Escort Laminated & Heated Screens

| | | |
|---|---|---|
| *Escort Mk1 front laminated screen (incl. rubber)* | *£69.50* | *£83.40* |
| *Escort Mk2 front laminated screen (incl. rubber)* | *£69.50* | *£83.40* |
| *Escort Mk1 Front heated laminated screen (inc. rubber)* | *£198.60* | *£238.32* |
| *Escort Mk2 Front heated laminated screen (inc. rubber)* | *£198.60* | *£238.32* |
| *Escort Mk1 front screen rubber* | *£24.92* | *£29.90* |
| *Escort Mk1 rear screen rubber* | *£23.92* | *£28.70* |
| *Escort Mk2 front screen rubber* | *£29.08* | *£34.90* |
| *Escort Mk2 rear screen rubber* | *£29.08* | *£34.90* |
| *Laser windscreen chip repair kit* | *£13.90* | *£16.68* |
| *14" or 17" rear view mirror* | *£14.90* | *£17.88* |

## Escort Mk2 Rubber Parts

| | | | |
|---|---|---|---|
| *Bonnet bump stop* | *pair* | *£6.20* | *£7.44* |
| *Bonnet rail bump stop, set of 4* | | *£10.90* | *£13.08* |
| *Bonnet bump stop, centre-rear* | | *£5.10* | *£6.12* |
| *Wiring loom bulkhead grommet* | | *£6.90* | *£8.28* |
| *Bonnet release cable grommet* | | *£5.20* | *£6.24* |
| *Steering column bulkhead grommet* | | *£7.20* | *£8.64* |
| *Handbrake backplate dust boots* | *pair* | *£7.10* | *£8.52* |
| *Spedo cable bulkhead grommet* | | *£5.20* | *£6.24* |
| *Throttle pedal pad* | | *£5.20* | *£6.24* |
| *Brake and clutch pedal pads* | *pair* | *£8.00* | *£9.60* |
| *Shock absorber top caps* | *pair* | *£13.90* | *£16.68* |
| *Rear bumper side plugs, set of 4* | | *£9.90* | *£11.88* |
| *Oil line bulkhead grommet* | | *£5.10* | *£6.12* |
| *Brake servo rod bellows* | | *£5.20* | *£6.24* |

**PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT**

# COMMENT



# TIME FOR THE TIMES TO GET SERIOUS

**You would think that Formula 1 drivers would get bored of pounding around Barcelona as they put the finishing touches to their machines ahead of the season-opener in Melbourne on March 15.**

But they don't. These are the crucial laps that can define at least the first half of the year. From what we have seen so far, Mercedes looks to be the strongest force again, but there have been some glimmers of light which make for optimism from other teams.

Personally, the fight I am looking forward to is the one to establish the pecking order behind world champion Lewis Hamilton. Charles Leclerc already looks like he has got the measure of his team-mate at Ferrari, Sebastian Vettel, while Max Verstappen has ability in bundles. He also appears to have a Red Bull which is working extremely well too.

Merc might rip up the record books, but there will be plenty of interest in those jockeying for position behind.

In this newspaper, we also look at the issues surrounding one of Scotland's best-loved rallies, the Snowman, and Jack Benyon finds out whether a date change has saved the event.

We reflect on Race Retro, where Paul Lawrence burned up some shoe leather as he paced the show halls. He has selected his personal highlights, which is not an easy job.

We also have a tale of two Robs: Collard and Huff. The former, so long a fixture in the British Touring Car Championship, is off to pastures new in 2020 with a switch to the British GT Championship in a Lamborghini Huracan. It is a challenge that he is relishing.

Huff, on the other hand, is not sure exactly what he will be driving this year, but he will be on-track despite his options in the World Touring Car competition drying up. He has a passion and an interest in motorsport which surpasses most drivers at his level and takes part in the sport for his own pleasure and enjoyment as much as anything else. That is a lesson that a lot of other drivers would do well to remember amid the pressures of modern-day motorsport.



**Matt James**
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MOTORSPORT NEWS

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How a date shuffle has impacted entries



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We pick out the highlights from Race Retro



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The new challenge for Rob Collard in 2020

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## HUFF'S BUSY SEASON

WTCR refugee fills up his schedule




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CAROLINE IS BACK!

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# RACING NEWS

## IN BRIEF

### Ferrari dropped DAS plan

Ferrari has revealed it previously considered introducing a Mercedes-style dual-axis steering system on its Formula 1 car, but decided against it because it was uncertain about its legality. Mercedes caught its rivals by surprise in pre-season testing when it revealed the DAS, which can adjust the toe angle of the front tyres between corners and straights when the steering wheel is moved forward and backward. Ferrari team principal Mattia Binotto said: "The DAS system is something we considered in the past, but we didn't design and develop. The reason why is the legality matter, which we didn't clarify with the FIA at the time. [But] secondly because we believe it's not worthwhile, at least for our car and our car concepts."

### F1 makes a profit

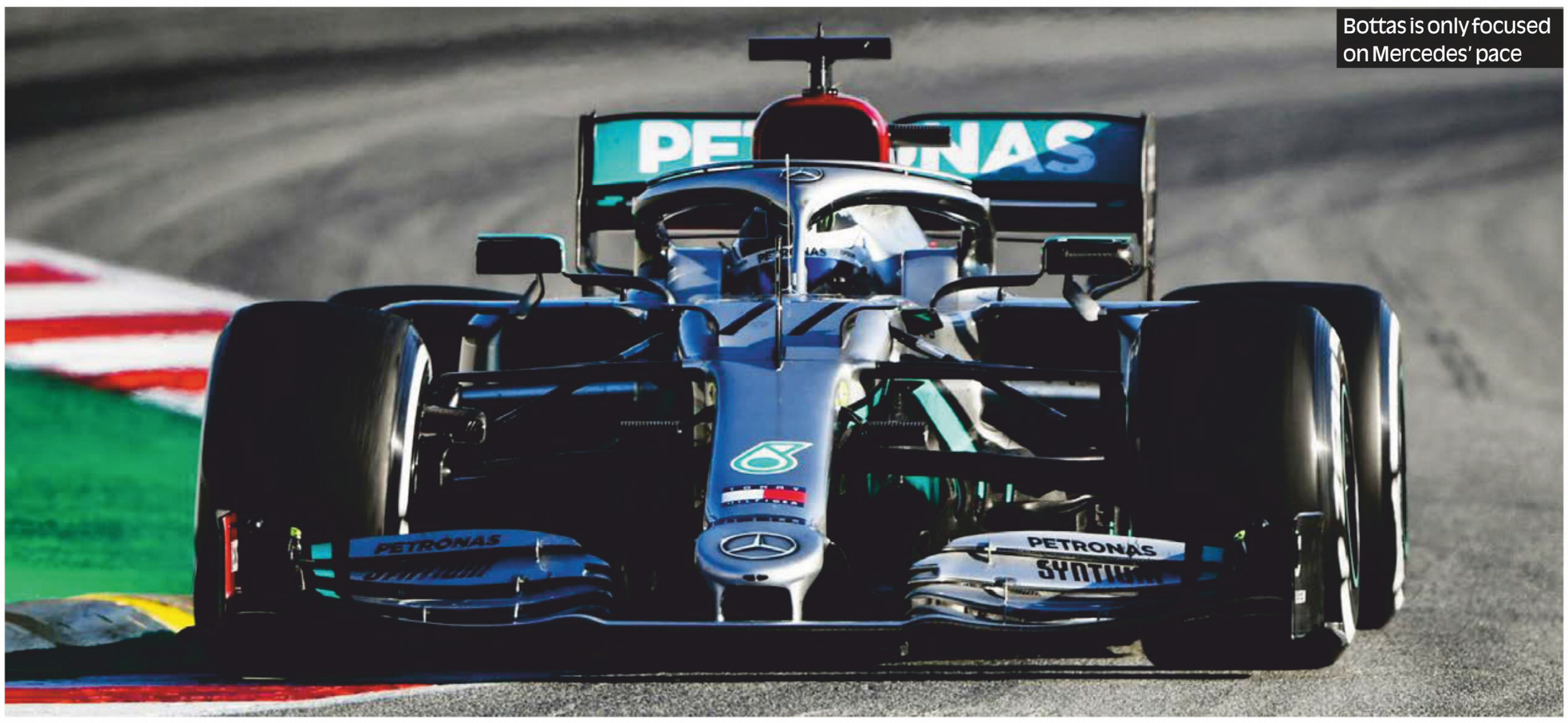
The Formula One Group made a profit in 2019 for the first time in three years, financial results issued by Liberty Media have confirmed. F1's overall income rose from $1827 million in 2018 to $2022m last year and, after posting losses of $37m in 2017 and $68m in 2018, the group logged a profit of $17m. The increased revenue meant that the recent fall in the income paid to the 10 teams has been reversed at a time when discussions over a new Concorde Agreement for 2021 and beyond are still ongoing. F1's improved performance was led by a boost in primary revenue, derived from broadcast fees (38%), sponsorship (15%) and race hosting fees (30%), although the last of those elements performed worse in 2019.

### Vietnam GP still on

Formula 1 CEO Chase Carey has insisted that the Vietnam GP is going ahead as planned – although he acknowledged that the coronavirus situation is "fluid" as more countries are impacted. Since the postponement of the Shanghai race, there has been a focus on the effect of the virus on the inaugural Hanoi event, given that Vietnam shares a border with China. The emergence of the virus in northern Italy has created the added complication of potentially compromised travel arrangements to other events for the staff of Ferrari, AlphaTauri and Pirelli. "We do plan to proceed with the race," said Carey. "All systems are go."

### Heineken boss joins F1

Heineken sponsorship director Ben Pincus will join Formula 1 as its director of commercial partnerships. He will report directly to CEO Chase Carey as the organisation continues to evolve following the recent departure of erstwhile commercial chief Sean Bratches. Pincus replaces Murray Barnett, who held the slightly different title of director of sponsorship and commercial partnerships, and who left the company last month. "Having worked closely with him over the past three years I know he has the experience, expertise and leadership qualities to grow our business and continue to take F1 forward on its exciting journey," said Carey of Pincus.



Bottas is only focused on Mercedes' pace

# MERC SAYS FERRARI IS UNDERPLAYING ITS HAND

## Bottas unconcerned, although power units cause issues

By Luke Smith

**Valtteri Bottas says he is refusing to read too much into Ferrari's comments down playing its pre-season Formula 1 testing performance, saying rivals often play "a weird game".**

Ferrari team principal Mattia Binotto has said repeatedly the team is trailing rivals Mercedes and Red Bull after making a quiet start to testing with its new SF1000 car.

Sebastian Vettel lifted Ferrari to the top of the timesheets for the first time on the penultimate day of pre-season testing, but still trailed Bottas's winter benchmark from the opening week by over a second.

Asked if he believed Binotto was bluffing about Ferrari's place in the pecking order, Bottas said the games between teams to hide their true performance were no surprise.

"It's a weird game in this sport sometimes with how much you're showing, your speed in testing," Bottas said. "Only the teams themselves know the true form they have.

"They can calculate and add up everything in terms of performance, what lap time they could do in theory, and we can only guess what other teams are running and how much they have in their pocket.

"It's so difficult to say. We've also learned as a team it's very important to keep focusing on our own work and own performance, doing our job, and eventually the time will come that everyone will show their cards."

Mercedes' running on the penultimate day was cut short when Lewis Hamilton stopped his W11 out on track. It was caused due to an "oil pressure anomaly", which Mercedes said made the engine shut down as a precautionary measure.

Mercedes used two engines during the first week of testing when Bottas suffered a failure on the second day.

Mercedes customer Williams had also run three engines prior to the final day of testing, with Nicolas Latifi suffering two engine problems.

British Williams driver George Russell admitted that Mercedes had been aggressive with its engine development for 2020, but felt confident it was dealing with matters.

"Mercedes are really pushing on the engine front, definitely pushing the boundaries at the moment," he said. "This is testing and these things are always going to happen but you know that as an engine supplier they are on top of things."



Bottas says that he is not bothered with the small talk



The final corner in Holland will feature a 19-degree bank

## ZANDVOORT PROUDLY DISPLAYS ITS NEW BANKED CORNER

The first images of Zandvoort's completed banked turns have been revealed ahead of Formula 1's Dutch Grand Prix on May 3.

Ahead of Formula 1's return to the Netherlands after a 35-year absence, an extensive upgrade project has taken place at Zandvoort, including the modification of two corners to create banking.

The final corner will be at an 18-degree angle, making it twice as steep as the banking at Indianapolis, which hosted the United States Grand Prix between 2000 and 2007. Turn 3, Hugenholtz, will also feature a bank of 19 degrees.

The first images of the completed banking construction project were released last Thursday, more than two months before the cars hit the track for the first time.

The completion of the banked sections comes following work by Italian track design company Dromo Circuit Design and Geobrugg, which installed the FIA-homologated debris fences.

"We did something that we thought would be really formidable to drive, that has no equal at any other racetracks," said Dromo founder Jarno Zaffelli.

"Turn 14 is quite ample and wide, making it full throttle, whereas the transition between Turn 2 and Turn 3 has a lot of elevation and banking changes.

"All of your horizon is tilting, all of your perception is evolving, you feel like you are being squeezed. It's like being in a corkscrew, depending on the line that you are following."

The asphalt laid on the banking is a bespoke mix designed to be laid at an angle that should result in fewer marbles coming off the tyres, allowing various lines to be taken through the corner.

# ALONSO CONFIRMS FRESH BID FOR INDY 500 GLORY

## Spaniard's search for the motor racing triple crown to continue in May's classic

By David Malsher-Lopez

Photos: LAT



Alonso is heading back to the USA

**Two-time Formula 1 world champion Fernando Alonso will contest the Indianapolis 500 for a third time with the Arrow McLaren SP IndyCar outfit.**

Alonso's #66 Chevrolet-powered car, a third entry in addition to those driven by the team's full-time 2020 IndyCar drivers Patricio O'Ward and Oliver Askew, will hit the track for the first time in the Indy 500 open test on April 30.

The car will be engineered by Craig Hampson, Arrow McLaren SP's full-time R&D engineer.

"I am a racer and the Indy 500 is the greatest race in the world," said Alonso, the 2005 and 2006 F1 world champion. "I love the incredible fans who make it so special for all of us drivers and make me want to come back."

It was revealed in January that Alonso no longer held an ambassadorial role at McLaren, but the Spaniard will now race with the team that he spent two spells with in F1 once more.

His most recent Indianapolis 500 attempt was also made with McLaren last year, though he failed to qualify for the race.

"It was important for me to explore my options for this race but Arrow McLaren SP has always been at the top," added Alonso. "I have a special relationship with McLaren; we've been through a lot together and that creates a bond, a loyalty that is strong.

"But more than that I am impressed with how the new organisation and operation is developing into a strong package with the Chevrolet partnership. The team has experienced, well-qualified people and great resources, and I'm confident we can be competitive."

## British GT champions back with new team-mates

British GT champions Jonny Adam and Graham Davidson will defend their title this year with TF Sport, but with different co-drivers.

Aston Martin works driver Adam, a four-time series champion, will reprise his partnership with series returnee Ahmad Al Harthy from the Blancpain Endurance Series in which they won the Pro-Am Cup in 2017. Davidson, meanwhile, will share another Aston Martin Vantage GT3 with reigning GT4 champion Tom Canning.

The cars will be entered under the Oman Racing with TF Sport banner in deference to Al Harthy's personal sponsorship.

The 38-year-old, who added a second Blancpain Endurance Pro-Am title last year with TF Sport, was a British championship regular between 2013 and 2015 with Motorbase and finished runner-up in 2014 in the previous generation Vantage.

He replaces Mark Farmer, who has stepped back from the series after a confidence-sapping season in which he struggled to get to grips with the new-for-2019 Vantage GT3.

Team boss Tom Ferrier said: "They've all been with us before, they're all champions in their own right in the different disciplines they've done with us so for sure both cars will be strong."

Davidson, who fought back from a 56-point deficit after Silverstone to claim the 2019 title, says he is confident of taking another title in his second season with the team alongside GT3 rookie Canning, the winner of the 2019 Aston Martin Racing Driver Academy.

"Having won it in very difficult circumstances and overturning the huge points deficit, I believe that with a better start to the season, knowing the car, knowing the team that I would stand a stronger chance of winning it second time around than I did last year," Davidson said. "The only variable this time around is Tom and as far as I'm concerned, he has proven himself in GT4 and, as part of the Driver Academy, Aston picked him out of 23 other drivers, which says a lot in itself."

● MN columnist Jamie Caroline has also been confirmed as part of TF's GT4 line-up. For more, see page 29.



TF Sport will have fresh line-up

## Neate completes Motorbase Performance BTCC team

**Andy Neate will return to the British Touring Car Championship in 2020 with the Motorbase Performance team in a new-shape Ford Focus.**

**The 45-year-old contested the first three rounds of the 2016 season with Team Dynamics before funding fell through and he was forced to stand down.**

**The ex-WSR and Arena International driver, whose best result is sixth at the wheel of an MG in 2012, will begin his test programme with Motorbase at Brands Hatch today (Wednesday).**

**Neate said: "I had some unfinished business in the BTCC. I was sorry that I had to leave Team Dynamics in 2016 because I went bankrupt. But I have now got a firm footing to go forwards, and Motorbase seems like a perfect fit for me. It is a professional team with a really nice atmosphere, and I know I am in the right place to give a good account of myself and show what I can do in a top car."**

**Neate will join reigning Independents Trophy holder Rory Butcher and Ollie Jackson in the three-car squad.**

## SPEEDWORKS TIES UP GT TOYOTA ENTRY

British Touring Car Championship squad Speedworks Motorsport will expand into British GT this year, running a factory-supported Toyota GR Supra GT4.

The GT4 programme will build on the squad's relationship with the Japanese manufacturer, having secured works backing for its BTCC team last year when it started running a Toyota Corolla. Speedworks' BTCC racer Tom Ingram tested the brand new Supra machine at the end of last year and the team has now decided to return to British GT for the first time since 2012 this season.

The Supra will be driven by Sam Smelt – who made his GT debut in a Ford Mustang GT4 last season – and Ginetta GT4 Supercup graduate James Kell.

Speedworks boss Christian Dick expects to take delivery of the car next week, allowing for a few weeks of testing before the first round.

The team will have one of the first six cars to be produced and Dick explained that the relationship with TMG will allow Speedworks to benefit from data from the other cars.

