

**FOUR-PAGE PREVIEW TO THE 2018 TIN-TOP DOGFIGHT**

**THE VOICE OF BRITISH MOTORSPORT**

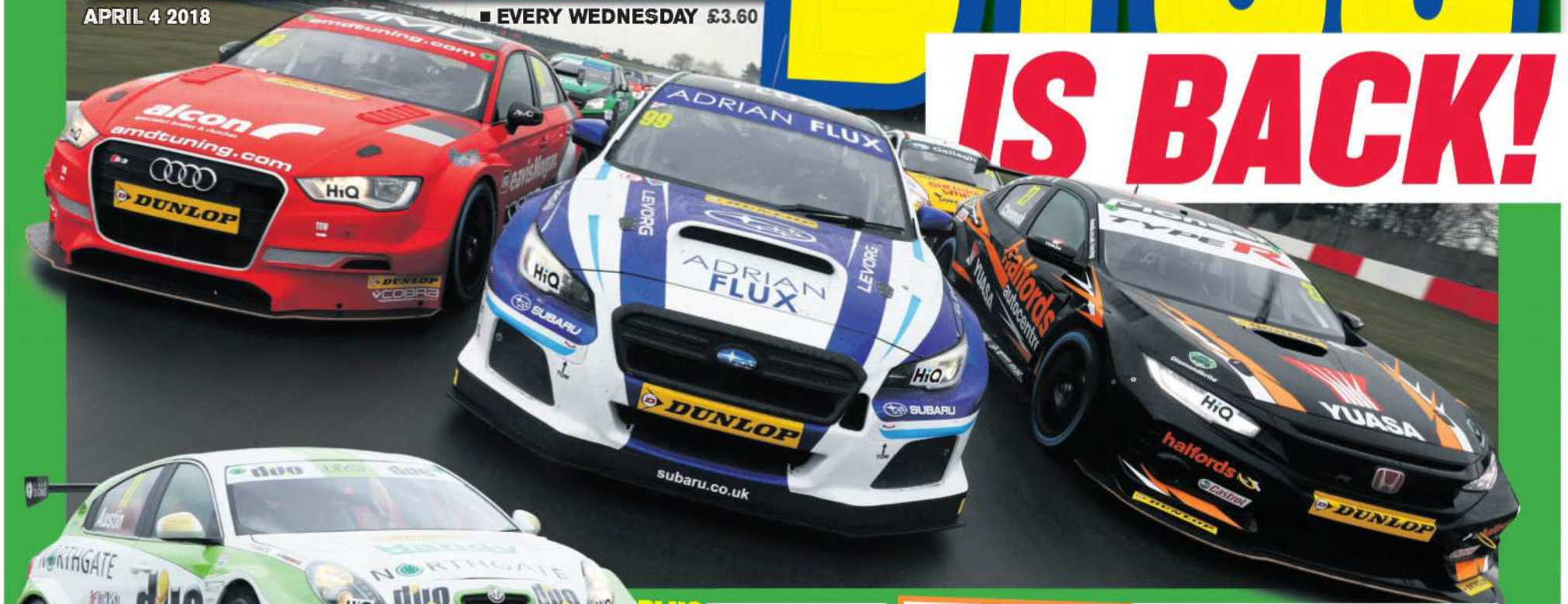
# MOTORSPORT NEWS

APRIL 4 2018

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# THE BTCC

## IS BACK!



**PLUS ALFA TOPS PRE-SEASON RUNNING P6**



**ITV'S MEN SPEAK OUT: BROADCASTERS' PREDICTIONS P18**

# ALL THE DRIVERS - ALL THE CARS

# STARS HERALD TOUGHEST WRC YET

**Tour de Corse will highlight most competitive era**



By David Evans

The World Rally Championship has entered a golden era to rival any other period in the series' near 50-year history.

That's the thinking of some of the series' biggest names when asked to analyse form ahead of this week's Tour de Corse.

Reigning World Rally champion manufacturer, M-Sport's Malcolm Wilson said: "This season is something special. It's been a long time, if ever, that we've had the series so competitive. It's fantastic; for me, the best yet."

Full story p2-3

THE VOICE OF BRITISH MOTORSPORT  
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## DAMON BACK BEHIND THE WHEEL

F1 CHAMP TRIES AN ASTON MARTIN P17



## THE UK'S BANK HOLIDAY ACTION

BRITISH GT KICKS OFF AT OULTON PARK P22





**MOTORSPORT NEWS** ISSUE **MJ3123** APRIL 4 2018

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**Citroen star says Tour de Corse will be**

**MEEKE**



Britain's Kris Meeke reckons making a prediction for a winner in Corsica is near-impossible

**By David Evans**

**Citroen's Kris Meeke believes the current crop of World Rally Championship drivers is as strong as the "golden era" of the likes of Colin McRae and Richard Burns in the early 2000s, and equal with any group in the WRC's history.**

Just three rounds into the season and already 13 drivers have scored fastest times and six drivers have led across the events so far – in Monte Carlo, Sweden and Mexico. This week's Tour de Corse offers the year's first genuinely level playing field in terms of road conditions, with no driver enjoying a significant advantage at the front or the back of the field. "Definitely the championship is as strong as it's ever been – there's

strength and depth from the teams and drivers all the way down," said Meeke. "Every one of the four teams has winning drivers in there. Last time out in Mexico, there were four drivers going into the final day with a shot at winning, that's typical these days.

"You could look to the time when McRae, Burns, Didier Auriol and Tommi Makinen and all of those guys were there and that was definitely a golden era, but then we went through the recession and we were left with just Ford and Citroen. At that time it was just [Sebastien] Loeb, Loeb, Loeb winning all the time and then a lot of the time it would be a Loeb-Sordo 1-2. It's just not like that anymore. Trying to pick a winner for Corsica... you just can't predict anything. Remember the time when Peugeot was in the championship [with the 206 WRC]? You'd come to an event like Corsica and you would have a pretty good idea that there was going to be a driver like [Gilles] Panizzi, we don't have those sort of specialist drivers any more either. "For me, this really is becoming a

very special time in the championship and it's very nice to be part of it right now. For sure, if you achieve something in this era then you've worked hard and definitely done your bit."

During the dominance Meeke refers to, his now team-mate Loeb won every title between 2004-'12. Just under a decade ago, with only Ford and Citroen competing as manufacturers, there were just a handful of drivers capable of winning rallies and even less able to sustain a season-long challenge to Loeb. The nine-time world champion has noticed a difference since returning to the series for Rally Mexico last month.

"The intensity in the competition is very high," Loeb said. "When I was here before, it was Marcus [Gronholm] and Petter [Solberg] sometimes who were fighting, but now there are a lot of drivers. The level [of competition] is high."

There were seasons at the start of the millennium when as many as seven teams contested the World Rally Championship, which never in those years did every



M-Sport's Ogier is a hot tip



# HEADLINE NEWS

Photos: mcklein-imagedatabase.com

*the most open event of the year*

# LAUDS GOLDEN ERA FOR THE WORLD RALLY CHAMPIONSHIP



Corsica is first event where road position isn't important

squad have a winning driver.

Asked who would make the most of the roads around Bastia, Meeke told *MN* it was impossible to make any predictions.

Meeke said: “[Sebastien] Ogier’s got to be the man to look to in Corsica, he’s fast everywhere. Then there’s Thierry [Neuville] who won in Corsica last year. But as well, you’ve got Ott Tanak, Dani Sordo and Jari-Matti Latvala on his day can be good there. Elfyn’s [Evans] shown real speed in the wet; whatever his technique is, he’s certainly got no fear of aquaplaning. Even in the dry, in any conditions actually, he can be really strong.

“Esapekka Lappi’s got good experience of Corsica and then, of course, there’s Loeb. Where does this list end? You have six or more drivers in there with a very real shot at winning. I don’t think there’s anything like a safe bet on who will win in Corsica.”

M-Sport team principal Malcolm Wilson echoed those sentiments and admitted he wouldn’t be putting his hand in his pocket for a wager this week.



Loeb has been a Corsica master, seen here winning in 2008

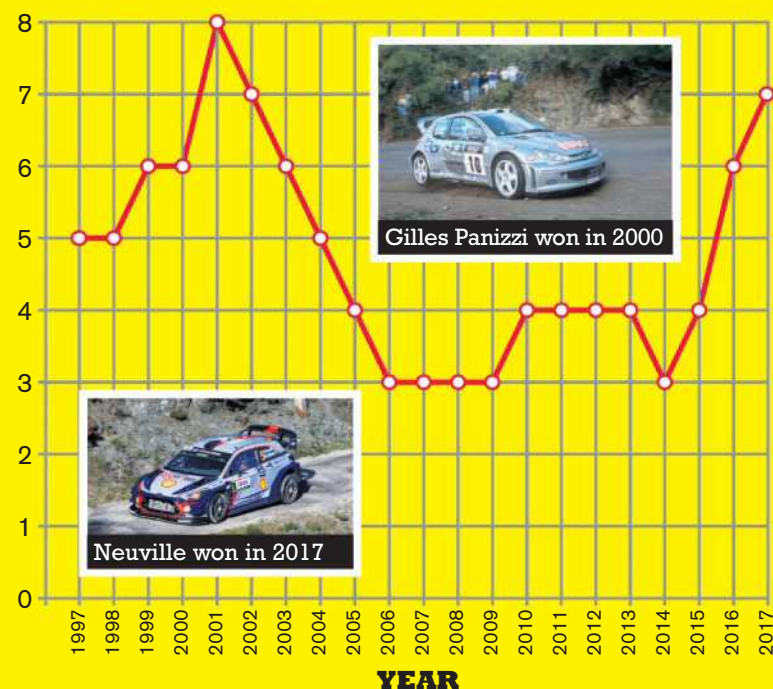
“I’m really not sure who I would bet on for a win in Corsica,” he said. “Naturally, I’ll back Seb and Elfyn, but apart from our drivers there’s Kris, Thierry, Sebastien Loeb... so many drivers. This is really becoming a golden era for the sport. I think it’s absolutely fantastic, it’s so, so competitive – you don’t know who’s going to win from one week to the next.

“As well as that, the rallies are being decided by just a couple of seconds. The events are shorter than they were when I was

competing, but the front of the field is so close and tight.”

*MN*’s graphic (right) demonstrates a 2001 high of eight drivers winning, but that’s not entirely representative with two of the drivers, Panizzi and Citroën’s Jesus Puras, not contesting a complete programme of rallies. Looking further back, it’s possible to trace nine winners in the WRC’s inaugural 1973 season – when the series ran only for manufacturers – but none of those drivers started every round.

## NUMBER OF DRIVERS WINNING EACH YEAR





# RACING NEWS

## F1 ROUND-UP

### Mercedes's bug

Mercedes has discovered a "bug" in the tool it uses for its Formula 1 virtual safety car calculations, after Lewis Hamilton lost the lead to Sebastian Vettel at the Australian Grand Prix. The team was caught out by Vettel pitting under the VSC after its race strategy software reported that Hamilton was close enough to retake the lead when the Ferrari stopped. Mercedes trackside engineering director Andrew Shovlin said: "It was an offline tool that we create these delta lap times with, and we found a bug in that tool that meant that it gave us the wrong number. The number that we were calculating was around 15 seconds, and in reality the number was slightly short of 13 seconds, so that was what created our delta."

### Vergne laughs

Ex-Formula 1 driver Jean-Eric Vergne says Brendon Hartley's call-up with Toro Rosso "makes me laugh" after the Kiwi had previously been dropped by Red Bull. Hartley joined Toro Rosso eight years after he was dropped from the Red Bull junior scheme. "It makes me laugh that Red Bull called on Hartley, given that he's the one they fired to give me his seat in World Series by Renault," said Vergne, who spent three years in F1 driving for Toro Rosso and currently leads the Formula E standings. "I find this rather amusing."

### Honda's 'big plans'

Toro Rosso driver Pierre Gasly says Honda has a "big, big plan" for development in 2018 that is designed to "show everyone they can do proper engines" in Formula 1. Honda has now entered its fourth season of F1 under the current V6 hybrid turbo rules, but has yet to record a single result better than the pair of fifths Fernando Alonso's McLaren-Honda took in 2016. "On their side they are pushing flat out because they really want to show everyone they can do proper engines," said Gasly. "And in terms of the development already they are pushing flat out and we can see some really positive progress."

### Overtaking a problem

Ross Brawn admits the Australian Grand Prix missed the "vital ingredient" of overtaking but that Formula 1 has already made progress on finding solutions for its problem and addressing the "force field". Only five overtakes were completed in the season-opening race following the first lap even though a third DRS zone was added. Brawn, F1's managing director of motorsports, said: "It's vital that the cars are capable of getting close to one another and racing wheel to wheel. When there is only a small speed gap between two cars then it's almost impossible for the pursuer to get close enough to mount an attack."

# TEAMS WANT 'MAGIC' HAAS INVESTIGATED

## Force India and McLaren question American squad's Ferrari tie-up



Haas showed strong pace in first race

By Scott Mitchell

**Force India and McLaren want the Haas Formula 1 team's technical relationship with Ferrari investigated after its "magic" Australian Grand Prix performance.**

Haas locked out the third row of the grid in qualifying for the season-opener in Melbourne and ran fourth and fifth ahead of Red Bull before pitstop mistakes condemned Kevin Magnussen and Romain Grosjean to retirement.

It triggered fresh questions over Haas's working relationship with Ferrari, which supplies the team with parts it does not need to build itself but also allows Dallara, Haas's chassis partner, to use its windtunnel.

F1's sporting regulations strictly forbid the passing on or receiving of information on parts teams are supposed to produce themselves, a move also designed to stop personnel being rotated between projects.

Force India chief operating officer Otmar Szafnauer wants the application of

those restrictions discussed in the next meeting of F1's Strategy Group.

"I don't know how they do it, it's magic," he said. "It's never been done before in Formula 1."

"I just don't know how it can be right that someone who's been in the sport for a couple of years with no resource could produce a car... does it happen by magic? "If it does, I want the wand."

McLaren driver Fernando Alonso labelled the 2018 Haas a "Ferrari replica" in Melbourne, and his team's executive director Zak Brown said it was "something that needs to be looked at closely".

Grosjean said the use of Ferrari's front suspension, which the regulations allow, would naturally dictate the major aerodynamic design points because of the way the air flows over the rest of the car.

Brown admitted "I don't have any evidence" to suggest Haas was not operating within the rules, but said: "We all know they have a very close

alliance with Ferrari and I think we just need to make sure it's not too close."

Brown and Szafnauer both said multiple teams would support a clarification over the Ferrari/Haas arrangement.

Szafnauer said he wanted the FIA to explain the process for ensuring the guidelines were being respected.

"All the aerodynamic surfaces have to be your own," he said. "If they're not, I don't know how you can tell unless you start investigating."

Asked about the Ferrari comments earlier in the weekend, Haas boss Gunther Steiner said: "We are not doing anything we shouldn't be doing or not allowed to do."

Magnussen added: "Dallara is a crucial part of the team and they've stepped up this year too."

"If you look at the car, the parts look much better this year - cleaner and better quality."

"That's very, very important, it means a lot."

Additional reporting by Edd Straw

## Red Bull calls for an end to 'party modes' in qualifying after Mercedes and Hamilton's Australian advantage

Red Bull has called for the FIA to end "party modes" on Formula 1 engines by ensuring drivers qualify and race with the same engine settings.

Lewis Hamilton's significant leap in performance during Q3 in Melbourne put a sharp focus on the use of special modes by Mercedes on the laps that count, although the Brackley team and Hamilton

himself continued to downplay them.

But Red Bull remains adamant that circumstances in Australia forced Mercedes to use its engine at its ultimate potential.

"They got nervous because [Valtteri] Bottas crashed, and all of a sudden they put full power on," said Red Bull's Helmut Marko.

"As we call it, party mode. They

normally don't need it, they used all of it, and it's obvious that they are playing with all of us."

"In the beginning it was just us who were complaining, and it was, 'Red Bull is always complaining'."

"Fortunately, after qualifying the others woke up, and now there's a lot of discussions - there are so many relatively easy things

to solve it, and make it more equal."

"You could say that you should race with the mode that you do qualifying with. That would be a solution."

Renault F1 boss Cyril Abiteboul said it would be hard to impose such restrictions, describing it as "extremely difficult" and instead suggested the focus should be on reducing oil consumption limits.

## Ricciardo: Cars too wide for overtaking

Red Bull driver Daniel Ricciardo believes the width of modern Formula 1 cars plays a part in making overtaking more difficult.

A noticeable drop in overtaking opportunities has been apparent since F1 shifted back to wider, high-downforce cars in 2017, and the 2018 season opener in Melbourne provided just five genuine on-track passes after the first lap.

Much has been made of the aero and its effect on a following car, but Ricciardo said the wider stance of the cars was also reducing passing opportunities.

"I feel now with the wide tyres and wide cars, they already take up a lot of space on the track," he said.

"It's hard to find clean air. It's getting to a point where I think some racetracks are going to be hurt by the racing. There's not going to be much."

"I think narrower cars were great. It's like motorbikes, because they're so narrow there's always room to get past. And they lap 30 seconds slower than us."