"One of the things that's important for TMG and ourselves and the drivers is we can piggy back on as much of their [TMG's] testing experience they have got with the car to hit the ground running," he said.



Teenager Skelton will be stepping up to BRDC F3 with CDR

## Skelton ready to take the next career step with a move to BRDC F3 for 2020

British Formula 4 race winner Josh Skelton has graduated to BRDC British F3 with Chris Dittmann Racing for 2020.

The 19-year-old took two wins and an additional 12 podiums on his way to fourth in the standings during his second campaign in British F4 last year.

"It's amazing to be teaming up with Chris Dittmann Racing this season and I believe they will give me everything I need to push at the front of the field," said Skelton, who also tested Porsche Carrera Cup GB machinery during the off-season.

"After a solid season last year in British F4, we took a break over the winter and looked at our options. We decided the BRDC British Formula 3 Championship was the next step in my career and where I would learn the most.

"The car has a lot more downforce than what I have previously driven, and it will be great to see what the new upgrade kit is like."

Also joining British F3 this season is Dane Christian Olsen, who will drive for Fortec Motorsport having competed in the European Le Mans Series and Michelin Le Mans Cup last year. A total of 12 drivers have been confirmed so far for the 2020 British F3 campaign.



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# RACING NEWS

Photos: Jakob Ebrey




Guest cars will appear at MG Live

# NEW SPECIAL RACES AT MG LIVE

## Reborn Silverstone event to expand for 2020 with fresh invited showdowns

By Graham Keilloh

**Three special guest races will form part of the timetable at this year's MG Live, as the event returns after a year's break due to Silverstone's resurfacing work forcing the 2019 edition to be cancelled.**

The MG Car Club and British Motor Heritage will run a 40-minute pre-1966 saloons race while Equipe Classic Racing and FISCAR will team up to run two joint races for 1950s cars.

The invitational BMH race will use broadly the same regulations as the Goodwood Revival's St Mary's Trophy, though with Dunlop Historic Race tyres, and each car can have one or two drivers.

Organisers hope the grid will be diverse, with a "good number" of British cars, as well as cars that have not raced in some time.

"The criteria have been specifically chosen to ensure a truly mixed field of everything from MGs to Minis and Lotus Cortinas to the mighty Ford Galaxies," said BMH's managing director John Yea. "The sight and sound of the 58-car grid should certainly be something to savour!"

This year also marks the MGCC's 90th anniversary, and BMH – with which it has a long-standing relationship – will support the MGCC's other race meetings in 2020.

Meanwhile, there will also be a shared grid at MG Live for the new-for-2020 Equipe 50s series and FISCAR competitors. The double-header will be open to 1950s production sportscars and sports-racers with under two-litre engines, and will have two classes split for pre- and post-1956 cars.

"We've had a great reception [to the new series] which is why we've put on this extra race," explained Equipe Classic Racing partner John Pearson, whose organisation will also run grids for its Equipe GTS and Pre '63 categories at MG Live. "Most of the 50s cars will be eligible for Equipe Pre '63 if the drivers want more track time."

FISCAR chairman John Turner added: "If, as expected, this joint venture proves successful, and whilst retaining our own identity, I do not rule out future collaborations with Equipe Classic Racing, who have kindly accommodated us at this splendid meeting."

*Additional reporting by Stephen Lickorish*

## Jones and Miracco both join the Ginetta GT4 line-up

Ginetta GT4 Supercup frontrunners Declan Jones and Carlito Miracco will contest full seasons in the series this year.

Jones has competed in the series on-and-off since 2014, taking two wins and a best result of fourth in the standings in 2017. After contesting a one-off outing at Oulton Park last year, he will be back full-time this season driving for Rob Boston Racing. "I haven't raced full-time since my 2017 season, so it's brilliant to be back with who I feel are the best team on the grid in Rob Boston Racing," said Jones. "The only reason I go racing is to win, I'm a very competitive person and I want to go for the title."

Miracco, meanwhile, became a regular podium finisher in his rookie GT4 Supercup season last year. He finished fifth in the standings running as a privateer and will now race with the Preptech UK squad.

"It was a last-minute deal to join the championship last year, just a week before the second round at Donington Park so, while the year wasn't by any means perfect, considering it was just my family and a few friends in a little pop-up awning I think we did pretty well," he said.




British runners will get to race on international circuits again

## Renault Clios to form part of French Grand Prix weekend once more

**Renault Sport Racing will again run a Clio Cup Open competition in support of the French Grand Prix this year.**

**Last year's event was dominated by Renault UK Clio Cup champion Jack Young as he won both races at Paul Ricard by over 20 seconds. Alongside a handful of drivers from the UK series, competitors from six other Clio Cup championships around the world also took part.**

**That same format will continue this year, except the June 26-28 event will now feature the new fifth-generation Clio.**

**"Following the indisputable success we had in 2019, when nearly 50 competitors competed on the track, it was logical for Renault to repeat the operation in 2020," said Renault Sport Racing commercial racing director Benoit Nogier.**

**"This Renault Clio Cup Open is a reminder of Renault's motor racing versatility in bringing together the Clio Cup and Formula 1 at the same event."**

## Trio of newcomers ink deals with Richardson for Ginetta Juniors in 2020

Ginetta Junior squad Richardson Racing has revealed its first three drivers for this season.

The team powered Will Martin to nine wins and third place in the standings last year, having guided Luke Browning to third in the points the previous year too.

Karting graduates Georgi Dimitrov, Rowan Vincent and Trennon Bettany will all make their circuit racing debuts with the squad in Ginetta Junior this season.

"We've enjoyed a lot of success in Ginetta Junior in recent seasons and that is something we are keen to maintain in 2020," said team boss Gwyn Richardson. "The three drivers we have brought onboard already have all shown a lot of talent in karting and we're confident that Georgi, Rowan and Trennon can make an impression on track during the year ahead, despite it being their first season in car racing."

Richardson added the team is in talks with a number of other drivers to complete its four-car line-up.




Richardson Racing is aiming to field four juniors this season

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RALLY NEWS

# MOTORSPORT UK BACKS NEW SCHEME TO FIND FRESH TALENTS

## Governing body throws its weight behind new initiative to unearth next generation

By Graham Lister

**Motorsport UK has put its weight behind the new FIA Rally Star programme, the world governing body's search for future WRC champions.**

The FIA's 144 member ASNs are being encouraged to get involved by organising 'detection operations', namely autotests and simulator sessions, to select candidates for their respective regional final.

Drivers aged between 17-25, with or without previous competition experience, will compete in the final in autocross-style machinery. In addition to Europe, there will be Africa, Asia-Pacific, Middle East and North Africa, North America and South America region finals.

The winners of those finals, plus the female judged as the 'best woman driver in the world', will then get six rallies in a Rally3 car – the FIA's new-for-2021 four-wheel-drive version of Rally4 (previously R2) – with a programme of coaching, training and testing.

The four most promising drivers, including at least one female, will get two years in Junior WRC with a WRC 3 campaign on offer for the following season should an FIA Rally Star win the JWRC title.

Backing is coming from the FIA Innovation Fund, with commercial partnerships also being sought.

Although Motorsport UK is understood to be in the early stages of planning how it will support FIA Rally Star, its competitors' pathway manager, Katie Baldwin, is a fan.

"FIA Rally Star is very exciting for Motorsport UK and for the sport as a whole," she said. "As an ASN we have already been involved in the early phases of the project, as we took part in the initial feasibility survey and we hope to be involved in the future of the programme."

Britain currently leads the way in world rallying with Elfyn Evans topping the WRC standings after winning Rally Sweden, while Chris Ingram is the reigning European champion.

"Rallying is an important discipline in British motorsport and we are blessed with several leading lights in the top flight, including Chris Ingram, Rhys Yates and Elfyn Evans – all of which have come through our Academy programmes," said Baldwin. "FIA Rally Star would align perfectly with our existing competitor pathway structure and open the sport to a wider audience."



Evans is currently on top of the WRC

### Czech motorsport bosses put their hands in their pockets for hopefuls

While Motorsport UK is expected to play a key role in FIA Rally Star, the Czech federation has upped its investment in young drivers for 2020.

It is helping to bankroll programmes for its two biggest talents, Erik Cais and Filip Mares, providing actual cash for their respective ERC and WRC 3 bids.

Cais is embarking on his third season in the sport after injury ended his career as a professional downhill mountain bike racer. He is stepping up to ERC1 Junior from ERC3 Junior. Mares, who is promoting the Czech Motorsport brand, is the reigning ERC1 Junior champion and is set for a WRC 3 bid.

"Our drivers need experience different types of stages," said the Autoclub of the Czech Republic's Tomas Kunc. "We are happy with the publicity."

## RALLY ESTONIA AXE AMID FUNDING FEAR

The future of WRC aspirant Rally Estonia was hanging in the balance as Motorsport News went to press last Friday.

Governing body, the Estonian Autosport Union, is in dispute with event promoter Urmo Aava over a "5000 per cent" permit fee hike, which ex-WRC driver Aava insists is "impossible to pay" due to the nature of his agreement with the Estonian government, the event's main backer.

The government gets back what is left over after all event costs are paid out and a significant return on its investment is expected.

That means the €100,000 permit fee, which the EASU is charging to help fund grassroots initiatives, cannot be absorbed. With Aava refusing to renege on his company's deal with the government and the EASU reportedly not backing down on its permit fee demand, the WRC Promotional Event has been axed, although ongoing rescue talks could yet save the rally.

## TWEAKS TO BRING BACK OLD MEXICAN WRC TESTS



The streets of Leon will come alive

This month's Rally Mexico will include roads not used since its first WRC appearance more than 15 years ago.

While parts of San Diego and El Brinco on the final morning haven't featured since 2011, a section of Otates is back on the itinerary for the first time since 2004.

Meanwhile, organisers have added a new street stage in host city Leon, which runs by a number of local landmarks.

Rally Mexico, scheduled from March 12-15, is the first gravel event of the WRC season.

USA-based Irish drivers Barry McKenna and John Coyne join American Ken Block on the national rally entry with Block competing in his Ford Escort RS Cosworth. Gus Greensmith returns with M-Sport for the main event.

## WRC 2 BATTLER IN MALCOLM WILSON BID

**WRC 2 podium finisher Adrien Fourmaux is set for a surprise outing on the Malcolm Wilson Rally on March 14.**

**French federation-backed Fourmaux is part of Malcolm Wilson's team M-Sport's WRC 2 line-up.**

**But with the clashing Rally Mexico not on his schedule, Motorsport News understands the Frenchman will head to Cumbria instead for his first taste of BTRDA Rally Series action.**

**Although there was no confirmation forthcoming from M-Sport, the Malcolm Wilson Rally organisers stated: "we have had application[s] from overseas competitors to enter the event".**

**It is expected Belgian Renaud Jamoul will co-drive 24-year-old Fourmaux in a Ford Fiesta R5 Mk2.**



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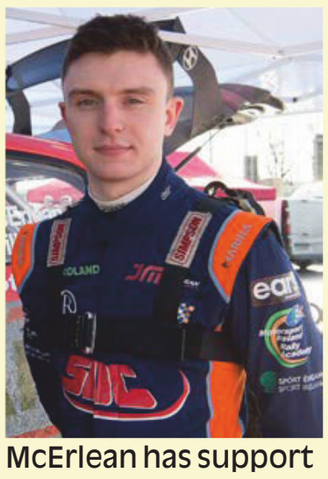

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# RALLY NEWS



McErlean has support

## RALLYING ROYALTY SET FOR JOSH McERLEAN

Malcolm Wilson, Jimmy McRae and Craig Breen will be among the special guests attending a fundraiser on Friday evening at the Tullyglass Hotel in Ballymena to support Hyundai BRC driver Josh McErlean.

Reigning British Rally champion Matt Edwards and Irish Tarmac points leader Alastair Fisher will also be in attendance, while double Irish Tarmac champion Andrew Nesbitt will conduct an auction.

McErlean received a €100,000 cheque courtesy of winning last year's Billy Coleman Award which he has put towards a season in the BRC in an i20 R5. Money raised from the event will help to fund appearances outside of the British Rally Championship, both at home and further afield.

"We are really excited by the line-up and cannot wait to bring some of rallying's biggest names under the one roof," an event spokesperson told MN. "It is shaping up to be a truly fantastic night."

## Nothing but a win will do for McGarrity

Eight-time Northern Ireland Rally champion Derek McGarrity has admitted nothing less than a victory will do on this weekend's Bishopscourt Stages after an early setback.

Defending champion Stephen Wright won the Pacenotes Stages with McGarrity a distant third at a rain and wind lashed Kirkistown.

"I was not happy at all with my performance on the opening round," McGarrity told MN.

"The conditions were treacherous. I [have] never experienced those kind of conditions in the Fabia before but I learnt a lot and that will allow us to make some important set-up changes for the second round."

The most significant tweak to the ex-Jan Kopecky Skoda for the next round will be to the engine. "The Fabia was in standard R5 specification at Kirkistown but it will have more power at Bishopscourt," McGarrity explained. "Those people I consider to be my main competitors [for the title] were running bigger restrictors on their cars. Lesson learned. I won't be making the same mistake again."

# FISHER PUT DOUBTS TO BED WITH GALWAY WIN AND WANTS MORE SUCCESSES

## VW Polo driver says victory was his most significant yet

Photos: Mark Breen




Fisher has his sights set on wins

**By Jason Craig**

**Alastair Fisher has admitted that there was a period when he doubted whether he would ever win a round of the Irish Tarmac Rally Championship after making second place his own for so long.**

The 31-year-old ended the wait for a first international victory on home soil at the Galway Rally last month, setting fastest times on four of the event's nine stages to secure an emotional win by 21 seconds.

Fisher ranks the success – which came on his debut in Volkswagen Motorsport's Polo R5 alongside Gordon Noble – as more significant than his triumphs from the 2014 Junior World Championship.

"We have had the perfect start to the championship and to come away with a first win is great," he told Motorsport News. "I have had a fair few second overall finishes in the Tarmac Championship so naturally you begin to question if you are ever going to make it onto the top step of the podium.

"In the past things didn't go right for whatever reason when we were leading a rally and we either didn't finish or we ended up taking second or third. There have been so many days in this sport when things just haven't gone our way but thankfully that all changed in Galway. It all came good.

"Deep down I knew that as much as we had success in France and Portugal during our JWRC days that getting that first win in the Irish Tarmac Rally Championship would be special," Fisher added. "It is really nice to see the Fisher name back on the Irish Tarmac Championship's winners' list."

Looking to the next round of the Irish Tarmac Championship in West Cork next weekend, Fisher is confident he can go even faster in his Polo R5.

"I've ideas what areas of the car we can work on," he said. "As the year progresses and conditions improve the car will only get faster.

"The big improvement with this car is the chassis. It's so stable and that is one of the reasons why I settled into it so quickly in Galway. I feel that we can give this year a really good go in the Polo."

## HENRY: BIRR PROVED WE CAN FIGHT FOR TARMAC TITLE

Desi Henry believes the speed and consistency he showed on the recent Birr Stages Rally is proof that he should be considered a serious contender for this year's Irish Tarmac title.

On just his second outing in a Hyundai i20 R5, Henry impressed in Birr as a warm-up to the West Cork Rally, finishing 27.1 seconds behind eventual winner Josh Moffett whose latest-generation i20 is powered by a torquier turbocharged engine, runs a new steering system and benefits from a heavily revised suspension better suited to Irish roads.

The upgraded dampers Henry missed out on in Galway, where his involvement was ended prematurely after a front wheel sheared its locking nuts, should be available in time for West Cork.

"The Birr result proved that we have what it takes to fight at the front when we have a competitive package beneath us," Henry told MN.

"The Hyundai worked extremely well in the tricky conditions of both Galway and Birr despite the fact we have had very little seat time in the car so far. Birr proved Galway was no fluke – it was a 'what could have been' scenario – and that gives us confidence.

"All of the current R5s cars are good to drive but the Hyundai i20 seems to be able to adapt to the different conditions better. The support of Hyundai helps as well. The i20 can bring us success.

"We will certainly be going to the West Cork Rally to fight for the overall victory. We definitely need strong points after our retirement in Galway."

Henry will be reunited with Stuart Loudon for West Cork after drafting in John Rowan for Birr.




Birr results has given Henry confidence

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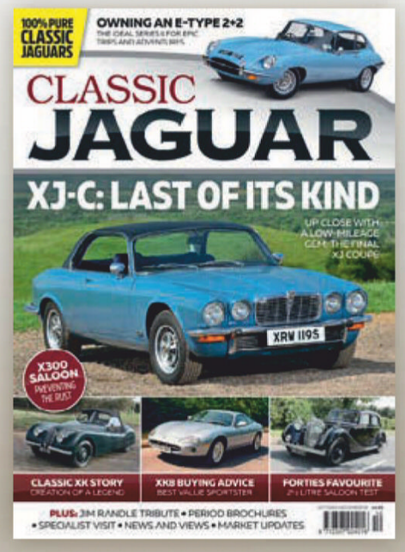
















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# RALLY NEWS

Photos: VGPics, Jakob Ebrey




Five-time Manx winner Pritchard

# CASTLETOWN HEADLINES MANX RALLY ROUTE

## Iconic stage to be included in the route of island-based showdown

By Luke Barry

**Organisers of the Manx National Rally, Manx Auto Sport, have unveiled the route for this year's May 15-16 event which includes the iconic Castletown stage for the very first time.**

The 1.9-mile street stage had exclusively been reserved for the Manx International Rally up until 2017 when it last ran as a round of the British Rally Championship but has never been included on the National itinerary before.

This year's Manx Rally comprises of 18 stages and 130 competitive miles, with Friday's action uniquely split into two legs with three tests in the afternoon before a pause and a gruelling seven stages that run into the night on leg two. Saturday's itinerary includes 62 stage miles through classic tests like Tholt-y-will.

A two-pass recce can be completed on the Saturday, Sunday, Wednesday or Thursday leading up to the event. Discounted ferry crossings and accommodation are also available.

"The Isle of Man is famous for motorsport so to have your name as a winner on the Isle of Man is why we want to go back there every year, it's a special place. If there's one event a year I do then it's the Isle of Man," Jason Pritchard, five-time event winner, told MN.

"There's a special atmosphere and the organisers are brilliant and of course it has its own micro-climate there too, so it's a proper challenge."

Pritchard will bring his Ford Focus WRC05 across the Irish Sea in an attempt to become the all-time record winner of the event. He has previous experience of Castletown stage but now in a WRC car.