"I think it proves it's not necessarily about the lap time. We do need the ability to race, because that's the spectacle."



F1 cars became wider in '17

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*'Hill tries an Aston with hand controls'*  
Team BRIT feature, p17



Photos: LAT

# THOMPSON JOINS WTCR GRID IN CIVIC



Thompson last raced in the WTCC in Chevrolet in 2016



Thompson (right) joins WTCR field



He won BTCC with Vauxhall in 2002

Two-time British Touring Car champion James Thompson has joined the World Touring Car Cup grid for 2018 and will drive a third Munnich Motorsport Honda Civic.

Thompson, the 2002 and '04 BTCC title winner, has spent the last year out of racing after ending the '16 campaign with Rene Munnich's team.

He had started that season without a drive, but took over from Munnich after the first round, taking a best finish of sixth from his eight race weekends in the squad's Chevrolet Cruze.

The 43-year-old is the third Brit in the championship this year joining Rob Huff and Gordon Shedden.

He's also the fifth British touring car champion on the grid, following Gabriele Tarquini (1994), 2003 champion Yvan Muller, Fabrizio Giovanardi (2007-'08) and 2012, '15-'16 title-winner Shedden.

Thompson was announced at the

WTCR world cup's media launch event near Barcelona last week, and will contest at least the first five rounds of the season.

Munnich was originally scheduled to drive the team's third car but clashing business and World Rallycross Championship commitments mean he has stood down for the start of the year.

Thompson said he had been contacted by the team on Tuesday and "had 30 seconds to make up my mind" about driving for the squad.

"I was sat at home when Rene called and asked if I fancy doing a few races," said Thompson.

"It's great and a real surprise. It's really nice to be back.

"I remember it being a great team atmosphere from 2016.

"Everything is a little new but hopefully my experience and a little grey hair will pull me through."

## FULL 2018 WTCR LINE-UP

**Comtoy Audi:** Denis Dupont, Aurelien Panis, Frederic Verusch, Nathanael Berthon

**BRC Racing Hyundai:** Norbert Michelisz, Gabriele Tarquini

**Sebastien Loeb Racing Volkswagen:** Rob Huff, Mehdi Bennani

**Yvan Muller Racing Hyundai:** Yvan Muller, Thed Bjork

**Boutsen Ginion Honda:** Tom Coronel, Benjamin Lessennes\*

**Munnich Motorsport Honda:** Esteban Guerrieri, Yann Ehrlacher, James Thompson

**WRT Audi:** Jean-Karl Vernay, Gordon Shedden

**Campos Racing Cupra:** John Filippi, Pepe Oriola

**DG Sport Peugeot:** Aurelien Comte, Mato Homola

**Romeo Ferraris Alfa Romeo:** Fabrizio Giovanardi, Gianni Morbidelli

**Zengo Motorsport Cupra:** Norbert Nagy, David Zsolt Szabo

\*Deputising for Tiago Monteiro

## QUICK LAPS THE FASTEST NEWS ROUND-UP

Seven Formula E manufacturers completed a closed two-day test of their season-five cars at the Montebelco circuit last week. Audi, DS, Jaguar, Venturi, Mahindra, Penske (Dragon) and Nissan all experimented with their new Gen2 cars. BMW was also set to take part in the test ahead of its debut as a works FE entry for the 2018/19 season, but the German manufacturer withdrew before the action got underway on Monday because of a car malfunction... BMW and

Audi drivers Augusto Farfus, Philipp Eng and Loic Duval will prioritise the DTM over the World Endurance Championship on May 5/6 when their season-openers clash. Audi has clarified that Duval will focus on the DTM, but it has been speculated that he could be able to drive in both events. Duval would be able to take part in the DTM race and then fly to Belgium for a later stint in the WEC race... Mick Schumacher emerged with the fastest time from a two-day Formula 3 European Championship

pre-season test at the Red Bull Ring, just as he did last week at the Hungaroring. The 19-year-old son of seven-time world champion Michael Schumacher set the quickest time on the second morning of the test in his Prema Powerteam Dallara-Mercedes. That was enough to see off Austrian Ferdinand Habsburg, who lapped his Carlin Dallara-Volkswagen a tenth of a second adrift of Schumacher in the same session at his home circuit.



Schumacher topped test



Davidson will focus on Toyota duties until after Le Mans

## Davidson joins LMP2, as Kubica rules out WEC

Toyota driver Anthony Davidson will compete with the DragonSpeed LMP2 team in the World Endurance Championship following the Le Mans 24 Hours.

The 38-year-old will focus on his test and reserve driver role with the Japanese manufacturer - after being dropped from the main roster of drivers for 2018 - up to and including Le Mans in June, before then driving DragonSpeed's ORECA-Gibson 07.

He will share the car with fellow former Formula 1 racer Pastor Maldonado and Roberto Gonzalez.

DragonSpeed boss Elton Julian described Davidson as "the anchor of what I feel is a line-up capable of

going for the championship".

But one driver who won't be on the WEC grid this year is Robert Kubica. Despite completing two tests with the Manor Ginetta LMP1 squad, he has decided against racing in the series. He will instead prioritise his Williams F1 commitments.

"The tests went quite well, but the problem is time," Kubica said. "I will have very little [time], so I decided not to compete in the WEC. I will focus on my role at Williams.

"During the past 45 days, I've spent two days at home and I don't really know anymore where home is - I'd love to race but I have to be rational."

EDITOR

# MATT JAMES

**"Jordan is still one of the best BTCC drivers"**



**I** will start with something bold: Andrew Jordan is going to win the British Touring Car Championship in 2018. Get to the bookies right now. I did, and I got 20-1 (although I covered it off with his WSR BMW 125i M Sport team-mate Colin Turkington at 6-1...).

It's brave to predict anything in the British Touring Car Championship.

It is a championship where predictability isn't allowed: indeed, the people who organise it mitigate against it.

Look at the reversed grids, the ballast rules, the option tyres. Nothing is how it should be in the chase for the ultimate tin-top crown in the UK, if this was a purists' championship. But it isn't.

As you can read on page 18 in this week's issue (and as pointed out by my good friend David Addison), there isn't a single champion who doesn't deserve their title. Why?

Because whoever wins has had to ride the anomalies, work out a strategy and learn how to be successful. The curveballs that are thrown in to keep the racing tight actually serve to sort out the rubbish drivers from the good ones.

The guys who are in the title fight at the end are the drivers who have the brainpower to work out what the BTCC is.

A racer isn't necessarily going to win every weekend even if they have the best equipment to use. It is the ones who know how a 30-race campaign goes, the ones who roll with the punches, that end up on top. That is the one thing in the BTCC that hasn't changed.

So, when the trucks roll into Brands Hatch this weekend, where is your money going? I have chosen Jordan because he is still one of the best drivers in that championship. OK, so it's four years since he won a title, but watch what he does: Captain Car Control hasn't lost his skills and he is now familiar with his BMW, which should have taken him to at least six wins last year.

Yes, he is up against rear-wheel-drive king Turkington, but every king gets dethroned sooner or later.

Jordan put himself up against the ultimate scrutiny by joining Turkington at WSR last season. The team loves Colin, and Colin loves the team. This is a known fact, but, nevertheless, Jordan jumped into that cauldron and put himself up against the best.

If he beats Colin, a lot of questions will be answered, but he put himself in that place. Lose, and he will struggle to come back from that. Bravery in the extreme.

Me? I am backing his bravery and have put a wager on it. The ingredients are there, the ability is there and he hasn't forgotten how to win. All of those factors are there, but so is the unpredictability.

Who would want to be an odds-setter, hey?



**AGREE/DISAGREE?**  
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# RACING NEWS

Photos: Jakob Ebrey, LAT, Steve Jones

## Cane gets late call-up to race in British F3 opener

Jordan Cane was a late call-up to the Douglas Motorsport BRDC British F3 outfit last weekend, replacing the injured Alexandra Mohnhaupt.

Cane, a three-time winner with Douglas Motorsport last season, rejoined the team for the opening round of the season at Oulton Park after Mexican Mohnhaupt suffered minor concussion and bruising following a testing accident at Spa Francorchamps.

The team was also forced to buy and prepare a former Chris Dittmann Racing car just days before the event after Mohnhaupt's car was destroyed.

"It was a last-minute phone call really," said Cane (pictured), who has signed up to do Formula Renault Eurocup with Fortec Motorsports this season.

"He [team boss Wayne Douglas] contacted me earlier in the week with the offer and I couldn't turn him down. I actually missed this round last year so it's good to be able to contest the season opener."

● Several teams confirmed last-minute signings before the first meeting. Clement Novalak will race with Carlin in five rounds as well as doing the Eurocup. Arvin Esmaeili was announced as Douglas's third driver. Thai driver Sasakorn Chaimongkol will race for Hillspeed while Chia Wing Hoong becomes Chris Dittmann Racing's second driver.



# MONGER TAKES PODIUM ON RACING RETURN

Funding still needed for remainder of British F3 campaign



Third-place on racing return for Monger

By Stefan Mackley

**Billy Monger is continuing to try and find funding to contest a full season of BRDC British F3 after racing in the opening round at Oulton Park last weekend.**

The 18-year-old took a third-place finish with Carlin in his first competitive race back since his British Formula 4 crash at Donington Park last year led to a double leg amputation.

He followed that up with ninth and fastest lap in race two and eighth in race three, but has yet to confirm he will compete in the whole season.

"I'm a little bit in disbelief, if you had said last year that race one of this season I'd be position three in British

F3 I would have told you you were lying," said Monger.

"It's a bit overwhelming, especially to see all the support standing on the podium, to look around and see all the faces that I know had put in the hours and worked hard.

"I would love to have a shot at the title and a full season is where me and the team want this to go and all I can do up until that point is just push myself, learn as much as I can like I am now and if that transpires me turning into a race winner soon then that's great."

It's understood that long-term sponsors are being sought by Monger and Carlin to support the teenager not only this year but going forward in his career.

Team boss Trevor Carlin said: "There's a limit to the resources we have got, so far we have done this [funding] ourselves.

"He's had some support from Baylis & Harding and we have had support from a couple of trade suppliers but the bulk of it has come from us.

"We have done it because we hope a few other people come in and help us and Billy.

"The aim is for him to become a professional racing driver but the next step is looking for long-term support for him and, based on his performances this weekend he absolutely deserves it.

"He repays us every time he comes into the workshop with his smile."

## White switches from MR2s to Mazda SuperCup

Toyota MR2 frontrunner Kristian White has switched to the Mazda MX-5 SuperCup for 2018.

White's team completed the build of his new car in just over a fortnight, allowing him the chance of a brief shakedown at Donington Park ahead of the Silverstone opener last weekend.

White, who had a best finish of 12th among the 37-car entry, said: "We got everything out of that championship [MR2s] we think we ever could, and decided to go for a higher-profile championship. We know it's got some very good drivers here and we want the challenge."

## Austin tops BTCC timesheet in new Alfa Giulietta

British Touring Car Championship racer Rob Austin says there is more to come from his new HMS Racing Alfa Romeo Giulietta after topping the official pre-season session at Donington Park last week.

The 37-year-old lapped in 1m10.074s to finish ahead of Tom Chilton's Motorbase Performance Ford Focus.

"We are only at the start of this programme," said Austin, after completing 48 laps. "We have still got a way to get the perfect balance on the car. We have only been out for a couple of tests, and we are making

Austin was on top



steps each time we run the car. Also, you never really know on test days who is running what ballast levels, so it is hard to read too much into it."

The two works Team Dynamics cars, the brand new FK8 Honda Civic Type Rs of Matt Neal and Dan Cammish, were 13th and 14th. The two works Subaru Levorg cars of reigning champion Ash Sutton and Jason Plato were 20th and 29th. The estate-shaped machines are now fitted with Swindon Racing

Engines-tuned powerplants, switching away from Mountune. Sutton said: "We are just getting to grips with it."

## BTCCTESTINGTIMES

Where: Donington Park When: March 23 Weather: wet but drying

| NO | DRIVER           | TEAM                                     | TIME      |
|----|------------------|--|-----------|
| 1  | Rob Austin       | HMS Racing Alfa Romeo Giulietta          | 1m10.074s |
| 2  | Tom Chilton      | Motorbase Performance Ford Focus         | 1m10.238s |
| 3  | Colin Turkington | WSR BMW 125i M Sport                     | 1m10.354s |
| 4  | Sam Tordoff      | Motorbase Performance Ford Focus         | 1m10.415s |
| 5  | Andrew Jordan    | WSR BMW 125i M Sport                     | 1m10.458s |
| 6  | Josh Cook        | Power Maxed Racing Vauxhall Astra        | 1m10.471s |
| 7  | Jack Goff        | Eurotech Racing Honda Civic Type R       | 1m10.524s |
| 8  | Adam Morgan      | Ciceley Motorsport Mercedes-Benz A-Class | 1m10.535s |
| 9  | Tom Ingram       | Speedworks Motorsport Toyota Avensis     | 1m10.568s |
| 10 | Chris Smiley     | BTC Norlin Honda Civic Type R            | 1m10.642s |
| 11 | Rory Butcher     | AmDTuning.com MG6                        | 1m10.786s |
| 12 | Senna Proctor    | Power Maxed Racing Vauxhall Astra        | 1m10.815s |
| 13 | Matt Neal        | Team Dynamics Honda Civic Type R         | 1m10.966s |
| 14 | Dan Cammish      | Team Dynamics Honda Civic Type R         | 1m10.981s |
| 15 | Bobby Thompson   | Team Hard VW CC                          | 1m10.991s |

## "Challenging set of regulatory circumstances" to blame for poor Clio Cup Jr grid size

Renault UK Clio Cup Junior organisers remain fully committed to the series despite only attracting five drivers for the season opener at Silverstone last month.

Championship manager Will Fewkes has said "a very challenging set of regulatory circumstances" has affected the promotion of the series ahead of this season and led to the tiny grid.

"We're proud of what Clio Cup Junior

offers for 14- to 16-year-olds in terms of development, safety and value for money however there have been numerous changes to junior formula requirements at short notice which have impacted the number of entrants this year," he said.

"Any requested changes have been done and paid for by Renault and not the teams.

"We have remained loyal to our customers and provided the junior racing

market place with a high performance, safe and extremely reliable product."

Fewkes insisted that the remaining five rounds of the series will still go ahead as planned, starting at Rockingham next weekend.

"Renault UK and the British Automobile Racing Club have both agreed to this calendar because they believe in the potential of this series."



Only five drivers have so far entered the Renault UK Clio Cup Junior series

## IN BRIEF

### Return of the Jedi

Former Formula Jedi champion Rob Sayell will return to the series next weekend at Snetterton. The 2016 title-winner had stopped competing but will make a comeback for his local round of the series – now called F1000. "Although I've stepped down from full-time racing, to focus on work and home priorities, I'm looking forward to being back on the grid at my local circuits and to support the championship," said Sayell.

### Alfa Romeos come back

Two cars returned to the Alfa Romeo Championship at Silverstone last weekend after being out of action. Chris Oxborough's Alfa 75 V6 turned a wheel for the first time since blowing an engine after winning at Snetterton two years ago. Oxborough won the Modified class in both races, taking second overall in Sunday's event. Scott Austin has bought the Alfa 155 crashed at Brands Hatch last year by Ian Brookfield. Austin, who had not raced himself since competing in Modified Production Saloons 20 years ago, brought the car home safely in both races.

### Wakefield to VWs

Mini Challenge JCW frontrunner Mark Wakefield has switched to the Volkswagen Racing Cup for 2018. Wakefield, who won the JCW season-opener at Oulton Park last year, has signed for Team Hard and plans a two-year spell in the championship. He was hit by clutch and differential problems on his debut at Silverstone last weekend, which limited him to ninth in the first race.

### Champion deals

A midweek deal allowed former and reigning champions Mat Summerfield and Ryan Smith to become late extra entries for the first round of this year's BTRA Truck Racing campaign at Brands Hatch. "This time last week I was grumpy and miserable because I wasn't going racing in 2018, but it all came together midweek," said Summerfield. Quadruple champion Summerfield and reigning title holder Smith took third and fourth in the opener.

## Hammerton wins Team Hard Scholarship in VW Cup

Junior Saloon Championship runner-up Ethan Hammerton competed in the Volkswagen Racing Cup at Silverstone last weekend after winning the Team Hard scholarship.

Hammerton topped a group of 15 finalists at Snetterton after around 100 drivers were assessed over a range of criteria, including media and fitness.

"I didn't think we'd be doing anything this year due to [lack of] sponsorship," said Hammerton. "I'm absolutely over the moon to have won it. I've not really got any expectations."

Tony Gilham, Team Hard boss, added: "We're looking for a complete package – somebody that's got all the potential, that's good in front of the camera, can work with sponsors and engage with the people. We believe we have that in Ethan."

Hammerton finished 12th in race one but retired from race two after getting caught up in a first-lap accident.

Also racing in the VW Cup was British Touring Car Championship regular Martin Depper, who finished fourth in the opener but was excluded from race two for passing under yellow flags.



## Fundraising event in May at Mondello

The Irish Motorsport Support Fund is planning a fundraising event to celebrate 50 years of Mondello Park in May.

The event is set to feature 13 different motorsport disciplines in various areas around the circuit, along with static displays, trade stands and a gala dinner on May 12/13.

The IMSF was set up last year to help safeguard the future of motorsport in Ireland in the face of rising insurance costs and consists of nine members. It is independent of the governing body, Motorsport Ireland.

Attending the event will be Ford's Gerard Quinn, along with World Rally competitors Craig Breen and Paul Nagle. Former rally driver Rosemary Smith will also attend.

More announcements and ticketing information will be announced in the coming weeks via the funds website, [imsf.ie](http://imsf.ie).

## Job makes racing a reality in Formula Ford

Sim racer Sebastian Job made his Formula Ford debut at Silverstone last weekend after securing a fully-funded drive for the season via a sim racing competition.

Job, whose only previous racing experience was as a child in indoor karting, won a drive with BM Racing through the JMR Scholarship, which uses the Project Cars platform.

Of more than 1200 competitors, he set the fastest time for a lap of Brands Hatch to secure the prize.

Job made rapid progress over the weekend, finishing race three in 13th position with a fastest lap only 0.4 seconds slower than race winner Niall Murray.

"I'm not looking to win anything," said Job. "I just want to make progress and keep improving. If it doesn't work out, it's still a fun season, but if I can attract [some backing for next year] then that's great."

"In sim racing, you can't overheat the tyres or get loose at all, whereas in this is, you're constantly loose."

"We're swapping cars a lot [in sim racing]. So I guess the adaptability is quite useful, but I can't compare this to any simulation I've ever driven, it's really quite something to drive in real life."

## Kellett targets second Ginetta title on return

Ginetta GT5 champion James Kellett secured a last-minute return to the grid at Oulton Park on Monday.

The Yorkshireman, who entered with Century Motorsport, returned after spending two years without a seat after his title win in 2015.

Kellett claimed pole position in his first qualifying session back and scored podiums in the opening two races with second place finishes. Race three was rained off.

"The budget got too much, I was looking at going into GT4s and the G55 Supercup but I couldn't come up with the budget and we had to say 'enough is enough'," explained Kellett.

"I thought 'what was the point sitting on the sidelines when I know I could probably do GT5s again and get the budget.'"

Despite his absence from racing, Kellett was confident he hadn't lost any of his racing ability and feels like he could stake a claim on the 2018 title.

"Over the last few years I've got my ARDS instructors' licence so I've still been in and out of cars," he said. "I'm not as rusty as people might think – once you've got it, you never lose it."

# LLOYD TARGETS MORE TCR UK OUTINGS

Photos: Mick Walker, Jakob Ebrey, Mat Acton Photography



Lloyd headed ex-BTCC rival Moffat

Dan Lloyd is hopeful a dominant display of pole position and a clean sweep of race wins on the opening weekend of TCR UK will be enough to secure more outings in the series.

Lloyd, who has raced in TCR International and helped with testing work for the formula in balance of performance testing, drove a West Coast Racing VW Golf, taking two victories.

"It was the perfect weekend for me and it shows that we did a lot of good work throughout 2017 to put us in this position," said Lloyd. "I was down for one meeting initially, but winning has helped and discussions have already started about remaining in TCR UK. Motor racing is heard enough, but when you win, that can help to open doors for you. I am optimistic about the rest of the year and I would love to

continue. We will see where it goes from here."

Lloyd's chances could be boosted by the fact that his team-mates at Silverstone, Andreas and Jess Backman, could return for the next two rounds.

Lloyd praised the new championship, which had struggled for entries before announcing a raft of drivers just before the Silverstone meeting, which brought the total to 13.

"TCR UK is only going to go one way, and that is upwards," said Lloyd. "It has had a tough birth because it is up against the strongest domestic touring car championship in the world in the BTCC, but it certainly warrants its place as a feeder formula to it. It was a great meeting and there was lots of interest in it."

## Balance of Performance ready for next TCR race

The organiser of TCR UK has confirmed that the balance of performance ratings will be set in the period between Silverstone and Knockhill, the second round, after a delay to the release of the figures from the TCR formula creators.

The series is reliant on a worldwide BoP for TCR cars, but those numbers were not confirmed in time for Silverstone. That meant cars like the Hyundai i30 TCR and the new generation Honda Civic TCR, which both hit the track in the second half of 2017, had to be run from a "balance of performance bulletin" and not by official figures.

"Balance of Performance figures should have been issued last Thursday," said TCR UK's Mark James. "It has been delayed, so we took the decision to run from a balance of performance bulletin



Kent (top) and Crocker affected

which was issued a few weeks ago, and it would be changed between Silverstone and Knockhill [when the official TCR balance of performance is released].

"The BoP will be issued this week as it's the start of WTCR in Marrakech." Finlay Crocker (Honda) and Hyundai driver Lewis Kent will both be affected by the changes, while other changes could be made to existing cars' BoP ratings.



Paul Eaton raced new-build Holden at Silverstone last month

## The Grand Tour's Eaton to race Holden in Super Touring series

Abbie Eaton will race a 1983 Holden Commodore in the Historic Sports Car Club's Super Touring series in 2018.

Eaton, the 2014 Mazda Supercup champion and now the test driver on Amazon Prime TV show *The Grand Tour* starring Jeremy Clarkson, will race in the invitational class in a car built by her father, Paul. She'll use the season to stay sharp as she hunts a seat in a GT3 car or in the Porsche

Carrera Cup UK for 2019.

"It's such a beast to drive and it's a big V8 in it, it takes a lot of taming," said Eaton. "We're changing lots of bits on it. It's a new challenge and it's interesting every time you get in it."

Eaton's father Paul raced Eurocars in the late 1990s but retired to support Abbie's career. Paul bought the Holden from Australia.

"Ifanced something

different," said Paul Eaton.

"The Australian cars back in the '70s, '80s and '90s are iconic. I thought it would be nice to do a replica of the Holden Dealer Team Marlboro cars, to race over here."

Paul will race the car in more Thundersalons races later in the season, and also plans to do three races abroad.

He finished 19th and 11th at Silverstone, in what was his first races in the wet for 20 years.

## Pasma seals British F4 return with Arden, grid up to 14 cars

British Formula 4 racer Patrik Pasma will switch to the Arden team for this season.

The 18-year-old competed with the Carlin squad during his rookie season in the series last year but the team has taken a sabbatical in 2018.

The Finn finished eighth in the points last year – taking four podiums – but his season suffered a

setback when it was his car that Billy Monger crashed into at Donington Park and led to Monger having both of his legs amputated. Pasma was uninjured, but, after taking five top six finishes in the five races before the crash, he only managed to achieve another six in the rest of the year.

"The early races I was really fast and after the crash with Billy I was

struggling a little bit," admitted Pasma. "Then at the end of the year we got quicker."

Pasma now completes Arden's four-car F4 line-up, partnering Seb Priaulx and karting graduates Jack Doohan and Dennis Hauger.

"I'm learning something new every day [in testing] and I'm learning with the team," Pasma added.



Finn returns to UK F4 series





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# RACING NEWS

Photos: Gary Hawkins, Jakob Ebrey, Ian Skelton



Luke Williams is in a Ginetta

## Formula Ford champ to Britcar

Formula Ford stalwart Luke Williams will switch to the Britcar Endurance Championship and race a Ginetta G55 GT4 with Black Mamba Motorsport in 2018.

Williams won the British Racing & Sports Car Club's National Formula Ford 1600 Championship last season aboard a Firman RFR16.

He had planned to return to the series this year but received a late offer to compete in Britcar.

"We'd talked about it [Britcar] in December but didn't hear anything back. So I thought nothing of it and started preparing for the Formula Fords," said Williams. "And then I got a phone call at the end of February asking if I'd drive for them!"

"I've only ever driven open-wheel cars so I was a bit hesitant but it's just another car, it's got a roof and it's a bit more difficult to get in and out of."

He will team up with Andy Papageorgiou, while the sister car will be driven by Chris Papageorgiou and team manager – the 2014 British Formula Ford champion – Jayde Kruger.

Although Williams is looking forward to the new challenge, he plans to race in the end-of-season Formula Ford Festival and Walter Hayes Trophy.

"I'm a little bit disappointed not to be doing Formula Ford as the calibre of drivers this year is phenomenal," added Williams, from Thirsk in North Yorkshire.

"Without a doubt we will go to the Festival and Walter Hayes."

# PROTOTYPES JOIN MASTERS SERIES

## Brit entries join series for 1995-2002 Le Mans cars



Minassian reunited with V12 Peugeot



Scott drove ORECA at Brands

By Marcus Pye

**Aaron Scott's Akron Sport team is expanding to field a pair of Chevrolet-powered ORECA 09 prototypes in the Masters Endurance Legends series in 2018, after testing the car at Brands Hatch last month.**

Historic sportscar and Formula 1 racers Keith Frieser and Tommy Dreelan will compete in the championship for Le Mans cars from 1995-2002 driving a car each.

The Sutton Coldfield squad, which had already shaken down Canadian Frieser's chassis in Spain, ran Irishman Dreelan's example of the French-built machine for the first time at Brands Hatch, during which it concentrated on achieving baseline settings.

ELMS GT class winner Scott, who has raced Dreelan's F1 March 761 and Williams FW08,

and co-driven Dreelan's Spice and Porsche 962, will continue to share with the Celtic Speed boss in historics.

Also at Brands was Le Mans podium finisher Nicolas Minassian, who was reunited with a V12 version of the Peugeot 908 he used to finish second at Le Mans in 2008.

Minassian drove a V8 variant of the car at the prologue event for the new series at Spa last year, and completed sub-42s laps around Brands Indy in the car at the test last month. He was shaking down the car which will race at the same circuit later in the year with Peter Porter at the wheel.

Christophe d'Ansembourg's Aston Martin DBR1-2 has been rebuilt by CGA over the winter and is awaiting its V12 engine to compete in the seven round series. It visits Imola, Brands, Le Castellet, Silverstone, Nurburgring, Spa and Dijon.

## Sullivan targets GTs alongside Mini drive

Liam Sullivan is targeting one-off outings in British GT and the Creventic 24 Hour Series this year, after confirming a deal to race a Mini in Masters Historic Racing Pre-66 Touring Cars.

Sullivan arrived in the UK from Australia in 2015, and won the Mighty Mini Championship in his first season racing in the UK.

He spent last year testing random machinery in the hope of pulling together a budget for the Porsche Carrera Cup.

"There's some other stuff in the pipeline, but I'm committed to the whole Masters season," said Sullivan. "I'm looking to do some endurance races, British GT or the Endurance Series. Just some one-offs."



Sullivan and Lewis tested the Mini at Brands last month

Sullivan will race the Mini that won last year's Pre-66 Touring Car Championship in the hands of Jonathan Lewis, sharing with Lewis.

"When I first got to England I was in the [Mighty] Mini to start with. I met Jonathan

Lewis, I raced for him in 2015. I caught up with him at a kart track recently and we put the deal together.

"He won the championship last year so the aim is to go and win the title again with him."



Damon Hill drove Vantage GT4 at Brands last month

## Team BRIT begin talks for Le Mans

Team BRIT has begun the process of having its hand controls formally recognised by the FIA and the Motor Sports Association as it looks to take a step closer to Le Mans in 2020.

Team BRIT is a team for injured and disabled drivers, using motorsport as a rehabilitation tool.

The team will race an Aston Martin Vantage GT4 this year, becoming the first hand-control adapted GT4 car of its kind in competition.

Team BRIT coach David

Williams met with Automobile Club de l'Ouest's sporting director Vincent Beaumesnil to discuss the team's entry into the Le Mans 24 Hours which the ACO organises.

Williams said: "I was very encouraged with the warm reception from Mr Beaumesnil to Team BRIT's ethos and plans to making motorsport more accessible. He was very positive and sees the importance of further development of motorsport for the disabled."



Ligier JS P4

## Two Ligier P4s for new class in LMP3 Cup

After opening up its class structure, the LMP3 Cup will have at least two trackday-spec prototypes on the grid this year, as United Autosports has entered a pair of Ligier JS P4s.

The machine is powered by a 3.7-litre Ford engine, and has the capability to be turned into a two-seater for tuition purposes.

"It is the perfect entry-level car for drivers who want to get a taste

of prototype racing and the LMP3 Cup is the perfect platform to do that on," said Richard Dean, team owner and managing director of United Autosports.

"We will be announcing our drivers soon, but I'm hopeful the category will take off in the way the LMP3 class has."

The car be classified in the PT4 class which is also open to the Radical RXC.



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# HISTORICS

*'Hadfield and Schryver will drive a Chevron'*  
Ace pair will team up, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

**CHRIS WHITE**

Age: 54 Lives: Market Harborough  
Ford Escort Mk2 pilot

### He started on road rallies

"I've probably been rallying for 25 years but there have been some big gaps. I started road rallying in a Ford Escort Mk2 on local events and then we bought a stage car and Baz Stevenson-Wheeler was my co-driver. We progressed from there."

### Work gets in the way

"My biggest problem is work. I run an engineering business and it's very difficult to do a full championship. We did it for a couple of seasons but work suffers. Work pays for the rallying so it has to come first and we're away some times. We've been rallying a long time but we might only do one or two events a year."

### He had a great run on the Roger Albert

"The more we do, the more the pace gets better. There's no substitute for seat time. Doing an event like the Roger Albert Clark Rally was fantastic. Finishing 12th overall was a great result for me, considering I'd only done one forest event in the previous 18 months. We had a few issues with the car and could have got in the top 10 but it was fantastic and I'll definitely do it again in 2019. That was like a season's rallying for me in one hit."

### It is a recent car

"The car before the current one I sold to Tim Pearcey. We built this one about three years ago but it's not done that many events. Grant Shand introduced me to Chris Dewsnap and he's been my regular co-driver ever since. We get on well."

### He likes Belgian events

"I like being in the forests, although I'm probably better on asphalt because I've not done enough forest events. We do like going to Belgium, because you get good mileage. We stopped forest rallying for a bit due to the issues with running order but Rally 2WD is a brilliant idea to get everyone back in the forests."

### His son is involved

"The plan is to do as many rallies as I can because we've got a very busy work year in 2019, so rallying will be slightly limited. I've got a wife and three children and Chris junior runs my car. We prepare it and run it and he is fully hands-on. I've bought him Chris Skill's old 1600cc Escort Mk2 and he wants to get in the woods with it."



White: busy workload



Gee will tackle Spanish event

# STARS GATHER FOR RALLY TRASMIERA RUN

## Champions join the trail on closed roads in northern Spain

By Paul Lawrence

**Jimmy McRae, Juha Kankkunen and Antonio Zanini are among the stars gathering for the Rallye Festival Trasmiera on May 10-12 in the Cantabria region of northern Spain.**

McRae reckons that a British version of the closed-road demonstration event could now be feasible. "I did it last year in an Opel Manta 400 and I think it is a fantastic event," said McRae. "The crowds are just unbelievable and it's a lot of fun.

The stages are very nice. You can drive however you want to drive and that's what is so good about it. Hopefully now we have closed roads we could have something like it here, which would be great."

The event includes 165 cars up to first generation WRC cars, with 35 cars going from the UK via the event's UK agent Gary Gee. The route covers around 60 miles of stages over three days, starting on Thursday evening and finishing on Saturday.

Kankkunen and his former co-driver Nicky Grist will be in

their 1994 Toyota Celica, which has recently been restored by Warner Lewis.

"They charge one euro per person to go into the service park and last year they took 54,000 euros for charity," said Gee. "They have fantastic cars and even the road sections are lined with people. You can go as fast or as slow as you want."

Gee is taking his ex-works Talbot Lotus Sunbeam with Ian Grindrod as co-driver while other entries include spectacular Irish driver Frank Kelly in his Ford Escort Mk2.



McRae: back in harness



The Volvo is in the UK

## Estate Volvo 850 touring car restored to period specification

One of the rare Tom Walkinshaw Racing-built Volvo 850 Estate cars used in the 1994 British Touring Car Championship is currently being rebuilt by Jason Minshaw.

Minshaw found the car in Holland, where it had been running as a saloon. He is now

taking it back to period specification but does not plan to race it due to a lack of spares.

"I will run it in demonstrations," said Minshaw. "I'd like to have it as a rolling shell to be on display at the Silverstone Classic."

Chassis 3 is one of three cars

built for the car's only season in 1994, when the car was raced exclusively in the BTCC by Rickard Rydell and Jan Lammers to 14th and 15th in the points.

Gregor Peterson in Sweden has chassis 1 and chassis 2 is in a museum in Gothenburg.

## Clark remembered this weekend

Everyone attending Saturday's HSCC season opener at Donington Park, including spectators, has been invited to the grid at 1300hrs for a minute's silence in memory of Jim Clark.

The meeting falls exactly 50 years from the day when Clark was killed in a Formula 2

accident at Hockenheim.

The Club is inviting drivers, team members, marshals, officials and spectators to show their respect for one of Britain's greatest racing drivers. Cars of the type raced by Clark during his career will be placed on the grid. Bagpipes will be the lead in to the minute's silence.

## Shelsley hill to celebrate F1

Formula 1 cars from more than 50 years will form the central theme of this year's Classic Nostalgia weekend at Shelsley Walsh on July 28/29.