"[Castletown is] one of those [where] the rally's not won on it but it could easily be lost on it," he said. "You get a lot of spectators in the town as well so it's a good picture for the wall going through there."

The Manx Rally forms rounds three and four of the Asphalt Rally Championship with points on offer after Friday's and Saturday's stages. Entries for the event opened on Sunday (March 1).

## R5 TEST FOR SRC JOHN HORTON STAR DRIVER AWARD

**A private test in a Dom Buckley RSC Ford Fiesta R5 is the prize for this year's Scottish Rally Championship John Horton Star Driver Award winner.**

**One competitor is nominated after each round and will subsequently receive a £75 voucher and a virtual mentor session with British Rally champion Matt Edwards. A final interview after the last SRC round will determine who will receive the R5 test.**

**Edwards will also support the SRC Junior category, with each event winner also receiving a virtual mentor session. The champion will take advantage of one-on-one tuition in their own car as well as an entry and tyre support package in conjunction with Andrew Wood Motorsport worth £1500.**

**Previous winners of the SRC John Horton Star Driver Award include Keith Riddick, Michael Binnie and Max Redpath. The opening round of the SRC is the Snowman Rally this Saturday.**




BRC top men can aim for Rally GB

## NATIONAL CHAMPIONS TO HEAD TO WALES RALLY GB

**The winners of the UK's premier national rally championships will all receive free entries into this year's Wales Rally GB National via the 'Road to Wales' initiative for an eighth successive year.**

**The prizes for the Welsh and Scottish Championships will go to those crowned as 2020 champions, while the BTRDA and Northern Ireland championships will be awarding the prize to their respective R2 Cup and Junior victors.**

**The winner of the BRC Road to Wales initiative, where three finalists and the BRC champion will compete for a fully funded drive in a Hyundai i20 R5, will enter the four-day international event.**

**"Wales Rally GB is the pinnacle of rallying in the UK and we are determined to maximise its presence to the full benefit of all those involved in the sport," said Iain Campbell, Wales Rally GB Clerk of the Course. "The provision of these prize entries is always extremely well received."**

## KELLY JOINS JUNIOR BRC FROM WEST CORK AHEAD OF 2021 TITLE PUSH

Eamonn Kelly believes the experience and knowledge he builds by challenging for points in this year's Junior British Rally Championship should allow him to battle for the title come 2021.

Kelly – the son of 2015 Irish Tarmac champion Donagh – kicks off his Junior BRC campaign in West Cork next week.

He spent all of last year familiarising himself with the Ford Fiesta R2T that is mandatory in the JBRC, but this year the 21-year-old will hire a car from the EDSL Sport stable in Hampshire.

"The plan this year is to try and work our way towards the top pace in the JBRC as that is where we want to be, and if we can do that then I don't see why [we cannot challenge for the title next year]," Kelly told MN.

"With the right amount of effort this year it will definitely put us in a good position for 2021. That is something I'll become surer of come the end of the season [when we have time to reflect].

"I believe we have the right platform to bring our pace to the next level," he added.

"This is my third year in rallying and my second in an R2 car, so it is very much the case that I am learning all of the time."

Given previous appearances at West Cork and the Ulster Rally, the reigning Irish National Class Two champion has identified those as events where he can go well on alongside Conor Mohan.

"I am trying to keep a level head going into each event, taking them one at a time. But being used to Irish Tarmac the feeling is that we go to those events in a positive frame of mind.

"We are familiar with the Fiesta, too, but there is going to be some learning to do as the new car is a bit more powerful, so we have to get used to that. Even so, what knowledge I have should help us."




Kelly will hit the BRC trail on West Cork

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# HISTORICS

'Kaufmann goes back to F2'
**German in for second season, below**



Photos: Paul Lawrence



Alfas will flood Silverstone for a race at the Classic

# ALFA ROMEO CELEBRATION FOR SILVERSTONE CLASSIC

## Famous Italian marque to get dedicated races in July at historic showpiece

By Paul Lawrence

**To mark the 110th anniversary of the formation of Alfa Romeo, an unprecedented grid of racing Alfas will be a new feature of the Silverstone Classic.**

From the 750-style Giulietta of the early-mid 1950s to the 110 model Alfetta, which finally ended production in 1987, the race is open to a wide range of production-based saloon cars running to FIA, Historic Sports Car Club or Historic Racing Drivers' Club regulations.

The race is being co-ordinated by Julius Thurgood from the Historic Racing Drivers' Club and will draw cars from the HRDC Classic Alfa Challenge.

"We have been chosen to present this prestigious feature race at this world class event," said Thurgood, who started the Classic Alfa Challenge with a pilot race at Donington Park in October 2018.

Cars must run the tyres permitted by their respective series and no slicks or cut slicks are permitted. The race format will be a 20-minute qualifying session followed by two 20-minute races, one on Saturday and one on Sunday.

Alfa, standing for Anonima Lombarda Fabbrica Automobili, was created in June 1910 and has been involved in motorsport since 1911. Italian entrepreneur Nicola Romeo took control of the company in 1915 and rebranded the company.

A capacity grid of 58 cars is likely for the Silverstone Classic races on August 1-2 for what is thought to be the largest ever all-Alfa Romeo race held in the UK.

The other four rounds of the Classic Alfa Challenge will take in races at Silverstone, Thruxton, Lydden Hill and Castle Combe.

## Plans shelved for an event at Holme Moss hillclimb, but celebrations set to continue on

The closed-road hillclimb planned to celebrate the centenary of the original Holme Moss hillclimb has been cancelled due to road maintenance issues.

The competitive event was due to run on August 8-9 on a 1.25-mile stretch of the A6024 in West Yorkshire near Holmfirth, but those plans have now been axed, though a dinner and a road tour are still planned.

A statement from the organisers said: "Following advice of a geological and road maintenance nature from Kirklees Metropolitan Borough Council, we are not able to stage a competitive hillclimb event in 2020.

"However, we are proceeding with arrangements to mark the centenary of the first Open Climb staged at Holme Moss in 1921."

## Lockie's ready to rumble in a mighty March

Former British GT champion Calum Lockie will mount a three-race programme in HSCC Thundersports at the wheel of the mighty March 717 Can-Am car.

Lockie will race the eight-litre monster at Silverstone in May and July and at the Oulton Park Gold Cup in August.

In 2018, he raced the car for the first time at Oulton Park and set a stunning 100mph lap on his way to two wins. He wants to try and better that mark this summer.

"It pulls 150mph twice a lap at Oulton: it's an amazing car. Driving it is like being tie-wrapped to a missile," said Lockie. "Big thanks are due to my supporters, notably 'Le Patron'."



Lockie sees 150mph twice around Oulton. He sure is brave...



**Kevin Furber has said that the recent Race Retro was the last time that that his Peugeot 205T16 will be driven in anger. Furber has owned the ex-Jon Woodner for more than 15 years but the car's rising value has prompted him to put it into retirement. "It's simply now worth too much for me to run it aggressively," said Furber as the value of the classic Group B car heads towards a million pounds.**

## DOWN THE WORKSHOP

### VAUXHALL ASTRA F2 KIT CAR

**Current owner:** Guy Wigley



Astra: found in a lock-up

**It's a proper car**

"It is R20 VML from 1998, the Ray Mallock-built F2 rally kit car. They were the works backed cars and this one was rallied by Jarmo Kytolehto in '98 and by Neil Wearden the following year. Then it went to Turkey for several years before coming back to the UK in around 2004."

**He's had several F2 cars**

"They rallied it quite a lot in Turkey and rolled it once, by all accounts. But it was only a light roll. The chap I bought it from has had it since 2004 but hardly ever used it. I've had it for about 18 months. I like F2 cars and I've had one or two of them, including Francois Delecour's Peugeot 306 and a Nissan Sunny (R8 NME). I had Gwyndaf Evans' Escort P20 FMC: that was my first F2 car."

**He had to have it**

"I'd like to try a Golf but there's nothing about like that I can find. I found the Astra purely by word of mouth: it was right up north. I drove up on my own and as soon as he opened the garage I knew I had to have it. It looked lovely and he had another garage completely full of spares, so I've got everything. If I had another bodyshell, I could probably build up another car."

**It will be used**

"Like all works cars, these original F2 cars are so well built and over-engineered and everything seems to last. Our first event was at Rushmoor over Christmas when we hit a hole and broke a shaft. Then we did Goodwood and took the car to Race Retro. It still has the original Xtrac gearbox and Swindon engine. When that car was built it was out on rallies before the showroom version was released, so it was new to everyone. They filmed this car being built and you can find it on YouTube."

**It's now pretty rare**

"I certainly plan to use it on asphalt single-venue events. I don't want to take it into the woods and I probably do six or eight events a year. It does put a smile on your face every time you drive it. In period they were limited to 280bhp and I think it is there or thereabouts. It is still totally original and it is a lot of car. There were eight in total, I believe but I only know of two or three now."

## IN BRIEF

**Burns honoured**

Richard Burns was remembered at Race Retro by the debut of a Peugeot 205GTi in the livery of the car that the late World Rally champion used in his formative years. Jon-Paul Lockyear has rebuilt his car as a tribute to Burns and the car was finished just in time for a shakedown on the demonstration rally stage at Race Retro.

**Tourers united**

The annual MGLive event on the Silverstone Grand Prix circuit in June will feature a 40-minute race for pre '66 touring cars supported by British Motor Heritage. Up to 58 cars will start the pit-stop race and regulations will be based on those used for the St Mary's Trophy at Goodwood. It will be for one or two drivers per car.

**Masters co-drives**

Emma Masters, 29, the daughter of experienced race and rally driver Peter Joy, will make her co-driving debut on Saturday's Tour of Cheshire. It will be Emma's first rally of any sort and she will be co-driving for dad in his Lotus Elite on the daylight Clubmans rally.

**Lurani fills up**

Formula Junior entries for the new season are already booming, with 55 entries for 38 places at the opening Lurani Trophy race at Hockenheim in late April. The FJHRA has taken 58 entries for 54 places at the Silverstone Classic in July and has recently confirmed four races from two grids at the Donington Historic Festival in May when the event will mark 60 years of the Cooper T56.

**Kaufmann in F2**

German GT racer Wolfgang Kaufmann will return to Historic F2 this season after a successful debut last year in the ex-Stephen South March 782. "I really enjoyed racing in Historic F2 and I'm aiming for a race win in 2020," he said. He plans to race at Hockenheim, Dijon and Spa and would like to all the non-championship races at Pau to his schedule.

**Silverstone challenge**

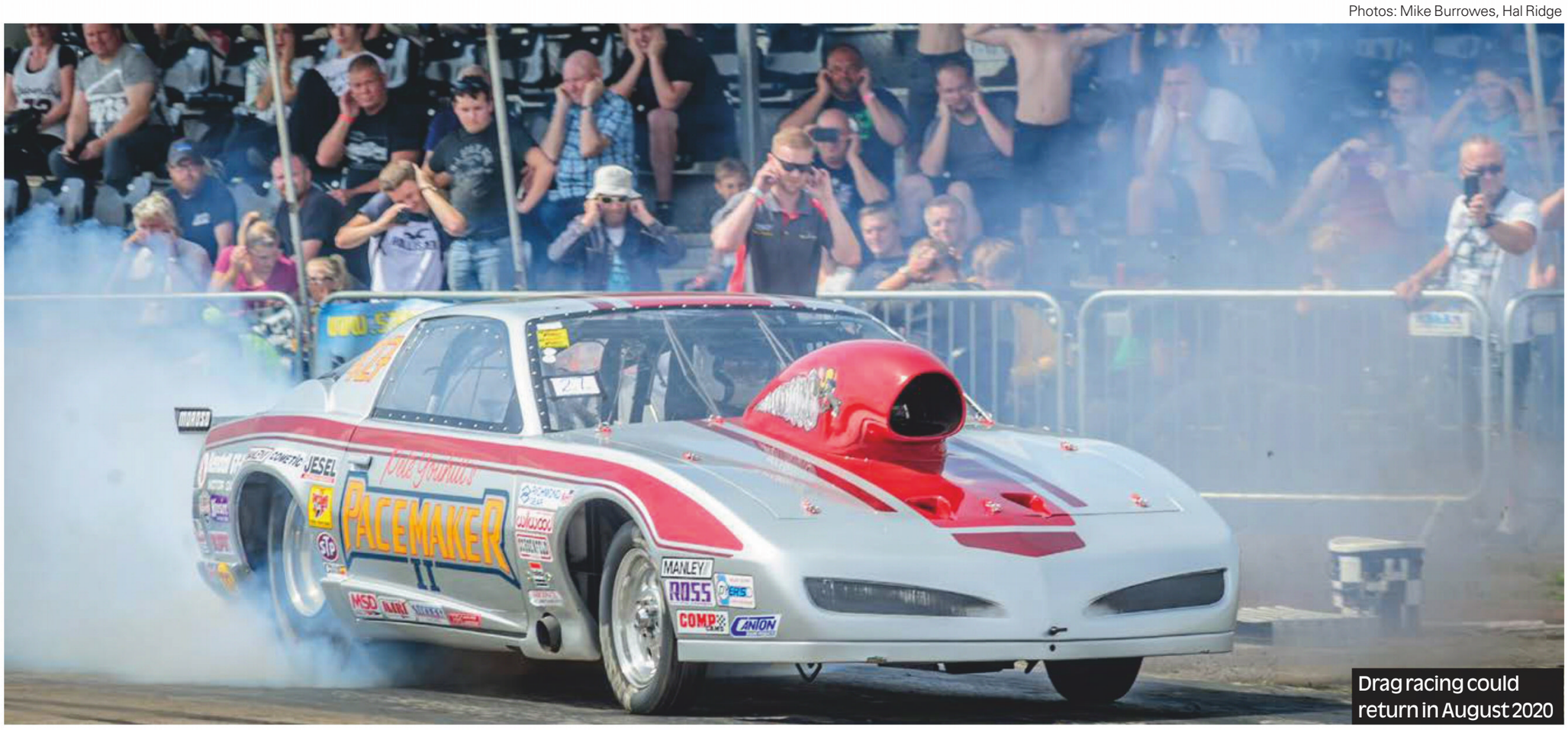
The new Equipe 50s category will team up with the FISCAR movement to run a bumper grid of 50s sports cars at the MG Car Club race meeting at Silverstone on June 13-14. Up to 58 cars will be able to start a pair of 30-minute races on the Grand Prix circuit. The Equipe 50s season will start at Silverstone on March 28.

**Cheshire fun**

Saturday's Tour of Cheshire will be the second round of the Motorsport News-supported HRCR Clubmans Rally Championship. The capacity 80-car field will be headed away by recent winners Ian Crammond/Matthew Vokes (Mercedes 280SL) and Howard Warren/Iain Tullie (Porsche 911). Former MN road rally contender and saloon car racer John Edwards-Parton joins the entry in an MGC GT.

# SPORTING SCENE

Photos: Mike Burrowes, Hal Ridge




Drag racing could return in August 2020

# PUSH TO REVAMP YORK DRAG STRIP

## Funds raised in a drive to reopen Melbourne as an eighth-mile test

By Matt James

**Prime movers behind the Melbourne Airfield have begun a campaign to revamp the venue to return drag racing to the York track and it aims to be open by August this year.**

The strip is situated not far from Elvington Airfield. Motorcycle drag and sprint organisers Straightliners, led by founder Trevor Duckworth, and the UK Timing Association, have mounted a campaign to get the old facility up and running again.

Although a crowd funding scheme was established in 2018 to assist in generating the required finance to resurface the existing drag strip, but the initiative failed to reach fruition.

Now, after a successful revival meeting held last year, a fresh incentive instigated by Duckworth and his team has raised over £80,000 towards the required £100,000 target to resurface both lanes up to and beyond the eighth-mile distance in a timescale for the intended reopening in August this year.

"Our aim is to have a new track with two six metre lanes and for the track to be 500 metres in length," said Duckworth. "We will start eighth-mile racing and have ample braking on the same surface as the race track. When funds become available we will extend the braking area so we can run full two lane quarter-mile events."

Worked is expected to start this month with the removal of the old spectator banking and levelling of the old surface so that any repairs needed to the sub-structure can be made before the new racing surface is laid.

"Our aim is to have the first event in August 2020, but to help us with that final push we have many online auctions running, some items simply 'money cannot buy' items." added Duckworth.

York Raceway first opened in 1977 by the Pennine Drag Racing Club.

Club motorcycle sprints also took place at the airfield in the early 1960s and they were later followed with a rally school, semi-permanent kart track, and organised stage rallies regularly took place.

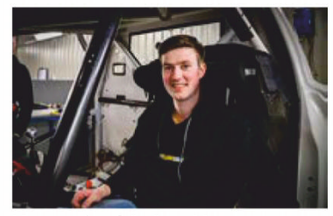
## Krogstad joins Yellow Squad line-up

Norwegian driver Henrik Krogstad race for the Yellow Squad team in the RX2 International Series this year, run as a collaboration between Hansen Motorsport and Team Faren.

Krogstad finished third overall in the RX2 standings in 2018, driving for the JC RaceTeknik team.

He will now join Dan Skocdopole in the two-car Yellow Squad effort after testing one of team's Supercar Lites machines at Kalvholmen Motorstadion in Sweden towards the end of last year. He recently participated in a winter training camp at Hansen Motorsport in Gotene, joining team principal Kevin Hansen, head of driver development Timmy Hansen and Skocdopole to work on fitness, car control and simulator technique.

Krogstad said: "I really believe in the Yellow Squad concept: I have seen Timmy and Kevin are putting a lot of effort into creating a team that has everything a driver needs to succeed, All the cars in RX2 are the same, so it's the other factors that are most important. I really believe that the combined rallycross experience of Hansen Motorsport and Team Faren will make the difference in the end."



Krogstad joins Hansens




Hansen and Kristoffersson have gone toe-to-toe on track

## Champion Hansen eyes World RX comeback and wants to battle with old foe Kristoffersson

Reigning World Rallycross champion Timmy Hansen is working on a return to the series this year to defend crown with his family's Team Hansen MJP squad, and says he would welcome the return of double title-winner Johan Kristoffersson.

Hansen won his first FIA world crown in a dramatic season finale in South Africa last year, which included a clash between him and nearest rival Andreas Bakkerud in the last race of the campaign. The pair finished level on points, but Hansen secured the crown as his family's Team Hansen MJP team scooped the teams' honours.

Johan Kristoffersson was absent from the World RX grid after winning his second successive drivers' crown in 2018, when the Volkswagen-backed PSRX team withdrew from the series.