"F1 Through the Ages" will draw a range of grand prix cars to the Worcestershire hillclimb venue and a dedicated F1 paddock will be filled with



F1 cars will go uphill

both modern day and classic F1 cars.

Some of the cars will take to the 1000-yard hill and details of the cars attending will be announced over the

coming weeks. The weekend will also feature rally cars from the 1980s and 1990s in the new Ralli22 speed event series as well as a full entry of other pre-1980 cars.

## Ayrton Senna's F1 cars to mark 25th anniversary of that lap of Donington Park

The Donington Historic Festival on May 4-6 will celebrate one of the circuit's most famous races, the rain-soaked 1993 European Grand Prix won by Ayrton Senna.

To mark the 25th anniversary

of Senna's sensational opening lap there will be F1 car demonstration laps on the Saturday and Sunday, plus a

static display on all three days.

The F1 cars on show will pay tribute to Senna, and were either raced by him or against him. They

include the Toleman TG-184-01 Hart Turbo in which Senna caused a sensation during Friday practice at the 1984 British GP and the McLaren MP4/8 that was Senna's test car for the 1993 Donington race.



Senna at Donington



F5000 will thunder at Brands



# RALLY NEWS

Photos: mcklein-imagedatabase.com, Red Bull

# WRC STARS FEAR LOEB'S POTENTIAL ON TOUR DE CORSE

## Citroen ace expected to shine on asphalt surface in France



Loeb was back in the groove on Mexico



Loeb (l) is expected to challenge Ogier on Tour de Corse event

By David Evans

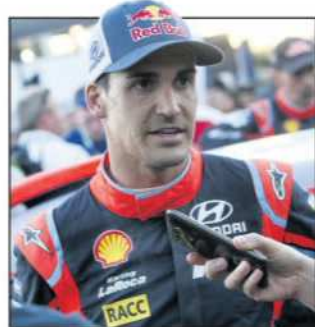
**Sebastien Loeb's World Rally Championship rivals have admitted they fear the performance the series' most successful driver ever could deliver at this week's Tour de Corse.**

Despite being away from the full-time WRC since the end of 2012, Loeb managed to steer his Citroen C3 WRC to the top of the timesheets at last month's Rally Mexico. The nine-time champion only lost his shot at victory when he dropped out of the lead changing a puncture on the Leon-based event.

Loeb's Rally Mexico pace has rattled his rivals, who have pointed to his record on the French island. Loeb won Corsica the last four times he competed there (2005-08), famously winning every stage en route to his maiden success on the French island in 2005. He won a majority of stages on the four events he was victorious on during that period.

Asked what he expected from his countryman and rival, M-Sport Ford's Sebastien Ogier told *MN*: "We will see. This weekend was not bad for him and on Tarmac he is strong also. He did some rallies [on asphalt] so he'll have the rhythm again. Possibly he can be even stronger in Corsica. We definitely need to show we have improved our car because the C3 last year was untouchable on Tarmac."

Nobody knows about Loeb's asphalt pace more than Dani



Sordo expects a Loeb threat

Sordo, his former team-mate at Citroen. Sordo said: "He will be dangerous in Corsica, we know that. He was good in Mexico, like we expected, but sometimes he is even more at home when he is on the asphalt..."

Loeb was pleased with the progress he made at his pre-event test late last month, but he remained guarded about his chances.

"In Mexico I had driven quite a lot of the stages," said Loeb, "but it won't be like it in Corsica, I will have to discover a lot of the roads. But I like Corsica, I have good memories and I've always been competitive on Tarmac. In Mexico I was curious to see where I was, I really wanted to be in the fight and I managed that. I hope to be in the fight this week."

Loeb's Citroen team-mate Kris Meeke, who was with him briefly at their pre-event test, did little to allay rivals' fears.

In terms of what Loeb could achieve, Meeke added: "I think he can go quicker again. Sixty per

cent of the route is new in Corsica and that's only going to help him."

Having edged his countryman and former intense rival Loeb in Mexico, Ogier's hopes of doing the same again this week have been boosted by a strong pre-event test. M-Sport's head of rally engineering Chris Williams told *MN* he was confident the Fiesta WRC would be more competitive than in Corsica 12 months ago, when Ogier was almost a minute down on winner Neuville.

"We are definitely further on than we were [last time on asphalt] in Spain last year," said Williams. "We've made a step through the winter. Some of the step was apparent in Mexico and is directly translatable [to asphalt]. The feedback from the drivers from the test was good - this was probably the happiest Sebastien's been on Tarmac, will that translate? We don't know, but we have a happy driver which is a very good start."

## Greensmith keen on French charge

Competing away from the WRC2 spotlight, Gus Greensmith says he's ready to put his Ford Fiesta R5 through its paces in Corsica this week.

The 21-year-old, who drove conservatively to finish second in WRC2 in Mexico last month, is chasing a return to the speed he showed on rallies like Finland - where he led the WRC2 category - last year.

"I said to my dad that it feels like a long time since we put the car on the door handles and really went for it," said Greensmith. "Mexico was great, but I was doing exactly what I was told: getting experience and not taking any risks. We're not running in WRC2 in Corsica, so I need to push



Greensmith: charger

harder in France. The plan is to find strong pace on Friday and then really look to push on Saturday. I need to get out there and find my feet again.

"The Fiesta has a great chassis, so Corsica's the sort of place which really suits the car. To be honest, the roads are pretty insane. I'm really looking forward to it."

Greensmith will return to his WRC2 campaign at Rally Argentina at the end of the month.

BRITISH RALLYCROSS ACTION FROM LYDDEN HILL

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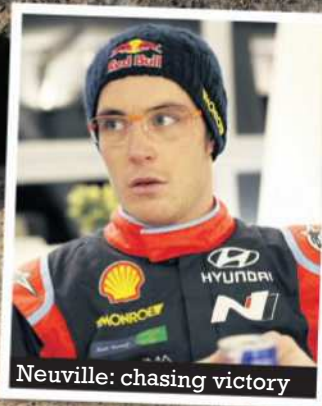
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'Desi Henry to use updated Skoda Fabia'  
New mount for Easter Stages, p14



Belgian crashed into a river



Neuville: chasing victory

## NEUVILLE: WATERY CRASH WON'T AFFECT FRANCE PACE

Last year's Tour de Corse winner Thierry Neuville is adamant that crashing his i20 Coupe WRC into a river won't affect his pace at this week's fourth round of the World Rally Championship.

The Belgian went off the road near the end of his day of running just south of Bastia last week. The car slid down a bank and landed in the water. Despite that crash, Neuville is determined to return to the top of the table, having led the championship by 10 points after round two in Sweden.

"Tour de Corse is one of my personal highlights of the season," he said. "We have some good memories from this rally across the years. We have won twice, including last year's WRC victory, so I am hoping for another competitive weekend. We had an accident towards the end of the pre-event test but that won't change our approach to this rally. It is a really demanding event for crews and teams but we're determined to strengthen our position in both championships."

Neuville wasn't the only

driver whose test was interrupted, but Kris Meeke's hinderance was far less dramatic. The Citroen star's first day back on pure asphalt this season was all too reminiscent of Monte Carlo.

Meeke told *MN*: "We got caught in some weather on the first day of the test. The temperatures dropped to two degrees and the snow came. Not far up the road we were using it was white with just the two tracks. We really needed the Monte-spec soft tyre, but we didn't have them because

you're not allowed those in Corsica."

Meeke was relaxed about the continuation of winter, explaining that they were running on a stage at 550 metres – which is still 300 metres down on this week's Tour de Corse high point. "It doesn't matter now," he said. "They were pretty freak conditions. It will get a bit cooler up at the top this week, but we're looking at 18 degrees or something on the event. It was tricky, but you're always learning something on the test."

## Mills will return to WRC alongside Evans in M-Sport Fiesta

World Rally champion co-driver Phil Mills is ready for an 'eye-opening' first loop of Corsican stages on his return to a World Rally Car alongside Elfyn Evans this week.

Mills – who won the 2003 title with Petter Solberg in a Subaru – has stepped in to the M-Sport Ford Fiesta WRC after the team elected to give Dan Barritt more time to recover from his and Evans' Rally Mexico crash last month.

Mills, who hasn't co-driven at the highest level since 2010, is looking forward to being back at an event he won alongside Solberg in 2003.

"I've been reading Elfyn's notes while doing his gravel notes for the last five years," he told *MN*. "That was probably what swung the decision – I'm familiar with his system. There were some younger guys around, but they were just not quite ready."

"I did a single venue event with

Simon [de Banke in a Fiesta R5] recently, so that first loop [in Corsica] will be an eye-opener, these cars are quick! I've still got my boots, it should be fine."

Mills dismissed a possible long-term return: "There's nothing going forward from this. I'm just joining Daniel [Elena, Sebastien Loeb's co-driver] for the old farts' return. I'm looking forward to Sunday night, when Daniel and I will go back to what we used to do: falling asleep in the bar!"



Mills will sit in with Evans

## Azores bosses defend rally recovery

Organisers of the Azores Rally have responded to criticism that they failed to assist David Botka in retrieving his stricken Skoda Fabia R5 after a crash at last month's European Rally Championship opener.

On the penultimate stage of the event the Hungarian rolled and was upside down.

Following his retirement, Botka posted on Facebook: "Unfortunately, the directors didn't send any help. More specifically, their tow truck driver said 'there's no way to pull it out' and then he left."

"With a machete and a hand-winch, we pulled it out of the depth with flashlights and the lights of our phones. We literally had to pull the car every inch."

The rally's chief safety officer, Antonio Medeiros,

responded by saying: "[We were made] aware of the mentioned accident and were assured that the affected competitors were OK. When the tow car arrived at the site, its driver found that he could not take the car because it was more than 200m from the road and overturned. Following the arrival of the competitor's team, our tow car was dismissed."

Clerk Antonio Andrade added: "It seems to me that the competitor's post on his team Facebook profile shows some lights pointed at them [while the car was being recovered]. They're from a fire engine, as I realised when I was there. The theory of being there only with the lights of mobile phones, as well as other statements made, do not correspond."

## Budar predicts success for Lefebvre in WRC2

Citroen team principal Pierre Budar has made clear his intentions for Stephane Lefebvre and the French firm's all-new C3 R5, saying he wants this year's WRC2 title from the Frenchman.

The C3 R5, which was homologated from April 1, makes its competitive debut in Corsica this weekend, with Lefebvre driving a PH Sport-run car in a busy entry.

Despite the crowded R5 market, Budar says success is vital for Citroen, especially after the PSA Group's previous R5 cars – the DS 3 R5 and 208 T16 – have struggled to match the likes of M-Sport and Skoda in the WRC.

Budar said: "The target we have set Stephane Lefebvre is to win the championship in order to show the potential of the car, both in terms of performance and reliability on a wide variety of surfaces and in what is a

highly competitive series. Stephane will be in the spotlight, showcasing the brand. He has two undeniable assets, starting with the fact that he participated in a large part of the development testing, so he knows the car well and will be sharp coming into the rallies.

"He also has experience of the events since he contested most of them last year in the WRC."

Lefebvre, whose last WRC outing was in Australia in November last year, said: "After a long winter break I'm really looking forward to getting back on the WRC stages. It's always exciting to compete for the first time in a new car where you have worked on a large part of the development."

"I feel confident behind the wheel and I can't wait to get the opportunity to show it."

Lefebvre will get a pre-event test for the rallies he contests.

## GROUP RALLYING EDITOR

# DAVID EVANS

"Therier's nose had been put out of joint"



**H**ere's one for you. It's mid-morning on Friday and the cars are just going into the second stage of the Tour de Corse. News is coming through that all three M-Sport Ford Fiesta WRCs have stopped. Identical gearbox failure, apparently. But here's the tasty bit, the French and British drivers in the British team are suspicious. Somebody mentions sabotage. And the primary suspect? FFSA president Nicolas Deschaux.

Now, before anybody gets too hot under the collar and considers legal action, the above won't happen. The Fiestas won't suffer gearbox failures and, of course, Mr Pres had nothing to do with something that didn't happen.

Except it did. Forty years ago, Bastia was rocked by the early departure of the two works Triumph TR7s of Tony Pond and Jean-Luc Therier. Turns out both cars had the drain plugs at the bottom of the gearbox loosened while they sat in parc ferme. They remained just about tight enough to keep the oil in place until the cars were warmed up and into the first test, then it started to drain away and, both of the British machines were parked up with gearbox failure at the end of the second stage.

At the time, BL Motorsport issued a handwritten statement to the media, saying: "When inspected by the service crews, both cars were found to have gearbox drain plugs loose."

"The cars, prepared by individual mechanics at special tuning [the BL Motorsport preparation and service department at Abingdon] had been run some 200 miles prior to the rally, there had been no indication of this oil loss problem."

Suspicion first fell on the local British Leyland dealer on the island, which had just had its franchise withdrawn by BL France. But then, much later, Therier outlined his theory to French magazine *Echappement*. Turns out Therier's nose had been put out of joint after he won the Milles Pistes Rally earlier in 1978; then FFSA president Jean-Marie Balestre had opined that victory for Pond (who'd finished second) might have been a better result to further the international appeal of the event.

Therier took exception to that and arrived in Bastia for the Tour de Corse driving a British-built TR7 and competing on a British licence and said – in the pre-event press conference – that this would please Balestre as it would increase the chances of a British win. Balestre went ballistic.

And then, when the cars were supposedly securely locked down, somebody managed to get to them. Access is strictly limited to parc ferme, but senior officials are allowed in. Is the president of the national sporting authority a senior official? Absolutely so.

Before I go any further, I have to thank McKlein's glorious Group 4 book for this unexpected tale. And what a story. Regardless of what goes on in Bastia this week, it'll have nothing on what went on four decades ago.

In the end, Balestre would have been fairly chuffed with the result in 1978 – there wasn't a British driver anywhere near the sharp end of a top 12 populated by 10 Frenchmen and one French lady.



**AGREE/DISAGREE?**  
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# RALLY NEWS

Photos: Jakob Ebrey, Martin Walsh, William Neill

# HENRY GETS UPGRADED SKODA FOR EASTER

## New car has more power for Irish Tarmac



Henry drove a Fiesta in Cork

By Jack Benyon

Desi Henry is set to make his debut in the latest version of Skoda's Fabia R5 on this week's Easter Stages Rally.

Boasting a slight power increase over the original, the Czech-built car will be the first of its kind to be rallied in the UK or Ireland.

Originally, Henry had been told the car would not be ready until after May, which resulted in him switching to a Ford Fiesta R5 from the similar-spec Fabia he used for the last two seasons.

"They were keen to push the car and told me they wanted one out on the stages," he said. "Originally, we were told the new car wouldn't be ready until after the Rally of the Lakes in Killarney, so it's great that we are getting it earlier than planned."

"The last Fabia we had was down on power compared to the Evo2 version of the Ford Fiesta, and it didn't have the latest bits on it, but the new Fabia has all the upgrades."

Henry and his team are hoping to shake



Henry (r) knows the Fabia R5 well

the car down ahead of this weekend's Irish Tarmac Rally Championship round, the Easter Stages, based in Ballyclare. He finished fourth in the ITRC in West Cork.

"It should be competitive right out of the box," said Henry, who is fourth overall in the points table. "I know it can help us win the Easter Stages Rally."

"That was only my second time in West Cork so everything was still new to me. I am feeling much more confident going into the next round as I have previous experience of the stages."

MN understands Skoda has over 40 orders for the upgraded Fabia. It has sold over 200 examples since its debut in 2015.



Bishops court winner

## McGarrity in fight for victory

Former Easter Stages Rally winner Derek McGarrity admits he won't have it all his own way on this week's event despite prior experience of the route and the fact he will run a two-litre World Rally Car in Antrim.

He will have to contend with a number of rapid R5 drivers over both days of the closed-road meeting as it is the second points-scoring round of the Irish Tarmac Championship.

These include the Moffett brothers – reigning

## SEEDING ENTRY LIST

### Easter Stages Rally

| NO | DRIVER/CO-DRIVER                | CAR                    |
|----|---------------------------------|------------------------|
| 1  | Josh Moffett/Andy Hayes         | Ford Fiesta R5         |
| 2  | Sam Moffett/Karl Atkinson       | Ford Fiesta R5         |
| 3  | Derek McGarrity/Paddy Robinson  | Subaru Impreza S14 WRC |
| 4  | Robert Barrable/Damien Connolly | Ford Fiesta R5         |
| 5  | Desi Henry/Liam Moynihan        | Skoda Fabia R5         |
| 6  | Jonny Greer/Kirsty Greer        | Citroen DS3 R5         |
| 7  | Marty McCormack/David Moynihan  | Skoda Fabia R5         |
| 8  | Daniel Cronin/Shane Buckley     | Ford Fiesta R5         |
| 9  | Stephen Wright/Arthur Kierans   | Ford Fiesta R5         |
| 10 | Eugene Donnelly/Mark Lane       | Hyundai i20 R5         |

champion Sam and 2018 opening round winner Josh – Robert Barrable, Desi Henry and Jonathan Greer, who is reverting back to his Citroen DS3 R5 after a one-off appearance in a Ford Fiesta.

All five were in action on the West Cork Rally on March 17/18, so to give himself a fighting chance, McGarrity plans to test in his Subaru Impreza this week.

"You have so many fast R5 drivers who have just completed two days at West Cork, so they are all heading

to the Easter Stages Rally pretty much match fit," said McGarrity. "Yes, my car is slightly more powerful, but it is 10 years old now and new R5 cars have closed the gap. Saying that, I will still be giving it a good go."

McGarrity last won the Easter Stages Rally when it ran in 2011 in place of the Circuit of Ireland Rally, also in a Subaru Impreza WRC.

Again, it runs in place of the Circuit of Ireland, which won't feature again this year for financial reasons.

## Scottish Rally adopts Rally2WD format

The RSAC Scottish Rally will run to Rally 2WD format this year.

The event, which is part of the Scottish Rally Championship, will follow the lead of a number of events in Wales in adopting a format where two-wheel-drive cars run in a separate event to four-wheel-drive cars, so they are able to take in exactly the same route as the all-wheel-drive machines, despite running first on the road.

The event will once again be based out of Lockerbie Truck Stop. The first loop of stages will be in the usual Twiglees and Castle O'er stages, which return, while the second loop will have

crews heading to Beattock to tackle stages at Rivox and Gill Knowe, which haven't been used in recent years.

Clerk of the course Jonathan Lord said: "We have listened to feedback and are pleased to be running in this exciting new split format that has been devised by the Rally2WD group, to rekindle the sometimes falling numbers in the two-wheel drive fraternity."

"As far as we are aware, we are the only Scottish Championship event to be running this way but a similar theme has been seen on selected events before and has worked very well."

## Popular format adopted in Scotland



## Pirelli Rally entry for Woods in Adam Cup

Northern Irish driver Connor Woods will drive a Vauxhall in the Adam Cup in the British Rally Championship on the Pirelli International Rally.

Woods, 21, has competed sporadically in a Vauxhall Nova, Honda Civic and most recently a Mitsubishi Lancer E6 in UK and Irish events.

"Sometimes you have to take a step back to take a step forward," said the County Fermanagh driver of moving from the four-wheel-drive Lancer back to the Adam, which is similar to an R2-spec car.

"I haven't driven the car, so we'll just do the shakedown before the event. I'm really looking forward to it, I just wish it was tomorrow. We'll miss Belgium, but we'd like to do Ulster and the Isle of Man. That's the plan," he added.

The BRC has received 17 entries, as MN closed for press, so far for the April 28 event. The opening round of the championship, the Border Counties Rally, was cancelled due to bad weather and the lack of a gap in a crowded rally calendar to slot back in.

## NEW TCR UK CHAMPIONSHIP KICKS OFF AT SILVERSTONE

## PAGE 24

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*"This allows me to give something back to the sport"*  
**Andy Priaulx Sports Management, p27**



Photos: Songasport, Pro-Rally Photography



## NEW TEAM COULD BRING CROSS COUNTRY BACK

A new organising team is hoping to bring back the British Cross Country Championship next year after the championship was cancelled for 2018 due to a poor entry.

Jon Aston, who finished 11th on the Dakar Rally and was due to be clerk of the course for this year's championship, has confirmed interest in taking over the running of the series from Marches 4x4, the previous organiser.

"Myself and Gary Simpson [series media and photographer] did a lot of work over the last week or two to try and get more people to come along and we got

another five, but it still wasn't enough," said Aston.

"I have emailed the MSA formally expressing my interest in taking on the tender in 2019. It's no secret that I wanted to do that anyway. They go through a tender process, and the tender is usually issued in July-September. But we have to have the forestry allocations in by the end of July, so actually we could do with knowing before then."

Aston plans to sit down with competitors to discuss what they would like to see from the new championship. The previous organiser has

confirmed it will not oppose Aston in tendering for the championship for 2019.

For Marches 4x4 to run it this year, the breakeven point was 25. It received 24 entries.

A statement read: "Due to a low number of registered entries for 2018 Britpart BCCC/Britpart BCC Trophy and Britpart Freeland Challenge it is with regret the Marches 4x4 MSM Ltd directors Selwyn Kendrick and Phillip Turley have had to take the decision to cancel. Monies received to date will be refunded."

Aston has the support of a number of drivers and teams.

## GROUP NATIONAL EDITOR

# JACK BENYON

*"Rally 2WD was brilliant, but not needed"*



**R**ally 2WD embodies the very spirit of what it is to be British. In the face of adversity, some of the world's best minds in their fields, in this case rallying, unite to make the best of a bad situation and deliver something truly special.

While I didn't visit Rally North Wales, I've heard a lot of good feedback about how the event ran. For the uninitiated, Rally 2WD has the two-wheel-drive machines head out and do loops of stages and finish, then, in a separate event, the four-wheel-drive cars follow the same format.

It was developed to stem the loss of two-wheel-drive machines from rally entry lists, and it delivered. The entry sold out, but perhaps more importantly, brought back a number of crews who haven't rallied their cars for a long time, at least since the MSA adopted the rule that fastest cars must run at the front of the road.

Before I change tack slightly, the format was a great success, and everyone involved deserves more praise than I could award on these pages.

But answer this. Why do we need it?

The fastest-first seeding was introduced because it was reported spectators were arriving later in stages to catch the leading and so-called most exciting entries further back on the road.

But contradictory reports have people leaving once they've seen fast cars at the front, meaning people can be in the road when the two-wheel-drives come through. It doesn't matter if a spectator is hit by a four-wheel-drive or two-wheel-drive car in a rally. The outcome will be the same.

While the Rally 2WD format was a success, it meant longer hours for organisers and volunteers, who were the real heroes on Rally North Wales.

When asked most recently, in the *MN* rally special in February, the line was that there was no plan to alter seeding for 2019. So I went to the new MSA chairman and asked him what he thought.

David Richards said: "We've shot ourselves in the foot in many ways, it would appear. Probably for very logical reasons, we've come to decisions primarily around safety, and if you look at each decision individually they are fully justifiable. But you also have to consider the unintended consequences of some of these things. The seeding on rallies that has required four-wheel-drive cars at the front of the field and the poor two-wheel-drive cars and historic cars running at the back.

"Naturally running in rough conditions like that puts people off. You don't want to take your nice car you've spent all your weekends on preparing over some rough forests in Mid Wales.

"Those people have voted with their feet. They've disappeared. And we've seen declining entries on rallies at a time when it's economically very difficult to make these events work."

While that's not exactly confirmation of a change, it's good to know the new chairman understands the problem.

What we need is for events to be able to choose the seeding, with the blessing of the MSA. That way, both parties have an input on what's best for that event.

Rally 2WD was ace, and a bastion of what's great about British problem-solving and spirit. But why not just solve the problem, instead of having an MSA-blessed solution to said problem!

## OBITUARY

### Simon Harrison 1963-2018

Simon Harrison, the 2005 ANWCC Road Rally champion, has died at the age of 54.

The Morecambe Car Club driver will be remembered for his immaculately prepared cars and a flamboyant and aggressive driving style.

He participated in rallying for fun, taking both success and set backs with the same good humour. He was however a keen competitor and enjoyed a high level of success, being one of a small number of drivers to win road rallies throughout the country.

As well as victories in the North West, such as the Witch Way in 2004 and both the Bolton Midnight and G&P Memorial the following year, he was twice winner of the legendary Preston Rally in East Anglia. Other notable wins were the Carpetbagger and Moonbeam rallies in 2006.

Having developed his own Subaru Impreza, a car he built "to handle like an Escort", he was still notching up the wins in 2015, with successes on the Bryniau Clwyd and Morecambe rallies. *MN* extends its sympathy to his family.

Ian Mills

## OBITUARY

### Roy Fidler 1932-2018

*Motorsport News* is saddened to report the death of 1966 British Rally champion Roy Fidler, who passed away last month.

Stockport man Fidler was a regular in the Triumph team through the 1960s and scored his best-ever RAC Rally result with fifth place and first British driver home in 1965. He used the same Triumph 2000 to win the following year's RAC British Rally Championship, when the series was mixed between stage and road rallies.

An accident on the Alpine Rally in 1968 while co-driving left him with a broken leg, but at that time he was vying for the number one spot in the team. A year later and he joined Datsun, where he and team-mate John Sprinzel combined to give the Japanese outfit the teams' trophy on the RAC Rally.

Fidler was also well recognised in another motorsport team, the driver association known as 'Ecurie Cod Fillet'. As a founding member and the managing director of a wholesale fish merchant in Macclesfield, Cheshire, Fidler was known warmly as 'King Cod'.

*MN* sends its condolences to Fidler's family and friends across rallying.

## McKnight victorious at Warcop

### Warcop Stages

By Phil James

Organiser: North Humberdale MC When: April 1  
 Where: Warcop Ranges, Cumbria Championships: ANECC; ANCC; ANWCC; F1000; NHRCC Stages: 6 Starters: 57.

Greg McKnight had a different car and co-driver but he still managed to repeat his win on last year's event this time around at the wheel of a Ford Escort Mk2 with Harry Marchbank reading the notes.

The winning pair survived a first-stage altercation with some chicane bales to head the standings throughout, although differential problems later gave cause for concern.

Rob Snowden and Mark Fisher were locked into second place throughout, enjoying a trouble- and incident-free day in their Escort Mk2 that required nothing more than fuel.

Iain Wilson and Chris Williams completed an Escort Mk2 podium after surviving an opening stage overshoot



Escort Mk2 man McKnight overcame differential problems

and spin on stage five.

A malfunctioning gear indicator caused some distraction for Ian Paterson and Dave Robson, who brought their Subaru Impreza home in fourth place ahead of Marcus and Helen Noble's Escort Mk2. Cole Hastings had never read notes before, but he soon got into the flow of it and helped guide his father, Impreza pilot Lee, to sixth place.

Stevie Irwin and Ian Middleton won a three-car Class 2 contest bringing their Vauxhall Nova home four seconds ahead of the battle-

scarred Peugeot 106 GTi of Barry Lindsay and Caroline Lodge. Donald Bowness and Paul Gribben had been in the fight but a broken driveshaft meant they slipped to 10th in their Nova behind the Escort of Stephen Hope and Shona Hale.

### Results

1 Greg McKnight/Harry Marchbank (Ford Escort Mk2) 1hr11m19s; 2 Rob Snowden/Mark Fisher (Escort Mk2) +38s; 3 Iain Wilson/Chris Williams (Escort Mk2); 4 Ian Paterson/Dave Robson (Subaru Impreza); 5 Marcus Noble/Helen Noble (Escort Mk2); 6 Lee Hastings/Cole Hastings (Impreza); 7 Stevie Irwin/Ian Middleton (Vauxhall Nova); 8 Barry Lindsay/Caroline Lodge (Peugeot 106 GTi); 9 Stephen Hope/Shona Hale (Escort Mk2); 10 Donald Bowness/Paul Gribben (Nova).

## ROAD RALLY ROUND-UP

The **Festival Targa Rally** was won in convincing style by Gavin and Carrie Rogers, who finished over two-and-a-half minutes ahead of the field.

The event had been rearranged after the postponement, due to snow, at the beginning of the month. Heavy rain the previous day made the going very slippery on the 34 miles of mainly forest tracks that the organisers had put together.

The winners took fastest time on

11 of the 14 tests and weren't lower than third on any. A lead of just over a minute had more than doubled by the finish. Jason Stone/Daniel Stone secured the runner-up spot but might have been a little closer at the end but for a number of cone penalties on various tests. Paul Freeth/Chris Head had held second for most of the event, but a penalty on Test 11 consigned them to third place in the final standings.

Ian Mills

### Results

Organiser: Bath Motor Club When: March 31  
 Where: Wiltshire/Somerset Championships: ASWMC Route: 14 tests Starters: 48.

1 Gavin Rogers/Carrie Rogers (Ford Escort) 70m33s; 2 Jason Stone/Daniel Stone (BMW 318Ti) +2m34s; 3 Paul Freeth/Chris Head (Rover 214); 4 Keith Lane/Martin Lane (Ford Ka); 5 David Lobb/Jim Bowie (Vauxhall Corsa); 6 Worth Birkhill/Jon Prior (MG ZR); 7 Philip Luxton/Alex Giles-Townsend (Rover 25); 8 Oliver Keates/Gavin James Bull (Peugeot 205 GTi); 9 Tony McCarthy/Mark Johnson (Nissan Micra); 10 Matt Heal/Will Warne (MG ZR).

Class winners: Luxton/Giles-Townsend; Barry Lyn Quibell/Jack Major (Ford Escort); Keates/Bull.

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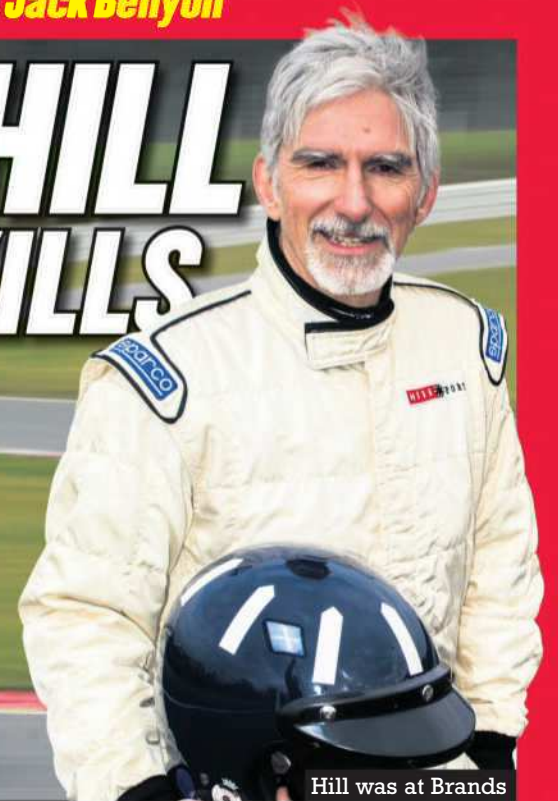


## FEATURE

Photos: Dave Archer, Gary Hawkins

The 1996 world beater tried the hand controls on Team BRIT's Aston Martin. By Jack Benyon

## CHAMPION DAMON HILL CHALLENGES HIS RACING SKILLS



Hill was at Brands

It's not often an Formula 1 world champion gets in a car and says "everything is new again". It's not often they chuck it off into the gravel either, but Damon Hill is not embarrassed. He's learning everything as if it was new again.

Why, you might ask? Surely an F1 champion can get into a car and drive anything quickly straight away?

Not when the car is a piece of advanced engineering. It's an Aston Martin GT4, but it features an incredibly advanced hand control system developed to help disabled drivers compete on a level playing field.

Team BRIT, as you can read about below (see sidebar), is the team, and its goal is clear; to reach the Le Mans 24 Hours by 2020.

Hill is quick to learn and soon has the Aston purring around the track. There's no comment when asked if he put the car into the gravel on purpose, given the polarising TV presenter Adrian Chiles was in the passenger seat.

But jokes aside, the 1996 F1 champion was equal with an injured serviceman with two amputated limbs.

They both had to learn the hand

controls and Hill thinks it's a good comparison. "Every racing driver knows what it's like: things in the car become automatic," says Hill. "It's amazing that you find yourself doing other stuff in the process of driving, which is not possible unless you've made the driving side of things completely automatic."

The problem with that, of course, is that when Hill jumps into the Aston, he tries to do everything automatically. So what would have been a downchange on the Williams FW18, is the brake in the Aston. That's how you end up in the gravel.

In typical Hill fashion, he's not embarrassed. He thinks it demonstrates what the servicemen have to go through when they've had brain injuries or the loss of limbs, among other things.

"The problem with that [driving the car instinctively without thinking] is it's hard to go back and change things," says Hill. "It's a good analogy, if you'd suddenly had an injury, losing fingers or limbs for example, everything is new again and they have to relearn what they're doing, like I had to do getting in this car."

"Some of the guys have had brain injuries as well, so they have had to go through the process of learning how to think. One of the ways to accelerate the process, is to put



Hill had to get used to controls

yourself in demanding situations. The mind is a wonderful thing, how it adapts to new challenges."

The car itself was turned around in a couple of weeks, but you'd never tell. Complete with retro Mizuno racing boots, Hill took me for a spin and it reacts completely normally. The only difference is the level of tech employed.

Developed in conjunction with MME Motorsport, the steering wheel is fully customisable, in the sense that you can have any paddle control brakes, throttle or a gear change. So if the driver only has a left arm, the key controls can be loaded to the left to help them.

The most impressive thing about the system is it's plug in and play for each driver. Every racer will have their own steering wheel, with their



The Team BRIT Aston Martin GT4 is the first to use hand controls

settings pre-determined. That makes pitstop changes easier, which is vital in long distance races.

The system is also clever enough to allow an instantaneous switch from hand controls to conventional operation, so if a driver is able to use the paddles as normal, they are also catered for. It's a catch-all system.

There's a couple of drawbacks, like the weight added for the seven ECUs for the braking system alone (yes, seven!), but the ethos behind the project is to allow the car to perform as equally as possible against able-bodied drivers.