Following a year in WTCR, Kristoffersson is known to be working on a return to World RX, an addition to the field that Hansen would welcome.

"I would be the happiest of everyone except for Johan himself if he came back," Hansen told Motorsport News. "I want to race against him again. He's a brilliant competitor; he's very hard and very fair. I want to get the chance again to race against him and try to beat him, of course." Kristoffersson won 11 of the 12 rounds in the 2018 campaign.

"I would say that if he came back in the same form again, that makes me really motivated because it makes me see that I have to raise the level again," said Hansen.

"We took a step forward in 2019, but it forces us to think outside the box and take another step and continue that push to go forward, it's a big motivation.

"If he came back with the [works-built Volkswagen] Polo that is infamous now, I would be very motivated to take that challenge."

## SCOTT BACK TO COMPETITION IN BRITISH RALLYCROSS

Former European Rallycross Championship podium finisher and British RX title-contender Andy Scott will return to the British Rallycross Championship 5 Nations Trophy this year with a Peugeot 208 Supercar run by his own Albatec Racing team.

Scott's squad won the British RX title with triple British Rally champion Mark Higgins in 2018 and Dumfries-based Scott also made selected appearances, but he was absent from rallycross competition last year.

Scott explained: "After we won the championship with Mark in 2018, I made the decision to pull out of BRX as it was pretty clear that the series was not being properly policed.

"National championships are where the world championship drivers come from and it's important to show a professional standard of officialdom on this first step. With the new management and infrastructure in place, plus the changes they've implemented such as six two-day events and no dropped scores, it was an easy decision to return to racing this year. Racing at my home track of Knockhill is of course a particularly welcome boost."

Scott's efforts will be again supported by the University of Bolton's National Centre for Motorsport Engineering, with students helping to run the Supercar.

Scott will join double Super1600 champion Jack Thorne and reigning champion Julian Godfrey on the Supercar grid this year, following a number of recent deals.

The line-up also includes reigning triple Supernational Rallycross champion Tristan Ovenden and rally driver Mark Donnelly.

**ENTRIES SO FAR**

**British RX Supercar**

| DRIVER | CAR |
|---|---|
| Julian Godfrey | Ford Fiesta |
| Ollie O'Donovan | Ford Fiesta |
| Tristan Ovenden | Citroen DS3 |
| Jack Thorne | Ford Fiesta |
| Mark Donnelly | Citroen DS3 |
| Roger Thomas | Ford Fiesta |
| Steve Hill | Mitsubishi Lancer Evo |
| Andy Grant | Ford Focus |
| Andy Scott | Peugeot 208 |




Scott will return in the revamped 5 Nations Rallycross contest

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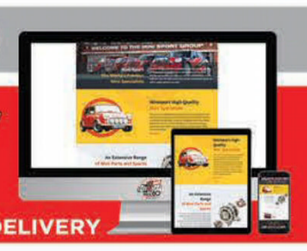


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COLUMN

# ANDREW JORDAN



## Motorsport News's man at the controls



Podiums can add time pressure



Plenty of Q and A sessions

**It's easy, right? All you have to do is three 30-minute races in one day to tick the box to be a British Touring Car Championship driver, right? It's not quite that easy and every Sunday during the year has to be well planned to make sure you get through unscathed.**

It isn't so much physically draining as it is mentally tough, particularly towards the end of the campaign if you are in the title fight.

I often stay on site at the tracks in a motorhome during a BTCC weekend, because it helps be avoid all the hassle of getting into a race meeting .

It means I don't get stuck in traffic and keeps the stress down but, wherever I am, I will always wake up early on a race day morning. I try to get back to sleep, but it is never easy.

I aim to be in the pit garage by 0830hrs. I will say hello to the guys in the team and then have some breakfast. Some drivers can eat a full English on race morning, but I can't. I usually just have some fruit or cereal.

There isn't a great deal to do in the morning before it all starts. I will go for the mandatory drivers' breath test at 0900hrs – and you only have a 10-minute window to turn up...

After that, I will sit down with my engineer John Waterman and we will go through the changes that have been made to the car. The race car is generally a detuned version of what we had in qualifying. We will also go through any wet set-ups that we want if the forecast looks dodgy.

You have to kick around for a while then, and that is where the mental toughness comes into play. You can easily overthink the first race and start going through all the scenarios in your head. You have to remain calm. That's not always easy to do.

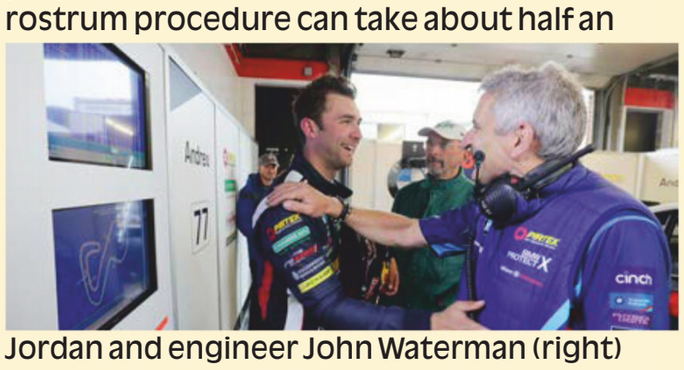
With WSR, we have an obligation to go to the BMW stand in the trade area on Sunday morning to sign autographs and take part in a question-and-answer session, which is a good way of taking your mind off things. From there, the race build-up is starting.

I go back to the garage and you always have to spend a bit of time with sponsors. None of us can do it without them, so it is important to show them around and make time for a quick word or a chat.

In the build-up to the race, I will go to my own space. I have an area in the WSR truck where I can just go and relax and lock myself away. I will chat to people on my phone and sometimes listen to music just to clear my mind. I will get kitted up about an hour before the race and then we are ready to go.

From there, I'm on the rollercoaster. Being in the car is actually a relief, because it is the only time during the weekend that I am totally on my own. All the distractions just disappear.

Finishing on the podium is the minimum aim every time you get in the car but there is a downside in the BTCC. The gap between the races is so short, it eats into your preparation for the next event. The whole rostrum procedure can take about half an hour. That is particularly stressful if it is after race two and before race three. In that slot, we have to head over to the BMW hospitality for a question-and-answer session, and I have also had to do question-and-answer sessions in the Pirtek unit as well. That means by the time I get back to the car, I have to get straight in it!



Jordan and engineer John Waterman (right)



Race fans always want a signature or a selfie



ITV4's cameras and Louise Goodman get the tale

It is in those situations that you have to rely on your engineer and it tests the strength of your relationship. I have had cases in the past where I have a debrief with John as we walk to the race two podium, because that is the only time I will get to talk to him.

In between all of this, you have the media and the fans to deal with too. I love talking to the fans because this is the most accessible championship in the country. It is billed as that, and you mustn't forget it. I am still blown away that just greeting some of the younger fans can make their day – it is *only* me! But it helps build up a following and I do enjoy it. I will always make time if I have got it, but if someone thinks I have ignored them I am genuinely sorry but, as you have read, race day is flat out.

You have the journalists too. Louise Goodman is usually snooping around with the ITV4 camera and you make time for her, particularly if it has been a controversial race with an incident. You want to make sure that your side of the story gets across. And then you have the written media, and the less said about *MN* editor and BTCC journo Matt James, the better...

At the end of the race day, all the drivers and engineers get together in the WSR truck and discuss the day. We talk through the good and bad points, but I prefer not to stay too long.

Even then, you can't switch off from the race weekend. I have a book of handwritten notes about each session, each set-up and each track. At the end of the weekend I will write a report on the car and what we did, and it runs to about five pages of A4. I put that together in a quiet moment on Monday and those notes are stored away for future use.

It can all help you to improve, get more out of the car and be faster in any conditions the next time you go to that track. The work never stops, and it can't if you want to win.

*"Sometimes you have to debrief on the hoof as you walk to the podium"*

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FEATURE

Photos: XXXX XXXX




Gallacher won the last Snowman

# DO YOU WANT TO SAVE A SNOWMAN?

**For 65 years the Snowman Rally has been a part of the Scottish rally calendar. Can it be saved from entry troubles? Jack Benyon explores**

**Ari Vatanen, Roger Clark, Pentti Airikkala, Colin McRae, the list goes on. They have many things in common, but relevant here is that they've all contested the Snowman Rally.**

The glory days of the Inverness-based rally (in very, very north Scotland) were no doubt the 1970s when it joined the British Championship on a number of occasions but, more recently, it has found a home as one of the first proper closed-road events on the rally calendar and a curtain-raiser for the Scottish Rally Championship.

The inaugural event was a closed-to-club overnight blast on Tar, complete with a 37p full breakfast the next morning. Who wouldn't want a return to 37p breakfasts? But as the event reached the 1970s, it became a fierce gravel event enjoyed by some of the world's best rally drivers. Times were good.

However, in recent years it has struggled as part of a difficult few years for entries in the SRC. Last year didn't help, when the Snowman was cancelled for the first time in its history – a decision the organising team didn't take lightly – due to the difficulty of getting rescue crews in and out of stages on what was sheet ice. It was every organiser's nightmare.

For 2020, the event has moved to one month later in the schedule in a bid to soak up more entries. But that in itself has provided issues, as the isolated e vent moves closer to the main chunk of the rally calendar.

Think of it like this: if you want a shakedown and a competitive rally on the first weekend in February, the Snowman is your only option for a proper gravel rally. Move it to March and you're after the BTRDA curtain-raiser, the Cambrian Rally, and close to the Malcolm Wilson Rally in the north of England.

The date move has provoked debate. The entry numbers lie at around 90, consistent with the last few years. Not loads less. Not loads more.

Changing the date, it seems, doesn't make a huge difference, and there are arguments that the previous adverse weather has provided many positives.

"We've always had a mixture of weather, we've had Snowman rallies with people out in T-shirts in February," explains Snowman clerk of the course Andy Jardine. "You can have a nice day: we've had lots of nice days on the Snowman. And then, some of the best events we've had, are events where we've had snow. It shakes up the results a bit.

"The primary reason for [the Scottish Rally Championship] asking us to move later in the year was to try and get better weather but I explained to them at the time that the Border County Rally had been cancelled twice due to snow and they were in the south of the country and running at the end of March. The facts didn't really stack up."

There are definitely competitors who enjoy the adverse weather, including Donnie Macdonald. Having started rallying in 2005 and worked his way up to an R5 car in recent seasons, his local event is always one he looks forward to.

"Last night, I was happy. It snowed and it will still be in the stages – that won't go away," Macdonald tells Motorsport News. "And it changes everything. It changes the game. It's a leveller and it gives some people a chance. What they've put on looks like a good event, ran not to lose money, and I think they've done a good job of it."

This year's event features some stunning stage scenery but it has run with more double-usage than is usually intended or allowed. But the fact of the matter is this: the Snowman Rally is teetering. Unless something can be done to boost its entries and find a mutually convenient spot on the calendar, it won't run in 2021. Simple as that.

Jardine says: "There's a lot more double usage this year than we would normally run, again because we need to try and manage the finances. We're trying to be cost effective this year to see how it goes.

"We'll need to get together as a club and decide what is the future of the Snowman Rally. We said 'let's just give it one more go, we'll run it for the 65th year and that will do us'. But really, that's a decision for the club, after this year's event. We'll take stock."

Not only has the event helped boost the careers of flying Finns and future champions, it was also the first event that British Championship supremo and Wales Rally GB clerk of the course Iain Campbell, who began his officiating career working on the event. The UK can't afford to lose any future organisers, let alone the future organiser of its World Championship event of the future. The difficulty around organising the Snowman breeds experience key for future organisers.

Isolating what is causing the lower entries in gravel events at the moment is nigh-on impossible, but the sheer number of events on the calendar, and where they are positioned, has to be a big reason for it.

Until someone or something can step in to work out a more financially viable and sustainable rally calendar – and more events continue to crop up – it's going to be an issue. Hopefully the SRC's move to add asphalt events back on to the calendar encourages participation and entries. If it does, there could be life in the old Snowman yet. ■

18+

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Entries have been thin on the ground



Macdonald loves the Snowman




Snow is welcome, but can cause organisational nightmares




Snowman is a curtain-raiser

# JOCK ARMSTRONG IN THE BOXED SEAT AS SCOTTISH CONTEST KICKS OFF

Euan Thorburn was the domineering force of UK forest rallying last season as he swept to the BTRDA and the Scottish Rally Championship titles in his Ford Focus WRC05. But his decision to head to the Asphalt Championship has opened the door to the rest of the SRC field to get their hands on the coveted championship trophy.

With work commitments ruling Thorburn's closest challenger Garry Pearson out too, double champion Jock Armstrong is the title favourite in his Subaru Impreza. Despite the rigorous work from Teg Sport to keep updating the car, Armstrong's Subaru is a little long in the tooth compared to the brigade of R5s out there on the stages.

Wales Rally GB National winner John Wink could be a dark horse. Wink has two full seasons of experience in the Hyundai i20 R5 and now knows what it takes to win. Freddie Milne will be there too, armed with a Subaru Impreza WRC and capable of some serious pace.

Series stalwarts Donnie Macdonald (Fiesta R5) and Bruce McCombie (Focus WRC) will be in the mix as will Michael Binnie whose stock continues to rise as he regularly outperforms his Mitsubishi Lancer E9.

The demanding Snowman Rally kicks off proceedings this weekend.

**Luke Barry**

**TOP 10 SEEDS ENTRY LIST**

**When: March 7 Where: Inverness, Scotland**

| NO | DRIVER-CO-DRIVER | CAR |
|---|---|---|
| 1 | Jock Armstrong/Cameron Fair | Subaru Impreza |
| 2 | Donnie MacDonald/Andrew Falconer | Ford Fiesta R5 |
| 3 | Freddie Milne/Patrick Walsh | Subaru Impreza |
| 4 | John Wink/Neil Shanks | Hyundai i20 R5 |
| 5 | Michael Binnie/Claire Mole | Mistubishi Lancer E9 |
| 6 | Bruce McCrombie/Michael Coutts | Ford Focus WRC |
| 7 | Chris Collie/Gary McDonald | Mitsubishi Lancer E6 |
| 8 | Scott Beattie/Paul Swinscoe | Mitsubishi Lancer E7 |
| 9 | Keith Morris/Terry Mallin | Mitsubishi Lancer E9 |
| 10 | Andy Horne/Daniel Forsyth | Subaru Impreza |




Wink: Hyundai

# JACK BENYON



LOVING THE BRITISH RALLYING SCENE

## "Consolidation is the only way to keep national rallying strong"

**Moving the date of the Snowman Rally is an admirable effort to attempt to boost the event's entries but it looks like it's actually done very little to change the future of the event.**

Moving it later in the year just edges it closer to a more congested calendar where drivers already have a lot of events to chose from, with prepping and re-prepping time, budget and logistics to take into consideration. The Snowman has been the first proper gravel event for many years now, providing a USP for those outside of the Scottish Championship to come and boost the entry.

Blaming the weather has its merits as not every driver wants to head up to Scotland in the snow and it's not the easiest event to get to (understatement alert). But events further south have had snow in late March before. And last year was the only time in 65 years weather intervened with its running.

So all in all, moving the date has made little or no difference. Scotland has struggled for entries on certain events over the last two years, and the problem is symptomatic of UK rallying as a whole. Too many events, not enough competitors.

The Snowman organisers have already confirmed they are unlikely to run past the 65th event, and why should they? There is endless admin and organisation year-round and the near-certainty of a cold Scottish morning more akin to the Arctic Circle, only then to be faced with an entry that barely breaks even. Thinking with your head and not heart, would you continue?

The event is forced into double-usage, stages are worse, people don't come back. That can prove a vicious cycle.

The only way to end this cycle is for the calendar to be dictated, and make certain events run every other year, morph with another event at the same or similar venue later in the year (or not at all if entries are poor).

But that's a lot of responsibility, and who would take that on?

Advertising enquiries: 01233 228753

FEATURE

# PRESSING THE START BUTTON ON THE HISTORIC SEASON

## Paul Lawrence wandered the stands at Race Retro and picked out some of his highlights

**Plans are being drawn up. Cars are being prepared, and season's racing is zooming into ever larger focus. And now the Race Retro extravaganza at Stoneleigh has been put in the books for this year, the focus is on the on-track activity.**

Race Retro provides a chance for competitors to show off their latest acquisitions, and it gives fans a chance to get a close-up look at some mouth-watering machines.

The wraps are truly off, and the sense of anticipation has been heightened. Paul Lawrence went to soak up the pre-season fever and he selected some head-turning moments.

## 1 STAR QUALITY




Star driver at this year's Race Retro was Didier Auriol, who became the first Frenchman to win the World Rally Championship when he took the 1994 title in his Toyota Celica. He did a couple of laps of the demonstration rally stage in a Ford Sierra Cosworth running in the colours of his first WRC victory on the 1988 Tour de Corse.

"It was a very nice event with a lot of people and a lot of fun," said Auriol. "People were coming with pictures of my old cars and they were quite happy to see me. It was very nice.

"I drove the Sierra Cosworth a little bit and my only problem is that I was driving on the right-hand side, so it was not so easy. But it was just for the fans to see the car and put on a little bit of a show. It is nice to see the old cars and see some of the old drivers and it was important to be here for the fans."

## 2 FORMULA JUNIOR LOTUS 18




Any car presented by Classic Team Lotus is sure to be a stunner and that was certainly true of the Formula Junior Lotus 18 being showed by the team at Formula Junior.

Launched in 1960 in F1, F2 and Formula Junior variants, Colin Chapman's classic design was his first rear-engined single-seater offering and was a winner from the off. The 60-year-old design is still a classic and it turned many heads at Race Retro, including those of period FJ racers Paddy Hopkirk (*above*) and Peter Proctor.

Both raced Lotus 18s and Paddy was quick to recall racing one in Ireland in 1961 and '62 before his rallying career really took off.

Hopkirk remembered racing the 18 on the scary Dunboyne road circuit in Ireland where the lap included two humped-back bridges and precious little in the way of safety facilities.