"Hand-control road cars are fairly rudimentary," says team manager Graham Horgan. "There are a few disabled drivers racing with normal road car hand controls, but it's difficult when they are racing in spite

of the hand controls instead of with the assistance of them. We thought we'd try and use some technology to try and allow drivers using hand controls to be equalised."

"Most disabled sports are unique to disabled people. What we're showing is that people with all kinds of disabilities can compete on equal terms and maybe even win against able-bodied drivers."

With hand controls and disability in motorsport very much in the spotlight thanks to injured single-seater racer Billy Monger, Team BRIT is doing its part to make racing on an even playing field possible.

Monger took his ARDS test in one of the squad's Fun Cup cars, and it's set to bring a number of disabled drivers into motorsport on its ultimate quest to reach Le Sarthe. ■



Hill was on hand to help the drivers get used to the Aston Martin

## THE DRIVERS IN CONTENTION FOR AN ASTON DRIVE

## 1 Warren McKinlay:

Former Royal Electrical and Mechanical Engineer who sustained a traumatic brain injury following a motorbike crash.

2 James Russell: Civilian driver from Somerset who wears a prosthetic leg as a result of a

congenital leg defect.

3 Ash Hall: Former Royal Engineer who lost both his legs after stepping on an IED in Afghanistan.

4 Jamie Falvey: Former marine with hearing difficulties following his time in service.

5 Martyn Compton:

Former Household Cavalryman that survived an ambush in Afghanistan where he sustained 75 per cent burns and was shot twice while on fire.

6 Jimmy Hill: Marine who sustained gunshot wounds in Afghanistan, resulting in a paralysed leg.

## Team BRIT: The rapid rise of a team out to compete equally

Dave Player is the driving force behind Team BRIT. It started as a charity called Kartforce, using karting to help rehabilitate injured servicemen and women.

From there, the squad took up the Fun Cup in 2017, as an entry-level grassroots championship in the UK which allows driver changes, key to getting as many people out as possible.

Mid-way through 2017 the squad also opened its doors to non-servicemen, albeit people with disabilities.

There's no free ride for the drivers, they have to work hard to earn their spot. Budget is required, and Player has always insisted that the cream must rise to the top. The fastest drivers get the seats, just like in regular motorsport. The

competition element does a lot for the rehabilitation factor.

With 2018 comes a new challenge, endurance GT racing. The squad's goal since its circuit racing debut in 2017 has been Le Mans, and this is the next step towards that.

The team will race in British GT, Creventic and one-off events in 2018 as it gears towards its debut in the biggest sportscar race of them all.

Damon Hill was keen to help with Team BRIT as it launched its car at Brands last month, unpaid.

"Motor racing is such a positive and galvanising challenge, we easily forget that," says Hill.

"It's difficult, it's challenging in every respect; getting the money together, organising getting to

the track, overcoming mechanical problems and crashing and never giving up.

"It's a very interesting thing they're doing and I think they can see the benefits motorsport can offer.

"Motorsport is open to everybody and if you're motivated enough anyone can take part."

There's no lack of motivation at Team BRIT. All the drivers want is the chance to compete on an even playing field and to show they too can be racing drivers, irrelevant of any condition or injury. When the helmet is on and the car door shut, out on the track, they're no different to anybody else. And they are treated like everybody else. There's a lot to be said for that.



# BTCC PREVIEW

Ahead of the opening British Touring Car Championship meeting of the year, we grill the experts

## BROADCASTERS' FORECAST:



The men with the power of the microphones: Tim Harvey, David Addison and Paul O'Neill



Turkington is the tipsters' choice for the 2018 title



The perfect combo?  
Turkington and Sutton

**T**he British Touring Car Championship never fails to deliver excitement and interest up and down the grid. From the battles at the front to the shifting landscape of the series itself, there is always plenty to chew over.

Who better, then to answer the burning questions than the experts from ITV4, the series broadcasters, who scrutinise every practice, qualifying and race in detail.

We sat down with ITV's racers-turned-TV personalities Tim Harvey and Paul O'Neill, along with lead commentator David Addison, to answer some of the hot topics going into the new BTCC campaign, which kicks off at Brands Hatch this weekend.

**MN: Who is going to be champion?**

**Tim Harvey:** "Colin Turkington. Because consistently he is always challenging for the title, and he has all the goods at his disposal. BMW should be slightly quicker this year in a straight line. He has everything he needs to win the championship."

**Paul O'Neill:** "Turkington."

**David Addison:** "Turkington. He is a top-class driver in a top-class team. Nothing is left to chance at WSR. They had occasional electrical dramas last year but it is very rare that it has a mechanical fault. Turkington knows how to wrap up points, he knows how to win championships and he rarely makes mistakes. WSR is also competitive at every venue and not every team is."

**TH:** "That is true: the bad circuits they had last year weren't as bad as they have been previously."

**PO:** "But hasn't there been a rule change? Aren't they heavier this year?"

**DA:** "But this is WSR. They will get around that."

**TH:** "The only thing that could conspire against them this year is the fact that a rear-wheel-drive car won the championship last season and if they and Subaru look like they are too strong early on, there could be political pressure."

**MN: But Andrew Jordan has the same car?**

**PO:** "He will be a lot closer, but he is not Turkington, is he?"

**DA:** "From Jordan's point of view, there is nowhere to hide. Last year, there were reasons. He could have said that he was learning about a new team or rear-wheel drive. The good news is that he has got consistency now and he knows the car – however, he has got to deliver. Having said that, he didn't have an appalling season last year. Three wins in the BTCC is still damn good."

**PO:** "I think he'll jump Rob Collard in the pecking order."

**MN: Who do you think is going to be the surprise of the season?**

**PO:** "The Team Hard VW CCs are going to be good. If you asking me who I think is going to win the Jack Sears Trophy I would say Bobby Thompson. If you're asking for someone who is not on the radar, I would say Jake



A big year for Andrew Jordan

Hill is going to win some races."

**TH:** "The obvious candidate for the Jack Sears Trophy is Dan Cammish. He is in a fantastic car and with a fantastic team."

**DA:** "I hate this phrase, but the one that will fly under the radar is James Nash because he is better than people give him credit for. He has proved how good he is in TCR and with the BTC Norlin team having proper Honda Civics at its disposal they will have a good year."

**MN: How do you think Gordon Shedden's replacement at Team Dynamics, Dan Cammish, will get on?**

**TH:** "There is no doubt about his speed. He has shown in testing that he can match – if not beat Matt Neal – on a lap-for-lap basis, but that doesn't help you get points. Learning the racecraft and how to accept defeat to other cars will be crucial. Learning how to gain points is going to be the hardest thing for him because so far in his career, 95 per cent of it has been 100 per cent successful."

**DA:** "I am waiting to be impressed by Cammish. We have seen him be successful in Porsches and Formula Ford, but who has he been up against? You know in the BTCC that the competition is very strong. Dan had days in Porsches that were great, but when I have seen him in the Porsche Supercup – admittedly only at Silverstone – he hasn't looked as good."

"His qualifying pace will be mega but it is a different form of racing. If he gets duffed up after a couple of rounds and his head drops, then is that going to be easily solved? It will be interesting to see, too, how that affects Dynamics as a team. Over recent years, Gordon Shedden has done most of the winning and Neal has picked up the odd victory here and there. Are we now expecting Matt to do a lot more winning, or is the team anticipating that Cammish will step into the role of Shedden straight away? Where does it place Dynamics?"

**PO:** "Cammish has got the potential to be another [reigning champion and star rookie] Ash Sutton. Like Tim said, we can't fault his speed but it is about how he accepts defeat and how the other drivers respect him. I know that there are a few people out there who will fire him into the gravel. Some of the older drivers see him as a young lad coming in who could make a show of them. From Oulton Park onwards, I think he will be stunning and he will have less weight because I am not sure he will be fast enough over the opening part of the season."

**DA:** "Paul is right: some of the old



# THE BTCC LOWDOWN FOR 2018



There will be pressure on Team Dynamics newcomer Dan Cammish

guard will try to teach him a trick or two. We will see how tough he is."

**MN: Last year there were 13 different race winners. Does that mean it is too easy to win a race, or does it mean it is competitive?**

**PO:** "The championship is probably the hardest it has ever been. Everything is close and everyone has had to up their level. People have to work hard for their wins now. That is maybe why you have seen the likes of the older drivers like Neal and Jason Plato not win so much. Turkington is working harder than he ever has to be where he is at the moment."

**TH:** "It is harder to win the championship, but it might be easier to win races. To win the title is as hard, if not harder than ever, because there are so many people now that can score well in each race. In days gone by, there would only be three or four who were at the front and they would sort it out. You can have an horrendous weekend, not your fault at all, and because there are so many other people doing so well, you can be out of it."

**DA:** "Although you could have added to that list [of winners] and made it longer last year because there were no wins from drivers that might have had the potential to be up there. Tim is right but the diversity of winners also illustrates the quality of the entry because this isn't glorified club racing, this is top level racing with people looking at it as a career and coming into it from single-seaters or sportscar racing. There is nobody on that grid who isn't competitive or who doesn't deserve to be there."

**PO:** "It goes to show, with [former championship runner-up] Mat Jackson out of a drive, how hard these lads are working to keep themselves on the grid in the BTCC."

**TH:** "I am not saying that the guys who win races don't deserve to win races. There are 15 plus people on the grid who genuinely have a chance."

**DA:** "The title is hard to win, but I don't think you could go back through the champions in recent history and say there was a champion who didn't deserve it. The cream will rise to the top."

**MN: Do you think it is a younger man's championship these days?**

**DA:** "It is becoming that way because more drivers are seeing it as an alternative to a single-seater career. Part of that is television coverage, which means that you have got something to benefit your sponsors –

so rather than spend five or 10 years in penury trying to raise money for a career, you can do the BTCC at a high profile. If you fall in with the right team and perhaps do a good job for them, you might be able to make money out of it and Shedden has now proved that you can then go into a different championship. It is becoming a younger man's sport, yes, but you still have Plato and Neal on the grid and they are still competitive."

**TH:** "Yes but Plato, Neal and Turkington are really the last of the old guard. Are Jason and Matt championship contenders? On the strength of last year, you would probably say no. You would say that the younger guard – the likes of Tom Ingram, Sutton and Jack Goff – are perhaps ahead of them now. My feeling is that it is a younger man's game but you need to have a mature head on your shoulders. Sutton proved in two years that with pace and intelligence you can do it."

**PO:** "When I came into it I was maybe 23 years old. In my head, the older brigade – James Thompson, Yvan Muller, people like that – were intimidating. I just thought they were going to walk away with it. It has changed now! The reason is the way people go about racing now. Tim would have seen this too, but the amount of time the younger guys spend on simulators, and the amount of money that people spend on coaching and practice, is huge. It means the young drivers have accelerated their learning. These kids are learning so fast."

**TH:** "The other thing is that kids can now get in race winning cars whereas they couldn't have done that in my day because they were all locked out by professional drivers in manufacturer teams."

**MN: If you were a team manager and you had to pick two drivers to race your cars, which two would you choose?**

**DA:** "You would have to go for Turkington. And the second seat... would either be Sutton or Ingram."

**TH:** "Turkington and Sutton."

**PO:** "I don't want to be boring and say Turkington and Sutton... because that is the obvious choice for me."

**TH:** "But pretend you are a team manager – your business depends on this answer..."

**PO:** "I would say Sutton and Turkington, but if I was looking at longevity I would say Sutton and Jake Hill."

**TH:** "Well, good luck with that..." ■



Paul O'Neill thinks that Bobby Thompson will star

## ENTRY LIST

| BTCC 2018          |  |
|--------------------|--|
| DRIVER             | TEAM                                     |
| 1 Ashley Sutton    | Team BMR Subaru Levorg                   |
| 28 Josh Price      | Team BMR Subaru Levorg                   |
| 99 Jason Plato     | Team BMR Subaru Levorg                   |
| 2 Colin Turkington | WSR BMW 125i M Sport                     |
| 5 Rob Collard      | WSR BMW 125i M Sport                     |
| 77 Andrew Jordan   | WSR BMW 125i M Sport                     |
| 3 Tom Chilton      | Motorbase Performance Ford Focus RS      |
| 20 James Cole      | Motorbase Performance Ford Focus RS      |
| 600 Sam Tordoff    | Motorbase Performance Ford Focus RS      |
| 6 Rory Butcher     | AmDTuning.com MG6                        |
| 12 Tom Boardman    | AmDTuning.com MG6                        |
| 11 Rob Austin      | HMS Racing Alfa Romeo Giulietta          |
| 14 James Nash      | BTC Norlin Honda Civic Type R            |
| 22 Chris Smiley    | BTC Norlin Honda Civic Type R            |
| 15 Tom Oliphant    | Ciceley Motorsport Mercedes-Benz A-Class |
| 33 Adam Morgan     | Ciceley Motorsport Mercedes-Benz A-Class |
| 16 Aiden Moffat    | Laser Tools Racing Mercedes-Benz A-Class |
| 18 Senna Proctor   | Power Maxed Racing Vauxhall Astra        |
| 66 Josh Cook       | Power Maxed Racing Vauxhall Astra        |
| 19 Bobby Thompson  | Team Hard VW CC                          |
| 21 Mike Bushell    | Team Hard VW CC                          |
| 24 Jake Hill       | Team Hard VW CC                          |
| 44 Michael Caine   | Team Hard VW CC                          |
| 23 Sam Smelt       | AmDTuning.com Audi S3                    |
| 48 Ollie Jackson   | AmDTuning.com Audi S3                    |
| 25 Matt Neal       | Team Dynamics Honda Civic Type R         |
| 27 Dan Cammish     | Team Dynamics Honda Civic Type R         |
| 31 Jack Goff       | Eurotech Racing Honda Civic Type R       |
| 39 Brett Smith     | Eurotech Racing Honda Civic Type R       |
| 303 Matt Simpson   | Eurotech Racing Honda Civic Type R       |
| 60 Stephen Jelley  | Team Parker Racing BMW 125i M Sport      |
| 80 Tom Ingram      | Speedworks Toyota Avensis                |



Ingram would be high on Addison's shopping list



Goff is one of the younger generation to turn heads

## CALENDAR

| BTCC 2018 |                         |
|-----------|-------------------------|
| DATE      | TRACK                   |
| April 8   | Brands Hatch Indy       |
| April 29  | Donington Park National |
| May 20    | Thruxton                |
| June 10   | Oulton Park Island      |
| June 24   | Croft                   |
| July 29   | Snetterton 300          |
| Aug 12    | Rockingham              |
| Aug 26    | Knockhill               |
| Sept 16   | Silverstone National    |
| Sept 30   | Brands Hatch Grand Prix |



# BTCC PREVIEW

Matt James guides you through the runners who will line up at Brands Hatch this weekend

## THE BTCC BATTLEERS READY TO TAKE CENTRE STAGE

### TEAM BMR

**CAR: SUBARU LEVORG**




The Subaru was a potent weapon in reigning champion Ash Sutton's hands last season, and nothing has materially changed.

While Sutton is undoubtedly a class act, Jason Plato's 2017

campaign was blighted by mysterious car problems. He was a wounded animal last year, and that could just be the motivation he needs to bounce back.

There have been some changes in the background with technical

director Carl Faux leaving, but the package is solid and a known quantity. Whether it can maintain its position at the top is open to question though. A change in engine partner to Swindon could reap rewards too.

|  |  |
|--|--|
|   | <b>1 ASH SUTTON</b><br>Age: 24<br>Races: 60<br>Wins: 7<br>Poles: 3<br>Fastest laps: 6<br>Titles: 1       |
|   | <b>28 JOSH PRICE</b><br>Age: 19<br>Races: 30<br>Wins: 0<br>Poles: 0<br>Fastest laps: 1<br>Titles: 0      |
|  | <b>99 JASON PLATO</b><br>Age: 50<br>Races: 540<br>Wins: 97<br>Poles: 50<br>Fastest laps: 86<br>Titles: 2 |



### MOTORBASE PERFORMANCE

**CAR: FORD FOCUS RS**




After a turbulent winter, when the team lost its star man Mat Jackson, things are back on an even keel now.

Even though it has been revamped, the Focus is a

known quantity and Tom Chilton and Sam Tordoff are strong candidates for race wins. The dynamic between the pair will be interesting to watch over the fresh campaign.

A championship charge from either will be a tall order, but Motorbase will be in the mix at the front. James Cole returns to the team too and has been setting some impressive lap times in testing.



|   |   |
|---|---|
|  | <b>3 TOM CHILTON</b><br>Age: 33<br>Races: 300<br>Wins: 12<br>Poles: 10<br>Fastest laps: 12<br>Titles: 0 |
|  | <b>20 JAMES COLE</b><br>Age: 29<br>Races: 115<br>Wins: 1<br>Poles: 1<br>Fastest laps: 2<br>Titles: 0    |
|  | <b>600 SAM TORDOFF</b><br>Age: 28<br>Races: 123<br>Wins: 6<br>Poles: 4<br>Fastest laps: 11<br>Titles: 0 |

### TEAM HARD

**CAR: VW CC**

There is always a certain amount of ambition at Team Hard, but Tony Gilham's operation always delivers. It has expanded to four cars this season and has revised its VW CCs and has recruited backroom staff to improve its chances.