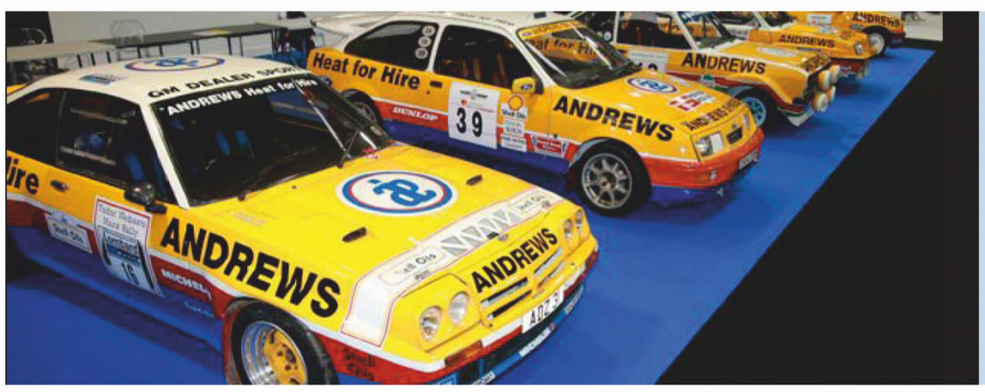

## 3 THE GINETTA SCREAMER

Ginetta is well known for building sports and sports-racing cars across a sometimes turbulent 60-year story. However, there have been occasional forays into building single-seaters and the unique fibreglass-monocoque G8 was a real head-turner on the 1000cc F3 Historic Racing Association stand.

The one-off 1964 design, first raced by Chris Meek, was the only Formula 3 car from the Walkett brothers, though they later built some Formula Fords. The G8 then found its way into hillclimbing in the late 1960s before spending many years in storage.

Marque enthusiast Bill Cowing finally unearthed it in 2018 and has restored it beautifully, with input from the Walkett brothers, and has already given it a first shakedown run.

Now, the stunningly sleek and simple design is destined to be racing in Historic F3 this season, back among fellow one-litre 'screamers'.




## 4 RUSSELL BROOKES TRIBUTE

A wonderful line-up of seven cars in the classic colours of Andrews Heat for Hire was a fitting and poignant tribute to British rally ace Russell Brookes who died last October aged 74.

The remarkable 17-year partnership between Brookes and his backer Andrews remains one of the most enduring and successful sponsorship stories in British rallying and included his two British titles in 1977 and 1985.

In the later years of his life, Brookes was a popular star guest at Race Retro, both on the live rally stage driving cars from his career and on the indoor interview stage.

The fabulous line-up of cars traced his rallying story with Andrews from Ford Escort to Vauxhall Chevette, Opel Manta to Vauxhall Astra and Ford Sierra Cosworth.

Photos: Paul Lawrence

## 5 70 YEARS OF FORMULA 1




Seven grand prix cars spanning more than 40 years took centre stage in a celebration of 70 years of Formula 1 with The Greatest Grid display.

The oldest car on display was the 1960 BRM P48, chassis 2, which made its debut with Graham Hill in the non-championship Aintree 100 in 1960. It was later raced by Dan Gurney in the Monaco, French and Belgian Grands Prix. Lotus 24 chassis 947 was driven by Jack Brabham in 1962 and won the Danish Grand Prix.

From the 1970s was the striking Shadow DN1, designed by event guest Tony Southgate as the new US team joined the 1973 F1 grid. From the Williams Heritage Collection was an FW07B, the car that took Alan Jones to the 1980 World title. A rare Toleman TG184 had echoes of Senna's early F1 career.

From the 1990s was the Jordan 194/05 raced by Rubens Barrichello in 1994. More recently converted into a bright yellow livery, Tony Worswick raced the Jordan in the European BOSS Formula, winning the title in 1999 and 2001 in the car that is now for sale.

Other exhibits included an example of the Ferrari F310 as raced in the 1996/97 seasons by Michael Schumacher and Eddie Irvine and the BAR that Jenson Button raced to third in the 2004 World Championship.

## 6 IAN GWYNNE'S AWESOME R5




Across three decades of driving, restoring and preparing rally cars, Ian Gwynne has driven a vast array of period cars. However, the Race Retro rally stage was the first time he'd properly driven a current Ford Fiesta R5.

In typical style, he took the Dirt Fish R5 and threw it around in style to give the large audience just the sort of rally thrills it wanted.

Running with a gravel set-up, the Fiesta moved around superbly and Gwynne exploited its agility and grip to the full.

As he chucked it into a couple of the faster corners, it cocked a rear wheel way up in the air to the vocal delight of the fans.

Gwynne, as expected, provided a real show highlight.

## PAUL LAWRENCE



HISTORICS EDITOR

*"Newcomers were attracted to this branch of motorsport"*

**Nothing signals the impending approach of another season of historic motorsport quite like Race Retro and the halls of the National Agricultural Exhibition Centre were once again packed with enthusiasts.**

Race Retro is easily the UK's best shop window for historics. More than ever in 2020, Autosport International had relevance for the historic fraternity and it is Race Retro that gives this branch of motorsport it's full pre-season warm-up.

The depth of the historic industry was evidenced by the range of suppliers, restorers, preparers, promoters, organisers and more.

Notable absentees were the Vintage Sports-Car Club and the Historic Grand Prix Cars Association but most of the other key players were there.

On the classic rallying front HERO, the Historic Endurance Rally Association, set the standard for its presence as it marketed an ever-growing range of events at home and across the world. On Saturday, HERO ran four training sessions aimed at newcomers to the sport and 146 potential drivers and co-drivers attended. Only 10 of them had ever competed previously and by the end of the day 25 fresh rally entries had been placed. It was a fabulous initiative to get new participants into the sport.

Another very busy stand was at Rallying History, where there was major interest in the Historic Rally Festival running in early June. The signs are that the UK's first rally demonstration event to run with a relevant Motorsport UK permit is going down a storm.

The rally demo stage at Race Retro is always a very popular element of the show and this year's spectator arrangements were a huge improvement over the 2019 edition despite some pretty water-logged ground. With around 140 cars it was maybe just too popular and one or two of the cars running did not do credit to rallying. However, the better cars and drivers delivered a great spectacle.

There really was something for everyone at Race Retro, whether fan, wannabe competitor, marshal or seasoned competitor using the event as a chance to catch up with friends and rivals ahead of the coming season.

Advertising enquiries: 01233 228753

# FEATURE

Photos: Paul Lawrence

## 7 MG MIDGETS




Unexpected stars of the rally stage were two MG Midgets from Northern Ireland, which ran as course cars for the weekend. Jay Colville's car runs a modern two-litre Duratec engine, while the cars' builder Will Corry ran his 1460cc A-series example.

After driving the Aerial Nomad in a similar role in 2019, Corry returned to Race Retro with the cars that are regularly used on autotests and speed events in Northern Ireland. They delivered a great sight at Race Retro as they stormed around the rally stage.

More of the strong and rapid Midgets can be built to order by Corry Motorsport.

## 8 RARE ASTON MARTIN SPECIAL

Sitting in the 'pride of the paddock' display was a unique Aston Martin DB3S special from 1953. The full story behind the car is still being unearthed.

Current owner David Bide happened upon the car at an auction a few months ago and duly bought what is believed to be a genuine factory car based on a DB3S-style chassis. It is fitted with a six-cylinder Aston Martin engine and unique two-seater bodywork.

From the late 1950s, Lord Dunleath contested a number of events in Ireland over the following decade but by the early 1980s it had been shipped to Barbados. It was discovered there 20 years ago by a previous owner and now the task is to identify the full story behind this rare Aston Martin special.




## 9 LOLA T292

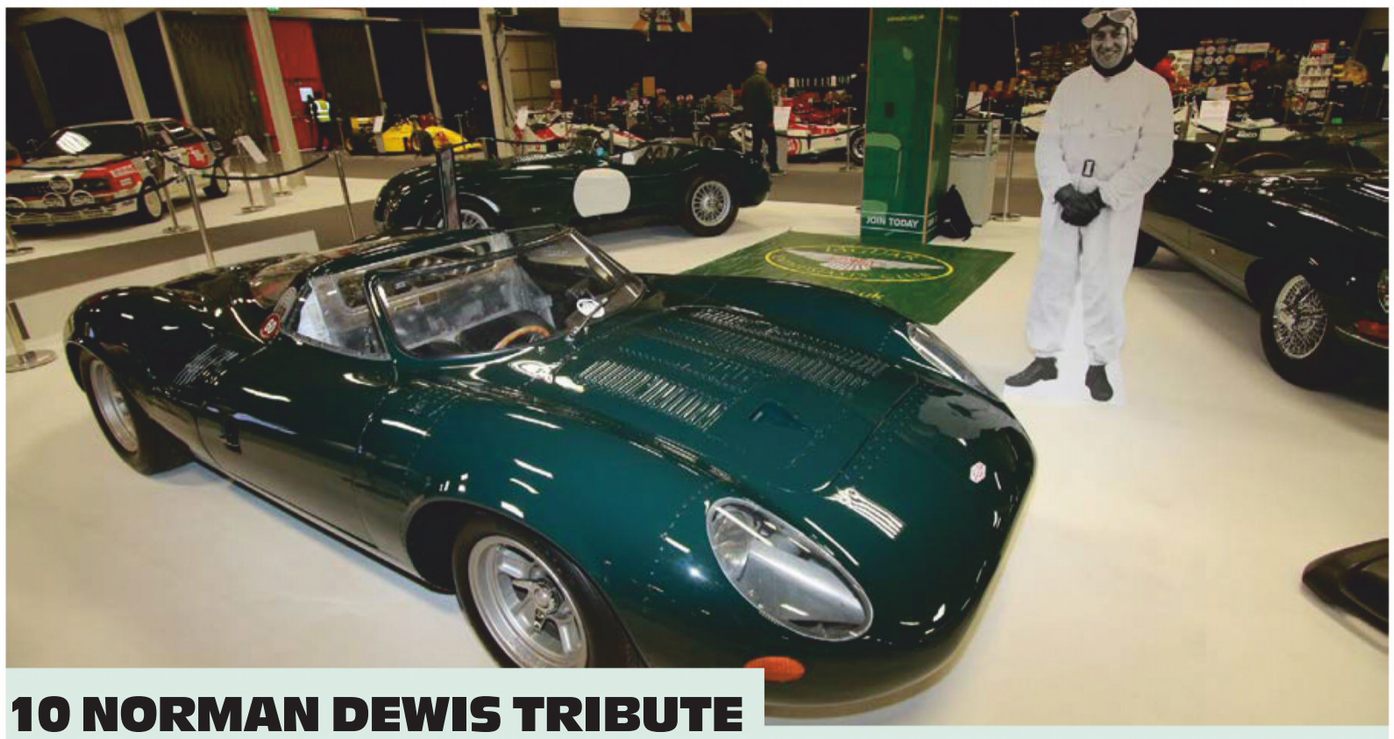



Tucked away on the Vision Motorsport Engineering stand was the gorgeous Lola T292 2-litre sports-prototype of Max Goff.

The car is now being rebuilt by Alex Champkin and his team ready to race in HSCC Thundersports this season after a few Classic Endurance races over the last two seasons. It was a car owned by Geoff Richardson from new and has a Le Mans history, though it has not done much racing in the last 30 years.

Appropriately, it is fitted with a two-litre Cosworth BDG engine built by race engine guru Richardson and car and driver will add further class to the burgeoning Thundersports grid.

## 10 NORMAN DEWIS TRIBUTE




Jaguar test driver Norman Dewis was a popular visitor to Race Retro in recent years and, following his death last June, his life was celebrated by the Jaguar Daimler Heritage Trust.

Three landmark Jaguars were on display in the show's Hall of Fame to honour his role as chief test driver and development engineer for Jaguar between 1952 and 1985. In that time, he raced alongside drivers like Stirling Moss and Mike Hawthorn in works Jaguar D-types.

The JDHT provided three cars to represent key moments in his career: a Jaguar C-type like the car he shared with Moss in the 1952 Mille Miglia, the oldest surviving convertible E-type 77RW and the one-off XJ13 racing prototype in which he had a massive accident at MIRA in 1971.

## 11 1972 LOLA T300




Formula 5000 racing cars are impressive even when standing idle and the Lola T300 on Trevor Farrington's stand was a reminder of just how special the category was half a century ago. Freshly rebuilt and for sale at a whisker under £90,000 it was attracting significant interest.

Chassis HU12 was shipped into the US by Lola importer Carl Haas in March 1972 and sold to Gus Hutchison. After several other US owners, it came back to the UK in 1985 and was raced with the HSCC over the next two decades. Gary Pearson, Nick Rini, John Beasley and John Harper all raced it successfully.

In 2006, the car was restored by Simon Hadfield and raced by new owner Bruce Fullerton in the Derek Bell Trophy in 2007-08 until being damaged in 2009. After a decade in storage, it has been rebuilt and is close to being race ready.

## 12 FAMOUS A40




The famous ex-Doc Shepherd Austin A40 was a star exhibit from Scott Automotive, more than 40 years after Scott joint owner Trevor Parfitt bought it as a road car.

In 1960, Shepherd won the British Saloon Car Championship title in the A40 and it was seven years later that Parfitt bought it and used it on the road for a couple of years.

It was then put away in storage where it sat for nearly 40 years before Trevor and his son Simon about restoring the A40 to its former glory. It took around a decade, fitting in around customer work, but the end result was worth the wait and the car registered 'UCE 13' looks better than it ever did in period.

It has recently raced at Goodwood and with the Historic Racing Drivers' Club and will be back on the grid again this season.

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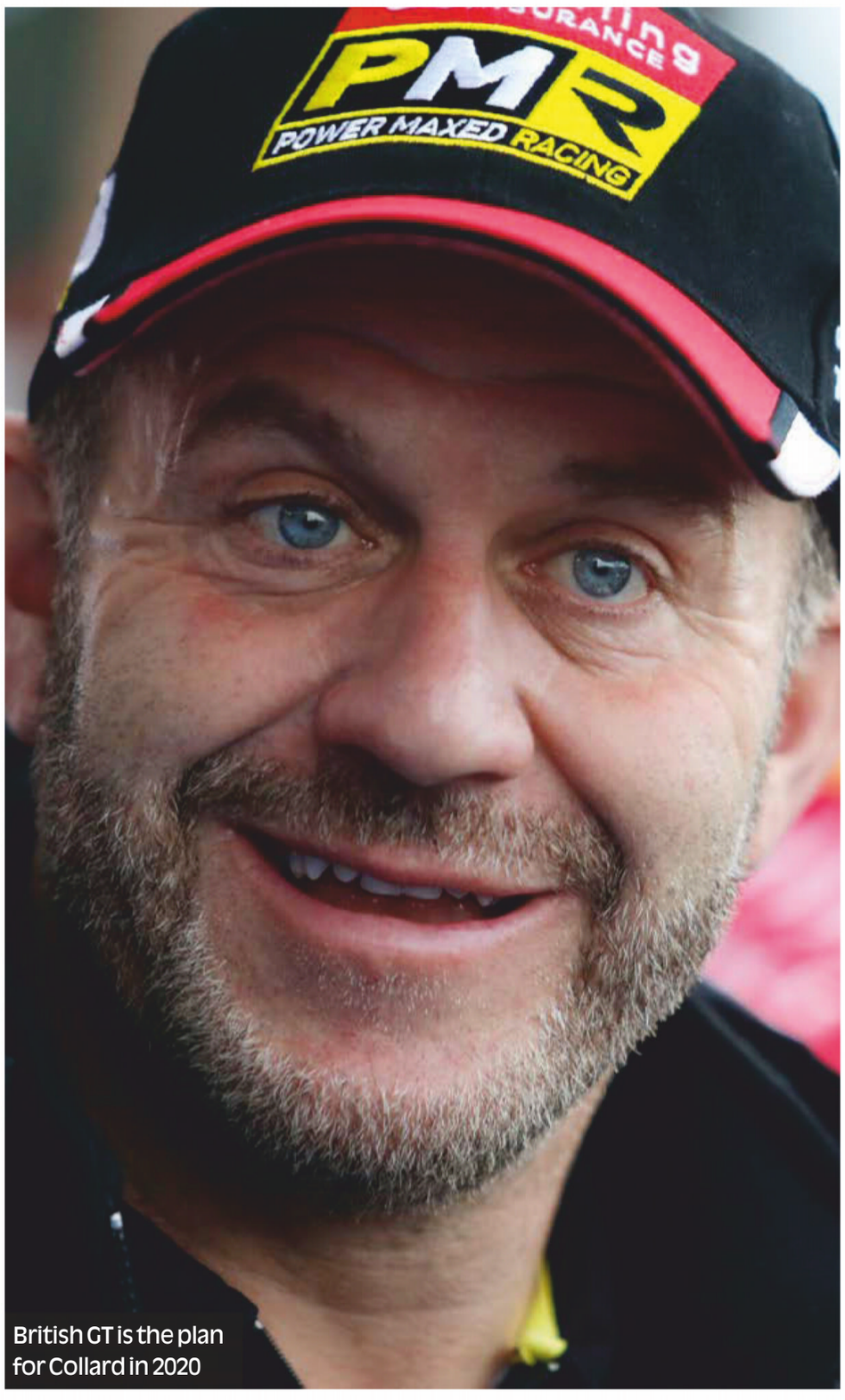
# FEATURE




Collard is bowing out of his touring car career

# WHY ROB COLLARD IS PREPARING FOR THE LONG HAUL

## Matt James talks to the touring car stalwart who is now relishing a new horizon for 2020




British GT is the plan for Collard in 2020

**Rob Collard has a fresh challenge for 2020, and it is the first time since the turn of the century that he has a new motivation for the season ahead. He is moving away from the British Touring Car Championship and is instead looking forward to success in the British GT category.**

The Hampshire man has been in the BTCC since 2000, when he tackled the Production Class. He graduated to the top-flight in 2003 and claimed the Independents Trophy and subsequently went on to win 15 races.

Now, though, Collard has had his head turned and will tackle British GT in a Barwell Motorsport-run GT3 Lamborghini Huracan alongside Sandy Mitchell. It marks a big change for the 51-year-old, but one he feels will give him back his passion for motorsport.

Collard's two sons, 23-year-old Ricky and Jordan, 19, are both enjoying success in the GT arena. Ricky has driven with BMW and Jordan is a McLaren Development Driver. That has opened the old man's eyes to what else is out there.

"When you go and watch modern GTs, it is simply stunning," says Collard. "The quality of the drivers, the teams and, most importantly, the cars blows your mind. Everything is at such a high and professional level. When you look on from the sidelines, you simply want to get involved and so that is the direction I have taken.

"Yes, there is also another appeal, which is what my kids are doing. If we could find a way to get all of us in the same car for something like the Spa 24 Hours or a similar event, it would be amazing. But I have got to get up to speed with GT racing first – the boys are probably at a much higher level than me!"