The team took a step forward in 2017 by regularly running in the top 10, and the arrival of engineer Geoff Kingston from Speedworks, where he helped oversee Tom Ingram's charge to the Independents Trophy, will mark another step forward for the Kent team.

Reigning Clio Cup champion Mike Bushell joins Jake Hill, Michael Caine and newcomer Bobby Thompson in the line-up, and team boss Tony Gilham is brimming with confidence.



|   |  |   |   |   |  |   |  |
|---|--|---|---|---|--|---|--|
|  | <b>19 BOBBY THOMPSON</b><br>Age: 21<br>Races: 0<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |  | <b>21 MIKE BUSHELL</b><br>Age: 28<br>Races: 29<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |  | <b>24 JAKE HILL</b><br>Age: 24<br>Races: 69<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |  | <b>44 MICHAEL CAINE</b><br>Age: 47<br>Races: 11<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |
|---|--|---|---|---|--|---|--|


**CAR: ALFA ROMEO GIULIETTA**

The rebranded Handy Motorsport team – now HMS Racing – has taken the next step this year and has become a constructor in its own right by building the Alfa Romeo Giulietta.

The dealer network-backed car has been fast in testing without a proper set-up yet bolted on to it as the team gets to grips with the hatchback. The ever-popular Rob Austin knows how to win races too.

If the engineers and Austin can unlock the secrets of the Giulietta, he could take a real step forward this season. It is the car that everyone else on the grid has its eyes on.

### HMS RACING

|   |  |
|---|--|
|  | <b>11 ROB AUSTIN</b><br>Age: 37<br>Races: 196<br>Wins: 3<br>Poles: 2<br>Fastest laps: 4<br>Titles: 0 |
|---|--|



### EUROTECH RACING




**CAR: HONDA CIVIC TYPE R**

The Eurotech Honda, fitted with the Swindon bespoke powerplant, was undoubtedly one of the fastest packages on the grid during the latter part of 2017, and Jack Goff was in superb form.

Goff remains, and will line up alongside Brett Smith, son of team owner Jeff, who is still recovering from injuries he sustained in a qualifying accident at Croft in June 2017.

The car will be different with an official Honda motor. This seems curious, because the package was so strong at the end of last year, but the team wouldn't have made the swap unless it could see some performance gains.



|   |   |   |  |   |  |
|---|---|---|--|---|--|
|  | <b>31 JACK GOFF</b><br>Age: 27<br>Races: 147<br>Wins: 2<br>Poles: 3<br>Fastest laps: 5<br>Titles: 0 |  | <b>39 BRETT SMITH</b><br>Age: 25<br>Races: 15<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |  | <b>303 MATT SIMPSON</b><br>Age: 36<br>Races: 59<br>Wins: 0<br>Poles: 0<br>Fastest laps: 0<br>Titles: 0 |
|---|---|---|--|---|--|



# WSR



## CAR: BMW 125i M SPORT

The BMW, fitted with its new engine, was a strong performer throughout 2017 and it will only get better now that the drivers and the team have more knowledge of it.

Colin Turkington is a class act, but watch out for Andrew Jordan this season too: he lost a couple of wins in 2017 down to nothing more than poor fortune, and he too has learned his lessons after his first year in a rear-wheel-drive car.

Rob Collard needs to rid himself of his appalling qualifying performances if he is to turn his potential into a championship charge. If he can, he will also be a factor.



**3 COLIN TURKINGTON**  
Age: 36  
Races: 362  
Wins: 45  
Poles: 17  
Fastest laps: 48  
Titles: 2



**5 ROB COLLARD**  
Age: 49  
Races: 440  
Wins: 14  
Poles: 0  
Fastest laps: 16  
Titles: 0



**77 ANDREW JORDAN**  
Age: 28  
Races: 299  
Wins: 19  
Poles: 6  
Fastest laps: 17  
Titles: 1

## CAR: MG6 GT

This is an ambitious season for AmD, adding the remnants of the works MG programme to its fleet.

The team has the capability, no doubt, and it's fizzing with enthusiasm at the work done back at its West Thurrock base over the winter on the long-in-the-tooth MG6s. It has stripped a lot of weight out of the car, and thinks it will be a real contender.

Former race winner Tom Boardman returns and is a no-holds-barred racer, while Rory Butcher also joins. The Scot, the brother-in-law of three-time champion Gordon Shedden, showed glimpses of real promise at Motorbase last season.



**6 RORY BUTCHER**  
Age: 31 Races: 12  
Wins: 0 Poles: 0  
Fastest laps: 0  
Titles: 0



**12 TOM BOARDMAN**  
Age: 34 Races: 119  
Wins: 1 Poles: 0  
Fastest laps: 1  
Titles: 0

# AmDTUNING.COM



# LASER TOOLS RACING

## CAR: MERCEDES-BENZ A-CLASS

Much like the Ciceley team, Aiden Moffat's campaign in 2017 was marked by some levels of inconsistency, but he did take his breakthrough win at Donington Park and then followed that up with another at Brands Hatch.

Aside from those glory days, the Scot failed to register another podium finish. That shows the problem: when the car is hooked up, Moffat can fly. However, when it is not, he can be anonymous. That is a shame, because when Moffat is on a charge, he has the car control to match up to some of the best on the grid. He needs to display it more often.

## 16 AIDEN MOFFAT

Age: 21  
Races: 123  
Wins: 2 Poles: 0  
Fastest laps: 2  
Titles: 0



# AmDTUNING.COM



## CAR: AUDI S3

The Audi S3 is certainly long in the tooth in terms of its British Touring Car Championship life, but it is still a competitive proposition and can excel at the faster circuits.

The team has expanded to run the MG6s too this term and that means it will be all hands to the pump for Shaun Hollamby's West Thurrock-based operation, but it has a solid base in the S3 which should allow it into the top 10 on occasions. Ollie Jackson, much like the car, doesn't get the credit he deserves and will be desperate for a breakthrough result, while former single-seater man Sam Smelt has a lot to learn in his rookie season at this level.

## 23 SAM SMELT

Age: 21  
Races: 0  
Wins: 0  
Poles: 0  
Fastest laps: 0  
Titles: 0



## 48 OLLIE JACKSON

Age: 33  
Races: 146  
Wins: 0  
Poles: 0  
Fastest laps: 0  
Titles: 0



# BTC NORLIN



## CAR: HONDA CIVIC TYPE R

BTC Norlin was ambitious from the outset with its two-car Chevrolet programme last year and, now it has switched to a pair of ex-Team Dynamics Honda Civic Type Rs, expect a step further up the grid.

Former race winner and Independents champion James Nash returns and his input will be valuable to this still-fresh team, while Chris Smiley certainly has the pace to impress but was unable to show it last season. There are certainly no excuses this term with the kit at its disposal.

## 14 JAMES NASH

Age: 32  
Races: 72  
Wins: 1  
Poles: 0  
Fastest laps: 2  
Titles: 0



## 22 CHRIS SMILEY

Age: 25  
Races: 45  
Wins: 0  
Poles: 0  
Fastest lap: 0  
Titles: 0



# CICELEY MOTORSPORT

## CAR: MERCEDES-BENZ A-CLASS

Stepping up to a two-car operation is a voyage for Ciceley Motorsport, but it is one the well-drilled team should be able to cope with expertly.

This will be a big season for Adam Morgan too: the Lancastrian has shown that he can fight at the front. Last year was the first time for three seasons that he didn't scale the top step of the podium and he will be anxious to return. The package needs to work at all the tracks across the season, rather than just a couple.

Tom Oliphant will have to learn a front-wheel-drive car in 2018, but had podium pace in Porsches last year.

## 15 TOM OLIPHANT

Age: 27  
Races: 0  
Wins: 0  
Poles: 0  
Fastest laps: 0  
Titles: 0



## 33 ADAM MORGAN

Age: 29  
Races: 176  
Wins: 4  
Poles: 0  
Fastest laps: 11  
Titles: 0



# TEAM PARKER RACING



## CAR: BMW 125i M SPORT

There was frustration within Team Parker Racing last season when it felt like the boost regulations weren't doing it any favours, and Stephen Jelley was becoming increasingly disappointed. Jelley, don't forget, is a race winner at this level and hasn't yet been able to show his ability since he returned to the BTCC last year. Now, with an ex-WSR BMW 125i M Sport, those difficulties should disappear.

## 60 STEPHEN JELLEY

Age: 35  
Races: 86  
Wins: 2  
Poles: 1  
Fastest laps: 1  
Titles: 0



# SPEEDWORKS MOTORSPORT

## CAR: TOYOTA AVENSIS

Speedworks was one of the stand-out performers in 2017, especially in terms of pounds per points scored. Tom Ingram's Independents Trophy victory was a real achievement, but the driver himself was more chuffed by finishing third in the overall standings.

Matching 2017 is going to be a tough ask, but the driver himself is fired up. The team has been in Portugal testing its revamped Toyota Avensis and Ingram, who will this year be engineered by Speedworks protege Spencer Aldridge, says it is a marked improvement. That should be a warning sign for everyone else.

**80 TOM INGRAM**  
Age: 24  
Races: 119  
Wins: 6  
Poles: 2  
Fastest laps: 2  
Titles: 0



# POWER MAXED RACING



## CAR: VAUXHALL ASTRA

There was a lot of excitement surrounding the return of the Astra last year, and Tom Chilton's podium at the maiden meeting perhaps flattered a little. Initial work on the car had been undertaken by ace engineer Kevin Berry. He has been back to offer pointers now the car has a season's running under its belt and that will only help. The returning Josh Cook is due a win soon, and Senna Proctor will only get better.



**18 SENNA PROCTOR**  
Age: 19  
Races: 30  
Wins: 0  
Poles: 0  
Fastest laps: 1  
Titles: 0



**66 JOSH COOK**  
Age: 26  
Races: 88  
Wins: 0  
Poles: 0  
Fastest laps: 0  
Titles: 0

# TEAM DYNAMICS



## CAR: HONDA CIVIC TYPE R

Being beaten to the manufacturers' title by BMW last season really hurt Honda, and Team Dynamics is eager to return the silverware to the Japanese manufacturer.

It has lost Gordon Shedden over the winter, replaced him with Dan Cammish, and it has also had to build the latest FKB-specification of the Honda Civic Type R. Matt Neal has admitted that it will still take a while to get fully on top of the new car after its maiden test sessions but the brains trust at the Droitwich team is strong enough to get to the bottom of any problems.



**25 MATT NEAL**  
Age: 51  
Races: 633  
Wins: 61  
Poles: 16  
Fastest laps: 52  
Titles: 3



**27 DAN CAMMISH**  
Age: 28  
Races: 0  
Wins: 0  
Poles: 0  
Fastest laps: 0  
Titles: 0



# BRITISH GT REPORT: OULTON PARK

Second race cancellation curtails Oulton track time. By **Dan Mason**

## ROUND-UP

There was a special atmosphere throughout the BRDC F3 paddock over the course of the Easter weekend meeting. While that's usually the case for any season opener, the remarkable return of Billy Monger to competitive racing after his horror crash last year was enough to fire up the coldest of dormant engines.

The 18-year-old impressed on his competitive racing return in race one with a third place finish, capitalising on a lap one collision involving pole man Clement Novalak (Carlin) and Krish Mahadik (Double R), the former attempting to recover places lost at the start to no avail.

This gifted first to Double R's Linus Lundqvist, who spent the remaining race holding off the persistent Carlin of Nicolai Kjaergaard. Despite lapping faster than the Swede, Kjaergaard couldn't quite find a way past, admitting that he "didn't want to take too many risks this early in the season".

It was that level-headed attitude that means the Dane leaves round one top of the championship with two calm performances in the treacherous conditions of Monday's two races, adding to Saturday's P2.

Starting from 15th in the reverse race two grid, Kjaergaard battled through to fourth, finishing only 2.469s behind third. It was a race won by Fortec's Manuel Maldonado following a blistering start and composed performance; one that he deemed "my best ever" and "perfect", after keeping both team-mate Tristan Charpentier and third-placed Jamie Chadwick (Douglas Motorsport) at bay.

Kjaergaard then went on to comfortably take the race three victory, laying his claim as a 2018 title contender. "It's a great way to start the season and build confidence, it wasn't the easiest of conditions but a big thanks to the team," he said. "We've got a great car."

He held off Fortec's Tom Gamble and Lanar Racing's Kush Maini for the top spot.

Race three ended up being the last racing action on track before the meeting was cancelled due to the waterlogged circuit caused by persistent rainfall.

Prior to the cancellation of race two of the **Mini Challenge**, Nathan Harrison had been crowned the winner, but the 2016 championship runner-up had been judged to pass under yellow flags and was given a 30-second time penalty, relegating him to 18th. This awarded 2017 BTCC driver Ant Whorton-Eales the victory ahead of series newcomer Jordan Collard and guest driver Paul O'Neill.

The **Radical SR1 Cup** was fortunate enough to contest both scheduled races on Saturday, with Ryan Harper-Ellam looking the man to beat this season. Despite this, the 2017 shootout winner could only manage a second place after he was blighted with start line issues.

In race one, Harper-Ellam snapped the chain after "trying a heavy start on the green flag lap and then again on the start" being forced to retire and then in race two the opposite happened, stalling his car on the line, but he still secured second. "I think I was just too tentative and over cautious" he said. Harper-Ellam's troubles gifted both wins to 2017 runner-up James Pinkerton, who was "ecstatic, especially as I'm slightly limited in the Gen 1 car".

There was only one winner in the **Ginetta G40 Cup** on Saturday, with 2017 GRDC champion Tom Golding laying down an early-season statement of intent. Likewise, on the wet and short-lived Monday, Shane Stoney, who was second in the championship in 2017, took both **Ginetta GT5 Challenge** races ahead of Century Motorsport's James Kellett. The third GT5 race and the second **Northern Saloons and Sports Car** encounters were also victims of the weather.

Dom D'Angelillo

# HAIGH AND ADAM WIN SEASON OPENER



Howard and Turner took second overall GT3

**F**lick Haigh created British GT Championship history as the first female driver to claim an overall race victory, while inclement weather later curtailed race two of the Oulton Park season opener.

Teamed with double champion Jonny Adam, Haigh stole the headlines for Optimum Motorsport with pole and a win in the weekend's sole race.

A coating of sleet met drivers on Easter Monday, Haigh utilising a safety car start to romp over six seconds clear in the early stages of the race while last year's double winner Jon Minshaw began a determined charge from seventh towards the front.

The Barwell Motorsport driver survived first-corner contact that sent Mark Farmer's Aston Martin spinning, quickly passing the two Team Parker Racing Bentleys to take second and proceeding to trim four seconds out of Haigh's lead cushion by the time pitstops began to cycle through.

Adam and Phil Keen, Minshaw's partner, resumed the lead fight, the latter trimming the deficit to nothing within three laps.

The intense scrap that loomed ended somewhat prematurely when the pair encountered traffic. Keen's attempts to squeeze by the GT4 Ginetta of Callum Hawkins-Row at Druids resulted in contact, damaging a wheel rim of the second-place Lamborghini Huracan which dropped to fifth from the resulting puncture.

Adam was untroubled for a 28s victory, ensuring success for Haigh on her series debut. "The last time I was here I was airlifted to hospital," said the 33-year-old in reference to a previous Caterham accident at the same circuit.

"I think I was napping a bit out front, but it helps that it is such a narrow circuit. Jonny is a complete driver and, after a lot of testing, I've got that base confidence."

Returning to Oulton Park for the first time since 2008, Darren Turner ensured an Aston Martin 1-2 after a gritty defence of second place from former single-seater racer Yelmer Buurman in the ERC Sport Mercedes he shared with Lee Mowle.

Turner inherited second place after team-mate Andrew Howard climbed to third from fifth on the grid in the

Beechdean Vantage during his opening stint. Buurman followed closely but was unable to find an opening despite a traffic-littered final lap.

Keen came home fourth ahead of Barwell team-mates Leo Machitski and Jonny Cocker, sharing their Huracans with Patrick Kujala and Sam de Haan respectively.

"Weirdly, I thought my chance would come in traffic," bemoaned Keen. "I was maybe a bit impatient."

Barwell would not get the chance to avenge the situation in the afternoon, with race two called off after four laps in inclement conditions behind the safety car.

The matter of whether or not to award full championship points has been referred to the championship stewards to decide. Technically British GT

## RESULTS

### British GT

**GT3 (31 laps)** 1 Flick Haigh/Jonny Adam (Aston Martin Vantage) +28.243s; 2 Andrew Howard/Darren Turner (Aston Martin Vantage) +28.243s; 3 Lee Mowle/Yelmer Buurman (Mercedes AMG); 4 Jon Minshaw/Phil Keen (Lamborghini Huracan); 5 Leo Machitski/Patrick Kujala (Lamborghini Huracan); 6 Sam de Haan/Jonny Cocker (Lamborghini Huracan). Fastest lap Keen 1m44.032s (93.15mph). Pole Haigh/Adam. Starters 13.