Collard has already tested the Lambo at Paul Ricard in France. It is a totally different world to the two-litre turbocharged tin-tops that he has been used to. Last season, Collard was partnered with Jason Plato at the Power Maxed Racing team to drive a Vauxhall Astra. Plato was a race winner, but the pickings for Collard were slim. There were just two podiums, early on in the season at Donington Park and later at Thruxton, for him to reflect on.

That was a limited return for Collard, who is used to being at the sharp end. He is always in the mix for victories, and his mojo had just run out. A violent accident at Silverstone in 2017 left him with concussion and he missed the thick end of a season's worth of races (son Ricky deputised), but that wasn't the catalyst for the change. It was the familiarity of his surroundings.

"I look back on my time in the BTCC very fondly, but I think I was just getting a bit bored," he says frankly. "It is the same year after year. There are two trips to Silverstone in 2020 so that might spice things up a bit, but essentially it is the same year on year. It is the same people each season, and there are some guys who are getting to the front purely due to money, not talent.

"[BTCC series director] Alan Gow controls the championship well but maybe there needs to be a fresh pair of eyes on it, a fresh impetus. We need to be looking at ways to reach out to big sponsors too: it is the biggest championship in the UK and it should be attracting blue-chip backers like McDonalds, Vodafone and British Airways. It needs reworking and that would be to the benefit of everyone."

Collard's 19 years in the BTCC have been spent with a variety of teams, but perhaps will be best remembered for his 11 seasons with title-winners WSR. It was with the Lower Sunbury team that he enjoyed his greatest successes.

"I have had some of the best cars in modern BTCC history, and I have been with some of the most talented drivers on the grid," he reflects. "That is pretty special and I am proud of what I have managed to achieve. There was certainly nowhere to hide with where I was and what I was driving. That means any success I look back on, I can do so with a huge amount of pride. The BTCC was a dream, and it was something I realised."

It was a destination that he had always aimed for, and his entry into circuit racing was also prompted by itchy feet. His father, Mick 'Duffy' Collard was a legend on the short ovals in National Hot Rod racing. Duffy won the World Final in 1980, and it was only natural that son Rob would follow in his wheeltracks.

"I had been around ovals all of my life, watching my dad and then racing myself," explains Collard, who won the British and European championships in Hot Rods. "I think my dad wanted me to stay in it and go on to do BriSCA F1, but I had had enough. I wanted a new challenge, and that is why I took to the tracks."

He began his circuit racing in Formula Ford in 1998, sharing the track with the likes of Jenson Button and Dan Wheldon, before moving into the Vauxhall Vectra V6 series, where he finished third. He was up against Barwell Motorsport boss and competitor Mark Lemmer, so the circle will be rejoined in 2020.

Lemmer also helped Collard graduate from the Production Class of the BTCC which he tackled in 2000 through to 2002. Collard was used to running his own machines – indeed, he had been the team boss and owner in Formula Ford and Vectras – and decided that was the most cost-efficient way of tackling the BTCC top-flight.

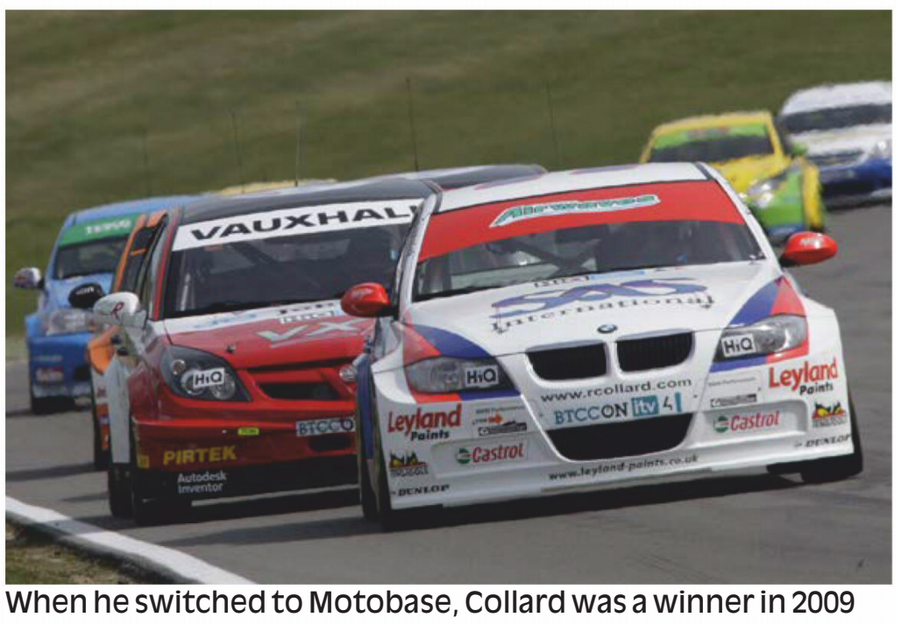
"We bought the Barwell Motorsport Vauxhall Astra Coupe that Aaron Slight had used in 2002 and we got a huge spares package from Tom Chilton's car," recalls Collard. "That was what set me on my way. The story with Barwell goes right back to the beginning of my touring car career and now it will be the starting point for the next chapter in British GT racing. I know I am in the right place.

"When I look at my family, Jordan, Ricky and I are all racing supercars. That makes me really proud, and I just hope we can achieve that aim I have of all competing in the same car. That would be really something."

Photos: Jakob Ebrey



There were eight victories in the WSR-run BMW 125i M Sport



When he switched to Motobase, Collard was a winner in 2009



Collard never forgot National Hot Rods roots. Here he is in 2015



Team RAC was created in 2006 and Collard remained in an MG

## ROB COLLARD'S FIVE STAND-OUT MEMORIES

Rob Collard is nudging 500 starts in the British Touring Car Championship. In a career that stretches back to 2000, the fiercely determined racer has experienced everything from a championship win to leaving the circuit in an air ambulance. We asked him to pick out his five most memorable moments – and they aren't all victories…



### 1 Oulton Park

**September 21, 2003**

**The Independents Trophy win**

It was a brave choice to go it alone in the BTCC, but that had always been Rob Collard's way. It was driven by budget, in part, but the Hampshire racer decided to eschew the usual route of joining an established team and go it alone with his ex-Barwell Motorsport Vauxhall Astra Coupe.

Collard, who had spent three years in the Production Class before the step up to the top flight, scored 11 class podiums from the 20 rounds and took five wins to beat James Kaye's Synchro Motorsport Honda Civic to the crown in a dramatic final showdown at Oulton Park in late September.

"Having done it on our own, it *really* meant something," explains Collard. "We put so much effort in that season and we were able to bring home the big silverware in our first year at that level. It was a special achievement, and the feeling that day at Oulton is one I won't forget."




### 2 Knockhill

**August 28, 2005**

**Collard's first victory**

This was a big step for Rob Collard as he wound down his self-run operation and joined the crack WSR team for a season in the MG ZS. The programme had been touch-and-go before the start of the year as MG withdrew its backing after 2003. WSR fielded private cars in 2004, but 2005 was piecemeal.

"There was a very real chance that the deal wouldn't come off," explains Collard. "We were running on a tiny budget, particularly compared to what WSR was used to. Then we went to Knockhill and it really clicked for us and I was able to take my first outright win."

That victory in the reversed-grid third race was a building block which helped him to seventh in the title race. "After that win, I think [team principal] Dick Bennetts had as many tears in his eyes as I did. It was really emotional."




### 3 Knockhill

**August 26, 2012**

**Doubling up in a BMW**

In Rob Collard's fifth season at the wheel of a BMW and his third since returning to WSR from Motorbase Performance, Knockhill was the scene of perhaps one of his finest weekends at the wheel.

He began the weekend with a superb qualifying performance and he lined up on the front row alongside the MG of Jason Plato. By the end of the opening lap, Collard led team-mate Tom Onslow-Cole and the pair dominated – even finding time for a position swap to give Onslow-Cole a point for leading a lap.

That put Collard on pole for race two as well. "I think Tom thought he was going to beat me in race two because he had less weight in his car than mine," says Collard. "But he simply couldn't get ahead. That was a really satisfying weekend. One of my best."

Three other podiums helped him to finished fifth in the final championship standings.




### 4 Silverstone

**September 17, 2017**

**World crashes in**

At Silverstone in 2015, Rob Collard exited the event after barrel-rolling out of the second race of the weekend following mid-pack contact, he thought the Northamptonshire track had dealt its worst possible hand to him.

He was wrong: in 2017, he ended up leaving the track in an air ambulance after the opening race. Again, mid-pack contact broke his steering and set him on an out-of-control path to the apex of Becketts, just as the other runners were turning in.

He was cannoned into by Will Burns's Team Hard VW and it caused serious damage to his WSR BMW 125i M Sport and left Collard with concussion – which would eventually lead to him sitting out almost a year as he recovered.

"Leaving in a chopper was not the way I wanted things to finish," he says. "I remember just thinking how much the shunt would cost in terms of damage and I wasn't looking forward to seeing [team boss] Dick Bennetts afterwards. But I was up in the sky, so I didn't have to worry…"




### 5 Oulton Park

**June 10, 2018**

**Ruling the roost**

While the BMW 125i M Sport was the dominant car for so many seasons in the British Touring Car Championship, Rob Collard was always partnered with some of the leading tin-top drivers in the world.

One of the high points for the rear-wheel-drive car came at Croft in 2017, when the BMWs took six out of possible nine podiums. Three-time world champion Andy Priaulx led a 1-2-3 [WSR's first ever in the category] in the opening round in North Yorkshire, while Collard himself led a 1-2 in the reversed grid finale.

Things were tougher in 2018 as rivals had caught up with the BMW's pace but Collard headed up another WSR podium lock-out at Oulton Park, which was his final victory in the BTCC.

"It was a really special day," remembers Collard. "For WSR, it was a vindication of the work we had put in and to top the podium alongside my team-mates Colin Turkington and Andrew Jordan was something I will remember for a long time. I didn't know it would be my last win at the time, but what a way to bow out."

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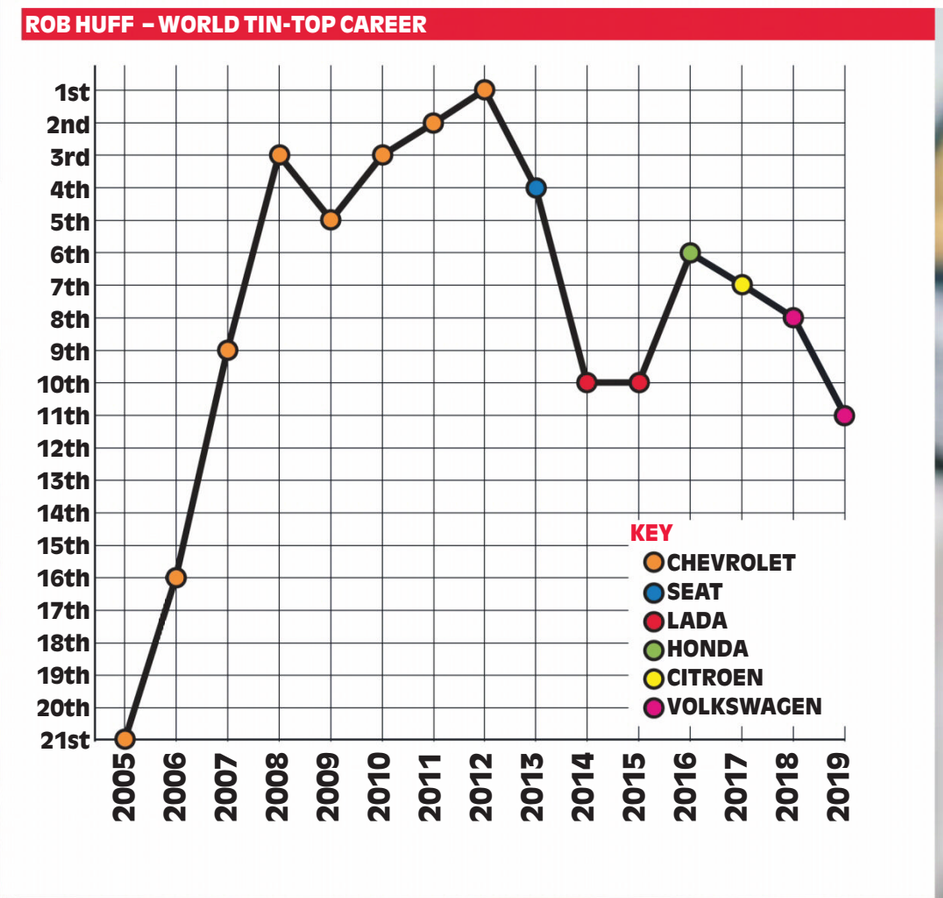
FEATURE

# WHY ROB HUFF WILL STILL BE AT THE CUTTING EDGE OF TOURING CAR RACING

## Despite announcing that he is stepping down from WTCR, Matt James speaks to a busy racing driver




Czech mate: Huff's first WTCC win in '06









A sojourn to Lada brought Macau win

**Rob Huff spent 16 years as a fully-fledged works racing driver and stood on top of the globe as a touring car world champion in 2012. It is a remarkable story for a driver who entered motorsport for fun to sate a passion he had grown as a child.**

He explains: "There were no big ambitions to forge a career when I began. I remember my first race at Cadwell Park in an MGB. It was just a dad and lad enjoying themselves. No one could foresee how far we would go."

Eventually, by winning scholarships and funded drives, Huff made it to the British Touring Car Championship in 2004 and then moved on to the World Touring Car Championship contest as a factory Chevrolet driver in 2005. He continued to perform in the highest echelon of tin-tops through to the end of 2019 and lifted the WTCC crown in 2012.

In that time, he has been a serial winner. He was probably most associated with Chevrolet, but has won in a Seat, a Lada, a Citroen, a VW and a Honda. His versatility is in no doubt. Last year, the trophy cupboard didn't get too many additions with just a couple of podium finishes, but he was all set for a title challenge in 2020.

He drove for Sebastien Loeb Racing in a VW Golf in World TCR last term but when the German firm withdrew, he was left with very limited options. That has led him to announce that he is stepping down from the world championship. Instead, he will focus his efforts on his business interests in China, which include a racing school, an instructing school, a brand development arm and the Teamwork Huff tin-top squad – although he insists that he is not done with driving just yet. His career has taken a different direction, but the passion to get behind the wheel remains .

"I made the announcement that I was stepping down from the WTCR series recently, but I think some people might have got the wrong end of the stick," says Huff. "People sometimes only read the headline, which said I was not driving in WTCR anymore. I certainly haven't retired…! There is plenty in the melting pot, and there is the chance for me to go and be paid to race in several series. That is the position I have been in up to this point on the world stage, and that is something that can still continue even though I am not in the WTCR anymore."

Alongside his development work in China, Huff has offers to race in several domestic TCR categories, he will be active at Goodwood and the classic at Le Mans as well as picking up any other opportunities that come his way. "I still want to race at Macau, for example," he explains. "But I would have to get an entry as a wildcard this year. There are plenty of avenues open to me. And there is Goodwood – that is something I simply wouldn't miss. It is one of my person highlights of the year."

The real speedbump in terms this season for Huff, who was 11th in the WTCR

Photos:: FIA World Touring Cars



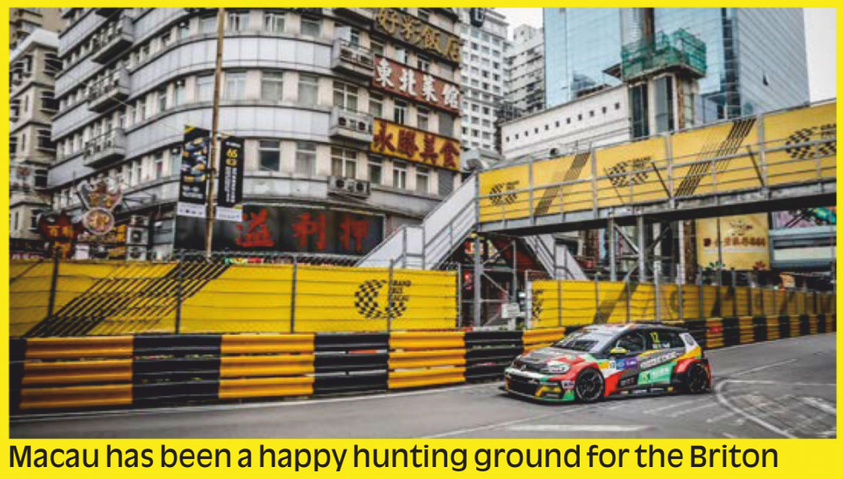

Historics is an enjoyable hobby



Winning at Macau in a Citroen in 2017




Huff made a dramatic entrance into the World contest



Macau has been a happy hunting ground for the Briton




Huff will still have a busy 2020

# STREET SMARTS IS A CALLING CARD

There is a stretch of Tarmac which is 3.8 miles long and has tested the majority of motorsport's big players over the last 50 years. The Macau street circuit, which hosts both single-seaters and closed-roof cars, features a flat-out blast along the seafront before winding its way uphill through the streets. It then plunges back down to sea level and back to the finish line in one of motorsport's ultimate rollercoasters.

Huff has taken nine wins there in the World Touring Car Championship and the TCR International Series. His first came in 2008 for Chevrolet and his final was in a Citroen C-Elysee in 2017.

"I am not sure why, but I have always enjoyed the street circuits the most," says Huff. "I used to love places like Pau and Porto when the World Touring Car Championship used to go there, and I won the first WTCC race at Marrakesh, too."

Huff can't quite put his finger on why he clicks with some of the most demanding tracks on the schedule, but he has some clues as to why he is able to hit the ground running at some of the more demanding venues he races at.

"When you go somewhere like Paul Ricard, it is so wide that you can outbrake yourself on every single corner for about 10 laps and there is no real penalty for that," he explains. "There are so many modern circuits where you have acres of run-off.

"When you have come up through racing at places like Cadwell Park and Oulton Park, you certainly learn how to focus your mind. You learn that you have to build up to get the ultimate speed, because any mistake is going to have big consequences. I guess that is part of the reason I have been able to go well at the street tracks. There are my favourites and to be known for my wins at Macau is something I am extremely happy about."

category last season, came back in November. VW announced it was pulling out of all motorsport which used a combustion engine, just as Huff and the team were putting the finishing touches to the new-for-2020 Golf TCR racer.

"We were testing when the announcement came, and it was a shock," explains Huff, 40. "We were given a heads up that the programme was going in front of the board, but that is a normal thing when you are a manufacturer. The budget for the new car had come out of the 2019 costings, so we were pretty confident. But the board said no. We knew at the same time as [VW's motorsport director] Sven Smeets. He was very good and phoned all the drivers individually to talk us through it.

"We were away testing the 2020 car at the time – and that is the crime about the whole situation, because the new car was already fantastic at that point."

While a November decision should have left Huff with a long lead-in time to explore plenty of other avenues to remain in the WTCR, the landscape of the series was shifting. Audi withdrew too, and the other top-line manufacturers were slimming down their programmes. The chances of a paid-up drive were ebbing away.

"The level of the drivers at the front of WTCR is so high that everyone warrants their place," explains Huff. "The only way you are going to get a space is if someone walks away, because they all deserve to be there and there is no reason for any manufacturer to drop any of them."

So Huff, who is now based in Dubai, has been forced to look in a different direction, and the direction was east. He had already established a foothold in China after excelling at Macau (*see sidebar*) and he is quickly becoming a lynchpin of the tin-top activities in the emerging market.

Huff explains how: "It was after I won a race at Macau in 2011, one of the leading guys in the Chinese Touring Car Championship, Alex Hui, came up to me and asked me if I was interested in helping out with test and development work with the VW team that he ran in the series. He was the power behind the 333 Racing team, which was running Polos in the competition at the time, but it was having little success."

Huff headed to China and set about a week-long intensive programme with the car in an attempt to turn it into a winner on track. The Cambridgeshire man's efforts reaped huge rewards and after his graft, the machines finished 1-2-3-5 in their next race. From that point on, Huff has been in demand in the Far East and has laid down some strong roots in the Oriental motorsport world.

When he personally has been unavailable to help out, he has a strong network of contacts who can. It seemed a strange decision for Colin Turkington to head to Wuhan in China a week after winning his fourth British Touring Car Championship at the end of 2019, but it was Huff's phone book that had alerted the Northern Irishman to the opportunity to race in the BTCC. It wasn't the first time that Turkington had raced in China, and Huff has been behind his visit and those of other Britons like Adam Morgan. The VW Lamando that Turkington drove in 2019 – while Huff was busy on WTCR duties – was a machine that was developed by Huff.

While it might be the case that his diary in terms of 2020 is not full of World commitments, there is plenty to keep Huff occupied. And a number of deals that might be on a plate for him are currently under a cloud given the coronavirus outbreak. Once that it cleared up, there could be even more opportunities opening up.

"I have spent more time at home so far this year than I have ever done," says Huff. "I should have been to Asia four times already in 2020, but we haven't been able to go because of the virus. We will have to wait and see, but I will probably be as busy, if not busier, than ever before this season."

Retirement? No way, this is just Huff adding even more strings to his already considerable bow. ■



On top of the world in 2012

# RALLY REPORTS

Photos: Martin Walsh, John Fife, Lucas Croydon Photography

# MOFFETT SEES OFF HENRY ON A TOUGH IRISH CHALLENGE

## Hyundai man benefits as rival suffers braking trouble



Moffett mastered tricky conditions

**Abbeyleix Manor Hotel Rally**

By Martin Walsh

**Organiser:** Birr & District Motor Club **When:** February 23 **Where:** Abbeyleix, County Laois **Championships:** Top Part West Coast Rally Championship & Hugo Loonam Motors Midlands East Rally Championship **Stages:** 6 **Starters:** 92.

**Monaghan's Josh Moffett (Hyundai i20 R5) always seemed to be in control of his own destiny as he clinched back-to-back wins on the Abbeyleix Manor Hotel Rally, where heavy overnight rain led to tricky conditions.**

Leading throughout, the reigning national rally champion finished 27.1 seconds in front of Desi Henry, also in a Hyundai i20 R5. Sheffield ace Ollie Mellors (Proton Iriz R5) was 14.9s further behind in third.

Moffett and Henry were the only drivers to get a full competitive run through the opening stage (with the former leading by 4.3s). The event was disrupted when Ian Barrett (Darrian T9) crashed heavily and the emergency services were deployed.

Many of the top drivers reported aquaplaning incidents on SS2. Despite that, Moffett opened up an 8.6s advantage over Henry, who knew exactly where he was losing time. Mellors, sampling the Irish Tarmac ahead of the West Cork Rally, was 7.1s further behind third.

Moffett continued to master the conditions as Henry's car burst a brake pipe away from the start line of SS4. A switch to a slick tyre for the final two stages didn't really work for Moffett on SS5, but he had done enough. Henry, who was quickest on the penultimate stage, caught Stephen McCann's ailing Ford Fiesta R5, which was struggling with a broken front driveshaft, on the final stage.

Mellors netted a confidence-boosting third ahead of Eugene Donnelly's similar example while Welsh ace Steve Wood (Fiesta WRC), who broke a track control arm on SS2, was fifth.

McCann was sixth, followed by the untroubled and two-wheel-drive winner Enda O'Brien (Ford Escort).

Daniel Cronin (Fiesta R5) change a punctured rear-left wheel prior to the start on SS2 and then broke a front driveshaft. He incurred penalties, effecting repairs after SS3. He still headed home Raymond Conlon (Toyota Corolla). Marty Toner (Escort) completed the top 10.

On his first Tarmac event in a Hyundai i20 R5, Josh McErlean punctured the front-left tyre with a rock that was strewn in his path on SS2 and then he punctured again on SS4 and retired after trouble trying to change the wheel.

David Guest retired from seventh after the penultimate stage when his Ford Fiesta R5 didn't deliver a positive response to some set-up changes.

**Results**

1 Josh Moffett/Andy Hayes (Hyundai i20 R5) 58m18.4s; 2 Desi Henry/John Rowan (Hyundai i20 R5) +27.1s; 3 Ollie Mellors/Max Freeman (Proton Iriz R5); 4 Eugene Donnelly/John McElhinney (Proton Iriz R5); 5 Steve Wood/Keith Moriarty (Ford Fiesta WRC); 6 Stephen McCann/John McCabe (Ford Fiesta R5); 7 Enda O'Brien/John Butler (Ford Escort); 8 Daniel Cronin/Shane Buckley (Ford Fiesta R5); 9 Raymond Conlon/Damien Fleming (Toyota Corolla); 10 Marty Toner/Jack McKenna (Ford Escort).

**Class winners:** Desmond Roche/Daniel Browne (Honda Civic); David Kelly/Arthur Kierans (Ford Fiesta R2); John Hayes/Richie Cleary (Honda Civic); Alan O'Callaghan/Brian Hassett (Subaru); Donnelly/McElhinney; Wood/Moriarty; Tom Sheehan/Kieran Carroll (Vauxhall Corsa); Ger Kelly/Des Curtis (Peugeot 205 GTi); Philip McDonald/Shane Corcoran (Honda Civic); Seamus Connolly/Gary McCrudden (Toyota Corolla); Anthony McCann/Damian McCann (Ford Escort); Conlon/ Fleming; O'Brien/ Butler; Ian Roche/JJ Cremin (Subaru WRC); Cathal Mullins/Ayrton Sherlock (Honda Civic); David Griffin/PJ O'Dowd (Toyota Corolla); John Lynch/Michael Cody (Skoda Fabia).

# KIRKALDY TAMES KNOCKHILL AMID THE SLUSH

**Grant Construction Knockhill Stages Rally**

By John Fife

**Organiser:** Border Ecosse Car Club **When:** February 23 **Where:** Knockhill, Fife **Championships:** Marshall Construction Scottish Tarmack Rally Championship, Border Ecosse CC Championship **Stages:** 8 **Starters:** 31

Alan Kirkaldy and Chris Lees won the opening round of this year's Scottish Tarmack Championship at Knockhill last week. Wet, slushy conditions initially favoured the four-wheel-drive cars until a dry line appeared as the sun came up.

Kirkaldy scored six fastest times out of eight stages on his way to victory in his Ford Fiesta R5, with Donnie MacDonald and Andrew Falconer finishing second in their Mitsubishi Lancer. Completing the podium line-up was the Ford Escort Mk2 of Kyle Adam and Steven Brown.

First time out in his brand new Skodaroo, last year's winner John Marshall was fourth but hampered by a car which was flat out at 98mph, while Scott MacBeth had been holding second place overall till a turbo pipe blew off the Mitsubishi.

The expected scrap in the 1600cc class between Steven Hay and Des Campbell lived up to its billing till the engine in Hay's Vauxhall Corsa blew up in spectacular fashion, leaving Campbell's Peugeot to take the class and a top 10 finish.

Of more concern was the fact that the event attracted barely 30 entries to the season opener. However, with two weeks to go before entries close, the second round at Ingliston has already received double that number.

**Results**

1 Alan Kirkaldy/Chris Lees (Ford Fiesta R5) 40m36s; 2 Donnie MacDonald/Andrew Falconer (Mitsubishi Lancer E9) +2m17s; 3 Kyle Adam/Steven Brown (Ford Escort Mk2); 4 John Marshall/Scott Crawford (Skodaru); 5 Robert Marshall/Lewis MacDougall (Subaru Impreza); 6 Andrew Kirkaldy/Peter Carstairs (Ford Escort Mk2); 7 Joe McKeand/Callum Shanks (Subaru Impreza); 8 Des Campbell/Craig Forsyth (Peugeot 206 XSi); 9 Jock Threadgall/Keith Atkinson (Mitsubishi Lancer E9); 10 Harry Chalmers/Emma Muir (Subaru Impreza). **Class winners:** Michael Cruickshank/Connor Gardiner (Nissan Micra); Campbell/Forsyth (Peugeot 206); Marc McCubbin/Andrew Blackwood (Ford Focus); Kirkaldy/Lees (Ford Fiesta R5); Marshall/Crawford.



Alan Kirkaldy was fastest on six of the eight stages

# LATVIAN VISITORS KEEP FOCUSED FOR NARROW VICTORY

**Fivemiletown Spring Rally**

By William Neill

**Organiser:** Omagh Motor Club Ltd **When:** February 22 **Where:** Fivemiletown, County Tyrone **Championship:** Northern Ireland Forest Rally Challenge **Starters:** 70 **Stages:** 10.

On their first trip to the island, Latvia's Janis Vorobjovs and Ivo Pukis won the new Northern Ireland Forest Challenge opener by five seconds in a four-wheel-drive BMW M3X.

The visitors moved to the front on the 6.8-mile SS3, Jenkin, where a ditch visit for early leader Patrick O'Brien dropped him to 12th at the end of the test.

Vorobjovs led Cathan McCourt and Barry McNulty by 6.9 seconds and increased the advantage to 8.4s on the following 2.2-mile Doon stage.

During the middle of the event, McCourt put in a fastest time on the Crocknagrally repeat in his R5-spec Ford Fiesta. But over the second half, no more than 0.8s separated the leading duo. There was just 0.1s in McCourt's favour with the final 1.8-mile stage to run.

Second-placed McCourt, who led the 2019 version when he went off on the final stage, could have put a Fivemiletown win in his pocket but for a miscalculation of their advantage. At the SS10 finish, a disappointed McCourt said: "I could have gone faster if I'd known it was so close."

European Rally Championship hopeful Callum Devine had three stage wins in a row after set-up changes on the way to third place with Brian Hoy and the PCRS Rallysport-run Hyundai i20 R5, 4.6s from McCourt but 13.7s ahead of former winner Niall McCullagh.

Another 34.3 seconds back, O'Brien recovered from the reported morning drama to claim fifth in a what could have been more. Conor McCourt spun in sixth ahead of Scotland's John Wink and puncture victim Gareth Mimnagh.

**Results**

1 Janis Vorobjovs/Ivo Pukis (BMW M3) 33m35s; 2 Cathan McCourt/Barry McNulty (Ford Fiesta R5) +5s; 3 Callum Devine/Brian Hoy (Hyundai i20 R5); 4 Niall McCullagh/Ryan McCloskey (Fiesta R5); 5 Patrick O'Brien/Stephen O'Brien (Ford Fiesta N5); 6 Conor McCourt/Caolan McKenna (Fiesta R5); 7 John Wink/Neil Shanks (Hyundai i20 R5); 8 Gareth Mimnagh/Barry McCarney (Mitsubishi Lancer E6); 9 Alan Smyth/Emmet Sherry (Mitsubishi Lancer E10); 10 Frank O'Brien/Thomas Nugent (Mitsubishi Lancer E9).

**Class winners**: Ryan Barrett/Paul McCann (Ford Escort Mk2); Ryan McCanney/Conor McGurren (Vauxhall Nova); Ruairi Maguire/Grace O'Brien (Vauxhall Corsa); Hugh McDaid/Chris Melly (Escort Mk2); John Gordon/Conor Lavery (Escort Mk2); David Condell/Paul Kelly (Escort Mk2); O'Brien/Nugent; Vorobjovs/Pukis; McCourt/McNulty.

# JONES SCORES FIRST RALLY VICTORY AT JURBY

**Jurby Stages Rally**

By Chris Boyde

**Organiser:** Manx Auto Sport **When:** February 22 **Where:** Jurby Motordrome, Isle of Man **Championships:** Motor-Mall (IOM) Manx Rally Championship, ANWCC Stage Rally Championship, SD34 MSG Stage Rally Championship **Stages:** 8 **Starters:** 33.

Long- time a social media star who is famous for his committed driving style, Manx driver Martyn Jones finally became a rally winner on a day of lead changes and drama on the Jurby Stages, the opening round of the Manx Rally Championship.

Expected frontrunner and former Manx champion Steve Colley (Mitsubishi Lancer E9) was fastest on the first three of eight airfield stages in gale force winds, opening up a comfortable 28-second lead over father-and-daughter team Timmy and Cliona Collins (Lancer E10). Jones and co-driver Rob Fagg (Vauxhall Nova) were just a second further back.

However, a miscount on the multi-loop stages meant Colley incurred over five minutes of penalties on SS4, as Collins and Jones tied for the event lead from the Honda Civic of Rory McCann/Rhys Warrilow

McCann withdrew at lunchtime service with gearbox issues and, despite setting fastest time on SS5, Colley also pulled out after a collision with Jones, who moved to the front by just 2s.

The new leaders, the Collins', then also collided with a post on SS6, losing front-end bodywork on the Vauxhall and handing the advantage to Collins by 8s with two tests to go. A stunning run through SS7 saw Jones fastest by 11s to reclaim the lead, and the victory was secured with another fastest time on SS8.

Second place was the Collins' best ever result. Sean Kelly/Jack Corlett (Lancer E9) completed the podium. They had been involved in their own battle with Paul and Michael McEvoy (Subaru), who were ultimately excluded for a reversing infringement.



Jones was committed...

**Results**

1 Martyn Jones/Rob Fagg (Vauxhall Nova GSi) 1h02m56s; 2 Timmy Collins/Cliona Collins (Mitsubishi E10) +38s; 3 Sean Kelly/Jack Corlett (Mitsubishi E9); 4 Kex Walker/Danielle Matthews (BMW 325); 5 Ross Tunney/Luke Tunney (BMW E36 Compact); 6 Chris Heyes/Rick Sutcliffe (BMW E30); 7 Andrew Dudgeon/Charles Harrison (BMW E36 Compact); 8 David Cluckie/Jessica Quirk (BMW E30); 9 Max Murray/Jake Subachus (Citroen C2); 10 John Tear/Robert Turton (Ford Puma). **Class winners:** Ian Taylor/Stu Bainborough (Mitsubishi E6); Walker/Matthews (BMW 325); Greg Pye/Ken Cottee (Seat Ibiza); Murray/Subachus (Citroen C2); Scott Flynn/Lee McKinley (Nova).

COLUMN

# JAMIE CAROLINE



## Single-seater champion looking to a new direction for 2020



Caroline will be back in harness



GT4 Aston is a new challenge

**Hello: remember me? I am Jamie Caroline, and if you have short-term memory loss, you might have forgotten me already.**

I won the Ginetta Junior championship in 2015 and then went on to claim British F4 in 2017. Since then, some of you might have thought I have started work as an MI5 spy because I dropped off a lot of people's radar.

But I haven't been sneaking around dressed all in black carrying out secret missions and pretending to be James Bond. I have been working my socks off to get back into frontline motorsport and I have managed it this season as I will be tackling the British GT Championship in a TF Sport-run Aston Martin GT4.

I guess my story, up until this point at least, might been seen as a traditional one for so many young drivers. After winning British F4, my main backer pulled out and that yanked the carpet from under me. I was scrapping around for deals and we didn't have the money to move up.

I looked to the USA because an old contact from karting was running a USF2000 team over there. I had a few decent results with a couple of fourth places (with no testing), and I got to race at the Indianapolis road course. That, in itself, was awesome but the team I was with was struggling to get to grips with the car's wayward handling when I did an oval test. The bosses put in the team's former driver to try the car too, and even he got out of it and said it was undriveable. Reluctantly, I walked away.

I had an option of a drive in the Lamborghini Super Trofeo in 2018 too, but the guy I was due to share with smashed the car to bits in a pre-season test. That was another blind alley. A chance in Asian F3 also came to nought. Things were getting really frustrating.

There was a lifeline, which came from my old F4 team Carlin. It had a spare car for the BRDC British F3, which was for three meetings. In nine races, I scored two wins and four podiums. It was a little taste of what I was missing out on, but at least I managed to prove some things to people.

I must have, because I also had a shot at the McLaren Autosport BRDC Award, and that gave me the chance to experience a whole host of different cars, including a McLaren GT machine.

But then, it dried up again and I went into 2019 with nothing on my racing radar. That was the first time since I was eight years old. It was alarming. It was hard being on the sidelines, but I kept myself busy with coaching younger drivers.



On his way to the British F4 crown in 2017



Caroline won two races in BRDC Formula 3

I love watching talents develop and knowing I am a part of that, but it is awfully frustrating when you know you want to be out there yourself. I did one race in a GT4 McLaren in British GT in an HHC-run car, but that was it.

But things have turned around for me now. Through a good contact of my dad's, I did some work and he opened some doors for me in terms of backing. I have been out there trying hard to raise the cash myself too. I was already talking to TF Sport, and I managed to pull it off. It is superb to know I have a full programme in front of me.

I am not saying that I have turned my back on single-seaters, and I have some things lined up which could see me doing some test and development work. But the thing I am most excited about is getting my teeth into a full racing programme.

GT racing is an arena where you can realistically start to build a career if you do a good job, and this is my first step towards making the sportscar world sit up and take notice of me. When I first drove a GT4 car, it was quite lethargic and didn't really do much for me. But I have tested the Aston Martin and you can tell it has been built as a proper race car, rather than being a road car with some bits on it. The Aston, for example, has 12 anti-lock braking settings and six for traction control. It is ready for the job, and plan to give it everything.

This is another chance for me, and I need to go out there and grab it with both hands. And, you know what? I am driving an Aston Martin, so maybe I am not that far removed from James Bond after all...

*"This is a chance that I plan to grab with both hands"*

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



Chris Collier's picture of Frank Bird in full...flight...


Alison Ireland's photograph from Knockhill's Stages


A BMW undergoing pre-season tests, by Rich Cranston

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Preparing for the Ginetta GT Supercup season, this machine tackles McLeans. Photograph taken by Rich Cranston



David Harbey captured this on the Snetterton Stages



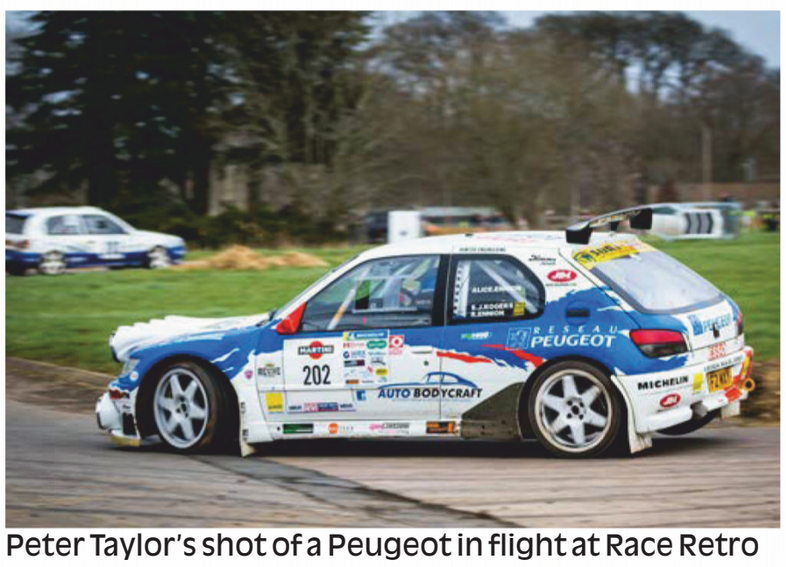
A Stoneleigh stage special, taken by Paul Trueman



Alex Ireland got up close and personal at Knockhill



Another from Paul Trueman, taken at Race Retro



Peter Taylor's shot of a Peugeot in flight at Race Retro



Justin Ward snapped this sideways Ford Escort Mk2



A Skoda and a Subaru: The Skodaru, taken by Peter Taylor

**GOT AN OPINION?** LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

# WHAT'S ON

## LISTINGS

**RALLY**

**SATURDAY**

■ **Bishopscourt Racing Circuit, Co. Down**
McGrady Insurance Stages
**Starts** 0900hrs
**Admission** TBA
**Web** bishopscourt.org

■ **Inverness, Scottish Highlands**
Coogie Urquhart Snowman Rally
**Starts** 0900hrs
**Admission** free
**Web** snowmanrally.co.uk

**SUNDAY**

■ **Castlebar, County Mayo**
Mayo Stages Rally
**Starts** 0845hrs
**Admission** free
**Web** mayomotorsportclub.com

*Listings correct at time of press*

## TV GUIDE

The latest round of the 2019/20 Formula E Championship comes from Morocco and the **Marrakesh ePrix** (Wednesday, 1000-1100hrs, Eurosport 2), with Mitch Evans looking to increase his lead at the top of the standings.

Head Down Under for the opening round of the **Australian Supercars Championship** from the famous Adelaide street circuit (Wednesday, 1300-1500hrs, BT Sport 1), as two-time and reigning champion Scott McLaughlin attempted to get his campaign off to the perfect start.

Catch highlights from the **Willie Loughman Forestry** Stages, the opening round of the Irish Forest Rally Championship (Friday, 1615-1645hrs, BT Sport 2).

And finally, step back in time to the **1998 Belgian Grand Prix** with Classic F1 Races (Friday, 1900-2130hrs, Sky Sports F1). Infamous for a lap one multi-car crash in horrendous conditions, Michael Schumacher smashing into the back of David Coulthard and Damon Hill leading home a Jordan 1-2, it's certainly worth a rewatch.



Hill led home a Jordan 1-2

## LIVE TV

**NASCAR: Phoenix**
■ **Race:** Sunday, 1900hrs, Premier Sports 2

## REVIEW

### Drive to Survive

One of the starkest differences in Formula 1 pre- and post-Liberty Media's takeover in 2017 has been its approach to digital media – and there is no greater beacon of that than the Netflix *Drive to Survive* series, which returned to the streaming service for a second season last Saturday.

The unprecedented level of behind-the-scenes access to the F1 world made the first season a huge success.

It opened the world of grand prix racing up to a wide, youthful audience, converting curious observers into new fans. For those already following F1, it shone a light on some of the human storylines away from the track.

The biggest change for season two is the addition of Mercedes and Ferrari, both of whom were not part of the first series. Based around the Australian Grand Prix, the opening episode immediately makes their involvement clear. The very first person you see is Ferrari team principal Mattia Binotto, while Lewis Hamilton, Sebastian Vettel, Toto Wolff and Valtteri Bottas also appear in the opening stages of the episode.

But the addition of F1's biggest teams and drivers does not take the spotlight away from the rest of the grid. Their presence is felt in the opening episode, but the focus is on the same protagonists as last year's curtain-raiser: Haas, Red Bull and Daniel Ricciardo. *Drive to Survive* isn't going to become The Mercedes and Ferrari Show, thankfully.



Mercedes played ball with *Drive to Survive* on Netflix

The format of the series remains largely unchanged, splicing interviews with drivers and team members with paddock segments and on-track action. There does appear to be less world feed track footage this time around, giving the off-circuit storylines more of an opportunity to play out. But the producers haven't tried to reinvent the wheel.

The editing and production of the series is impressive yet again. Mercedes and Ferrari might have been part of the season, but both limited the access offered to Netflix to select races. Rather poetically, Mercedes picked the German Grand Prix, the site of its lowest ebb of the year.

While the eagle-eyed observer might quickly spot that many of the shots of Hamilton, Vettel, Bottas and co. only come from a couple of paddocks and races – mainly Hockenheim and Austin – the way the footage is woven into the episodes means casual viewers won't notice any difference.

And that is who is at the heart of the series: the casual fan. Much the same as in season one, there is a certain degree of creative licence used to hype up storylines. For example, Max Verstappen is portrayed as making a last-lap pass on Vettel in Australia – when it actually happened 24 laps before the end. Such edits might nark more dedicated F1 fans, but they offer a stronger thread for the bulk of the audience.

Compensating for this is the added detail and access F1 fans thrive on. Some of it comes across as throwaway details, such as Christian Horner confirming Verstappen did have an escape clause in his Red Bull contract, while others gain the focus of an entire episode. There is no better example of that than *Boiling Point*, the second episode, which chronicles Haas's mid-season struggles and intra-driver tension, as well as the Rich Energy saga fallout at Silverstone.

The success of the series again lies in portraying the characters who make up the rich tapestry of F1.

Any pomp around Mercedes's arrival in the show is quickly defused as both Hamilton and Wolff forget the official team name – something Bottas then nails in one take.

Horner again plays a good pantomime villain from early doors, reprising his role from the first season, as he claims Ricciardo was "running from a fight" by leaving Red Bull for Renault.

*Drive to Survive* builds upon the success of the first series. It will once again be a tremendous watch for all fans, regardless of their level of F1 knowledge.

**Luke Smith**

## NEXT WEEK

## OUT WEDNESDAY, MARCH 11

*Content correct at time of press*



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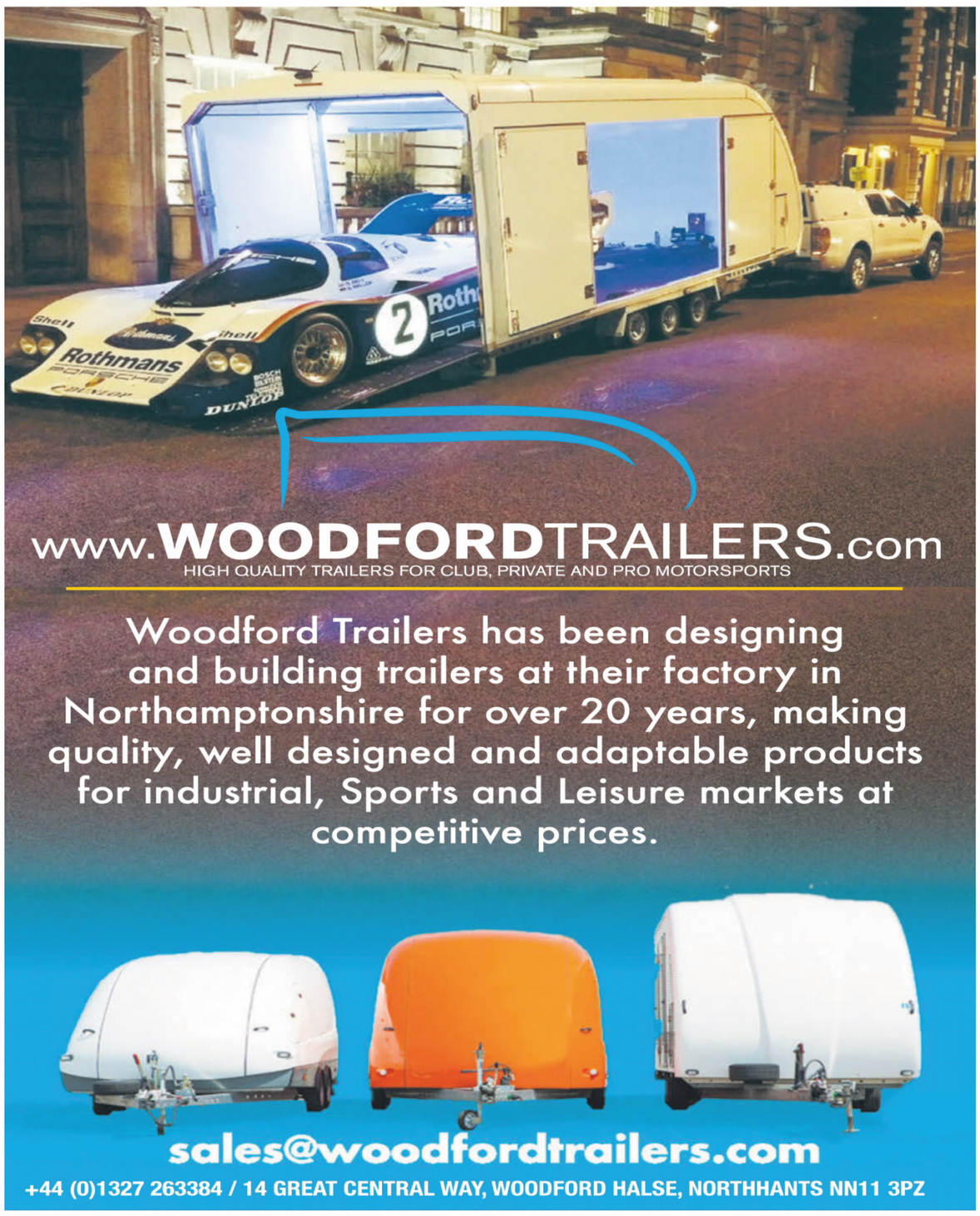
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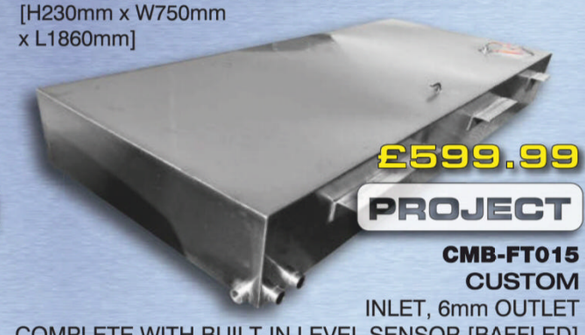
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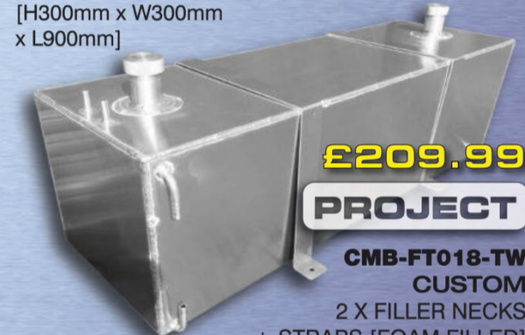
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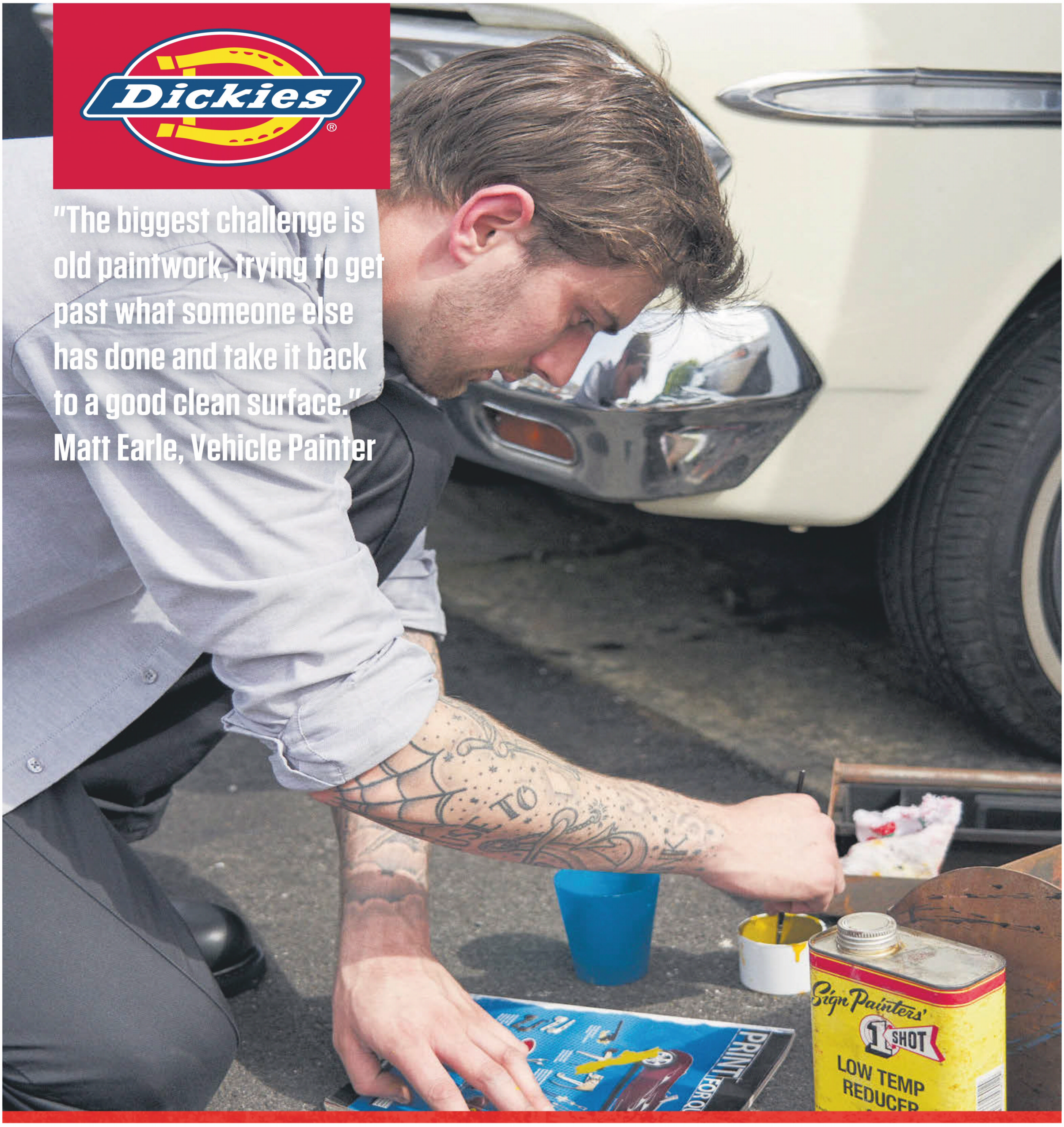


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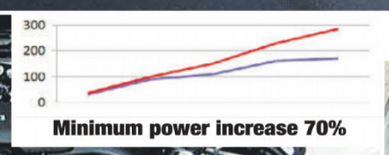
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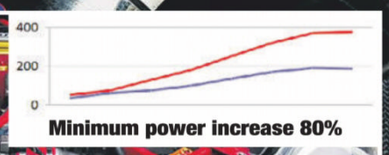



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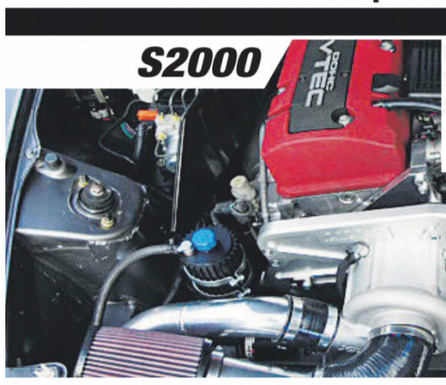



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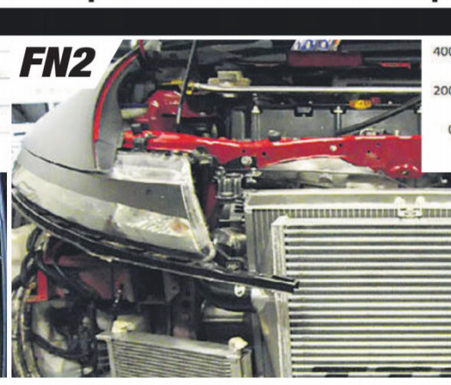



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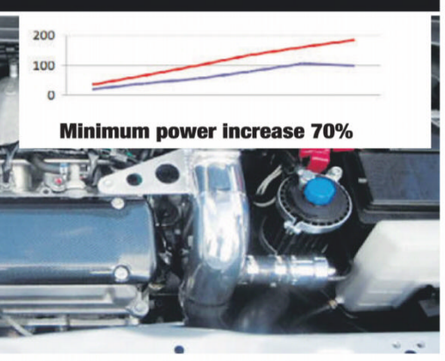



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