**GT4 (29 laps)** 1 Adam Balon/Ben Barnicoat (McLaren 570S); 2 Michael O'Brien/Charlie Fagg (McLaren 570S) +10.431s; 3 Ricky Collard/Jack Mitchell (BMW M4); 4 Graham Johnson/Mike Robinson (McLaren 570S); 5 David Pattison/Joe Osborne (McLaren 570S); 6 Lewis Proctor/Jordan Albert (McLaren 570S). FL Scott Malvern (Mercedes AMG) 1m52.999s (86.10mph). P Callum Pointon (Ginetta G55). S 22.

### Support race winners

#### BRDC British F3 Championship

Race 1: Linus Lundqvist (Double R Racing)  
Race 2: Manuel Maldonado (Fortec Motorsports)  
Race 3: Nicolai Kjaergaard (Carlin)

### Ginetta G40 Cup

Race 1: Tom Golding  
Race 2: Tom Golding  
Race 3: Tom Golding

### Ginetta GT5 Challenge

Race 1: Shane Stoney  
Race 2: Shane Stoney  
Race 3: POSTPONED DUE TO WEATHER

### Mini Challenge - JCW

Race 1: Nathan Harrison  
Race 2: POSTPONED DUE TO WEATHER

### Northern Saloon & Sportscar Championship

Race 1: Andrew Morrison (SEAT Leon TCR)  
Race 2: POSTPONED DUE TO WEATHER

### Radical SR1 Cup

Race 1: James Pinkerton (SR1 Gen 1)  
Race 2: James Pinkerton (SR1 Gen 1)



Lundqvist (26) took the first win of the season, while Kjaergaard (63) also won





Haigh won on debut as Adam took the winners' flag

regulations say a result can be declared after just two laps. However, the sticking point arises as part one of the race ended under a red flag, not a chequered flag, and part two never happened. So it is up to the stewards to decide whether or not the outing actually constituted a race.

Keen supported the decision to end the race, adding: "Personally, I wanted to race on [but] I would say that though as I had a clear track; I think it's the sensible call. It's a shame we haven't won today, but the plus side is that it means we don't now carry a penalty into Rockingham."

The stoppage acted as a bizarre lifeline for the Optimum squad, after Adam aquaplaned into the barriers heading to the dummy grid.

Rear suspension damage cost them four laps, but the cancellation handed the experienced Scot and

Haigh the early championship lead.

Reigning champions Team Parker Racing and Rick Parfitt Jr were instantly on the back foot in conditions not suited to the Bentley Continental's strengths, Parfitt admitting he was lucky to race after pain induced by his Crohn's disease.

"My illness is flaring up again; I was in so much pain on Friday night," he said, finishing a lapped 13th with co-driver Ryan Ratcliffe.

Team-mates Callum MacLeod and Ian Loggie did manage to salvage seventh place in the sister Bentley, both cars struggling for tyre temperatures.

Balfe Motorsport's McLaren finished eighth ahead of TF Sport's Derek Johnston and Marco Sorensen, with Jetstream's Graham Davidson and Maxime Martin rounding out the top 10.



Keen had a tough race for Barwell



McLaren pair won by over 10 seconds

## BALON AND BARNICOAT TAKE GT4 WIN

Adam Balon and Ben Barnicoat fought from sixth to win the only GT4 outing of the day at Oulton Park.

Equipe Verschuur earned early bragging rights when silver-rated drivers Finlay Hutchison and Daniel McKay grabbed the class pole position for both races, but an admin error meant they were excluded from qualifying having sent out the wrong drivers for each session.

First beneficiary of the mix-up was HHC Motorsport, with Callum Pointon's Ginetta G55 heading the 22-strong field behind the safety car. He soon lost his narrow advantage over Michael O'Brien in lieu of a slower stop for the HHC car, with Patrik Matthiesen dropping back to ninth by the flag.

O'Brien handed the class-leading McLaren over to Charlie Fagg, but he was soon also usurped by the similar 570S GT4 of Barnicoat – despite ECU problems almost curtailing the team's entry before Friday.

Taking over from last year's Oulton winner Balon, a rapid string of laps on cold tyres were Barnicoat's ticket to securing the first victory of the season, overtaking Ben Green's BMW and disposing of Fagg in quick succession. "Not bad for my first ever laps in the wet around here," said Barnicoat. "Conditions were difficult but I had some great early laps."

Green also got the better of Fagg in the closing minutes, ensuring second place for Century Motorsport much to the 'surprise' of fellow silver-rated



Barnicoat (middle left) and Balon (middle right) won GT4

driver, Ben Tuck. The result would be premature for the BMW duo, however, a short pitstop earning them a 30s penalty after the race.

The team's sister M4 of Ricky Collard and Jack Mitchell moved up to third behind Fagg and O'Brien's Tolman McLarens, Collard surviving contact that sent Will Moore's Aston Martin into the barriers at Lodge on lap one.

Balfe Motorsport's Graham Johnson/Mike Robinson inherited fourth ahead of a further brace of Tolman McLarens, Joe Osborne and David Pattison climbing from 15th on the grid to fifth ahead of Lewis Proctor and Jordan Albert.

Back in a GT car after the trials and tribulations of a year in touring cars, Will Burns cut a much more enthusiastic figure but retired late in the race in the second HHC Ginetta.

"Bad luck follows me around" were the words of Nick Jones as locked front brakes left him stranded on the grid and a lap down in the Team Parker Racing Mercedes, the team only picking the car up two weeks prior to the event.

The theme of poor fortune continued into the second race with pro driver Scott Malvern denied the chance to convert pole position into a class victory in the new AMG as torrential rain ended the race early.

Malvern was left disappointed with pole and race one's fastest lap being the only accolades, saying: "It's a little bit unnecessary. It's just rain at the end of the day and we know to be a bit more careful. It's a shame because we had good pace and a reasonable chance of a podium. I wasn't even pushing really in the first race."



Haigh and Adam topped podium



# RACING REPORTS

**SILVERSTONE: BRSCC BY MARK PAULSON**
**MARCH 31- APRIL 1**

Photos: Mick Walker, Jakob Ebrey

## SILVERSTONE.CO.UK

Lloyd ran away with first TCR UK race



# TCR UK LAUNCHES AS RAPID LLOYD TAKES A DOUBLE



Taylor impressed on front-wheel-drive debut



First TCR podium was incorrect...



...and Moffat was reinstated

Late entrant Daniel Lloyd proved the man to beat at TCR UK's inaugural weekend of racing. The Volkswagen driver took pole position and both wins, leaving Silverstone with a healthy championship lead, although his participation in further rounds is currently unconfirmed.

Lloyd's closest challenger on pace was Laser Tools Racing's Aiden Moffat. The Scotsman looked set to snatch pole when he fired in two quick laps at the end of a wet session on Saturday, lifting him from fifth to first. But Moffat's Alfa Romeo Giulietta was baulked on his final lap and couldn't go any faster, while Lloyd made the most of the improving conditions to post the session benchmark.

The pair eased clear in Sunday afternoon's first race, but Moffat was unable to mount a serious challenge for victory. He struggled with the handling of the car, which the team had collected from Italy during the week. With Friday

and Saturday both wet, there had been little opportunity to dial the car in. "It's a very soft chassis with a lot of roll in it," Moffat explained, adding that he was losing time in the National Circuit's slower corners.

Pushing hard to keep up, Moffat had tested the track's boundaries, and was issued a five-second penalty that dropped him to fourth on the final lap. But he'd received no warning so it was rescinded, albeit only as the champagne was being sprayed without him.

"I was using all the track plus some, waiting for a warning flag, which is an indication to rein it in a bit," Moffat said.

Behind the leading duo, Ollie Taylor and Lloyd's West Coast Racing teammate Andreas Backman were best of the rest. Taylor qualified his Pyro Motorsport Honda Civic fifth but took advantage of fellow Honda driver Howard Fuller's sluggish start, then passed Lewis Kent (Hyundai i30 N) at Brooklands on the first lap before holding station. Backman, who competed in the RX2 category of World Rallycross last season, was making his car racing debut. Fourth fastest in free practice, he could manage only eighth in qualifying, struggling in the changeable conditions. He made quick progress to fourth and briefly stood on the podium until Moffat's position was restored.

The Swede secured a trophy to keep in the second race, the grid for which reverses the order of the top 10 drivers' second best qualifying time.

From third, Backman jumped into the lead. But Lloyd, starting ninth, had rocketed off the line.

Sixth by the first corner, he picked off Moffat, polesitter Stewart Lines and Taylor in the remainder of the lap, and Finn Olli Kangas (SEAT) second time

around. Lloyd then reeled in Backman and, getting a run out of Luffield, took the lead after only five of the 31 laps.

Moffat made similar progress from 10th and passed Backman on the run to Becketts a few laps later. His second position evaporated with two-and-a-half laps remaining, along with the last of his fuel, leaving the team members scratching their heads.

That promoted Backman to second, with Taylor again completing the podium despite struggling for front-end grip. It was an impressive first weekend in front-wheel-drive machinery for the Kumho BMW class champion.

Fuller, fifth in race one, improved to fourth in race two after poor starts in both. "The procedure is completely different to what I'm used to," explained Fuller, who hopes to adapt team boss Sean Walkinshaw's base set-up to better suit his style.

Kangas managed fifth in race two, while Finlay Crocker took the new FK7 version of the Civic to a best finish of

sixth, ruing a delay to the 2018 TCR Balance of Performance regulations that he felt left his car under-powered.

That result was matched by Backman's sister Jessica, while Darelle Wilson's Vauxhall Astra, which first ran in anger on Saturday morning, was seventh in race two. Lines beat Carl Swift (SEAT) to a pair of wins in the category for cars running with a DSG gearbox.

Sole Hyundai runner Kent suffered a mysterious lack of power on his way to a pair of 11th-place finishes. He had qualified fourth, going fastest when he was the first to switch to slicks, then sat out the dying minutes.

Moffat's team-mate Derek Palmer had a weekend to forget. After brake problems, a misfire prevented any running on Saturday. Despite sourcing a fuel injector from a road car, the issue returned in race one, then a spin and a loose boost hose accounted for his 12th in race two, despite setting top-six lap times.



Swede Backman took a podium in race two



Moffat suffered handling issues



SILVERSTONE: BRSCC BY MARK PAULSON

MARCH 31/APRIL 1

Photos: Mick Walker

# MURRAY MAKES WINNING RETURN TO FORMULA FORD



Murray was in the thick of the action



Blake-Baldwin heads jostling Mazda pack

## WINNERS

|   |  |  |
|---|--|--|
| <b>Alfa Romeo</b><br>Race 1: Paul Webster (156 GTA)<br>Race 2: Paul Webster (156 GTA)     | <b>HRDC Coys Trophy</b><br>Pete Chambers (Lotus Ford Cortina Mk1)  | Race 3: James Blake-Baldwin  |
| <b>Civic Cup</b><br>Race 1: Daniel Reason (Civic FN2)<br>Race 2: Danny Hobson (Civic EP3) | <b>National Formula Ford</b><br>Race 1: Joey Foster (Ray GR08)<br>Race 2: Luke Cooper (Swift SC16)<br>Race 3: Niall Murray (Van Diemen RF99) | <b>TCR UK</b><br>Race 1: Daniel Lloyd (Volkswagen Golf GTI TCR)<br>Race 2: Daniel Lloyd (Volkswagen Golf GTI TCR)  |
| <b>HRDC Allstars</b><br>John Spiers (TVR Griffith)  | <b>Mazda MX-5 SuperCup</b><br>Race 1: Will Stacey<br>Race 2: Jack Harding  | <b>Volkswagen Racing Cup</b><br>Race 1: Dennis Strandberg (VW Scirocco)<br>Race 2: Dennis Strandberg (VW Scirocco) |

Returning champion Niall Murray provided an overtaking masterclass on his way to winning at Silverstone in the opening round of the Formula Ford National Championship. The three races were full of frenetic action but Murray kept a cool head to secure third, second and first place finishes to head the points.

From seventh on the reversed-grid race three, Murray's Van Diemen RF99 jumped to fifth then passed Jack Wolfenden and Matt Round-Garrido in one move around the outside at Becketts. Murray repeated the trick on race-one winner Joey Foster, then used the outside line at Brooklands to overtake polesitter Stuart Gough. The leader was aided by

second-placed Foster spinning after being run into by Wolfenden, with the squabble for second settled in Round-Garrido's favour, from Luke Cooper and Gough.

Foster's race one win had come after trading places with Murray, following race-leader Josh Fisher's spin at Brooklands. Michael Moyers secured second place after passing Murray into Cose on the final lap.

Cooper took his Swift to a narrow victory in race two after a classic slipstreaming battle involving at least six cars at a time. Murray had hurt his aerodynamics by nudging the back of Fisher's Van Diemen, and was passed for the lead by Cooper and Moyers at

Brooklands with a lap to go. Murray retook second on the run to Becketts but Cooper was able to repel his last-gasp attack.

Lotus Cup champion Will Stacey experienced the highs and lows of motorsport when he took a convincing win in the opening Mazda MX-5 Supercup race, then suffered a heavy crash in the next. Stacey and Rob Boston Racing team-mate Steve Roberts took their new cars to a 1-2 finish, with third-placed Jon Greensmith also in the mix.

Jumping the kerbs while running in the lower reaches of the top 10 knocked Stacey's brake pads out in race two, and he collected the unfortunate Richard Wicklen at Becketts. Following an overnight engine change, Jack Harding

took the win after on-the-road victor Luke Herbert was given a track-limits penalty. James Blake-Baldwin inherited second with Aidan Hills claiming a maiden podium after a thrilling slipstreamer of a contest.

Reigning champion Herbert had earlier blown his chances in race one, stopping on the way to the grid to fix an air filter that he had incorrectly fitted, and forfeiting pole position in the process. From the back, he rose to seventh. Herbert was second to Blake-Baldwin in race three, the pair edging Harding after another terrific scrap.

Dennis Strandberg won twice in the Volkswagen Racing Cup. Turbo problems left him sixth on the grid but he

breezed through to take the opener from Jamie Bond. A puncture denied Bond victory in race two, while Tom Walker also lost a likely podium to an electrical failure. Martin Depper was excluded from second for passing under yellow flags. Owen Walton inherited the place.

Danny Hobson scored a maiden Civic Cup win from fourth on the reversed grid. He'd qualified 11th after being hampered by traffic, then rose to seventh in the opener, which was won convincingly by Daniel Reason.

Pete Chambers just held on to defeat Andrew Jordan, driving the similar Lotus Cortina Mk1 started by *Take That's* Howard Donald, in a thrilling finish to the HRDC Coys Trophy.

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# RACING REPORTS

**BRANDS HATCH: BARC BY BRIAN PHILLIPS**
**APRIL 1/2**

Photos: Gary Hawkins



Oliver recorded a win and three more podiums

**Winning honours were shared when the 2018 British Truck Racing Championship started at a chaotic and sometimes wild Easter race meeting.**

Multiple champion Stuart Oliver grabbed the early points lead with a win and three more podium visits before the final, and there were popular victories for Ryan Smith and David Jenkins.

A smaller than expected entry was boosted by the late addition of four-time champion Mat Summerfield and Smith, the latter the current title holder, but with zero preparation time neither was fully up to speed.

Oliver took the opening Division 1 honours after a duel with Jenkins in a restarted race, with Summerfield and Smith next. Summerfield missed Monday morning's race after reporting of blurred vision and Richard Collett caused a red flag when he crashed for

the second time in less than 24 hours. Jenkins won the restarted race.

The classes combined for wet third and fourth outings, where Smith rewarded the team's supporters with a brilliantly executed win in the first with Simon Reid and Oliver rounding out the podium. Smith did it again ahead of his recovering team-mate Summerfield in their fourth race, which lacked Jenkins and Reid after they beached and caused another stoppage.

Oliver plunged off at Paddock Hill on the first flying lap of the final, leaving the way clear for a hugely impressive Smith to lead Summerfield home in a fairytale end to a manic week for the Midland team-mates.

Miles Rudman and Ben Power were **Legends** heat winners on Sunday before Power won the final from 14th on the grid, fending off Jack Parker who arrived at Brands as leading points scorer following

the Oulton Park season opener. On Monday, John Mickel and Rudman won the heats and Will Gibson the final, a fitting reward after driving a still bent car repaired after a big impact with the pit wall earlier in the meeting.

Lea Wood won both **Pickup Trucks** races, making an early break to beat reigning champion Scott Bourne in race one. The second race was a more dramatic affair, Wood benefiting when Bourne and Mark Willis clashed while contesting the lead. Pickups rookie Dale Gent retired when his engine let go, spinning him in an eruption of fire on the top straight.

Malcolm Blackman fought his way to the front to launch his **Intermarque** title defence in winning style. Lewis Smith provided the main opposition, but after losing narrowly in race one he retired next time after tagging a backmarker.

Five months almost to the day after a

massive impact with the pit wall, Rod Birley and his refurbished Escort returned to winning ways. Incidents on a wet and oily track caused a **Modified Saloons and Tin Tops** stoppage, and Birley made no mistakes in the rerun, beating Steve Rothery's Renault Clio to the flag. Birley's happy return didn't last, though, the Escort stopping in an oily cloud on Cooper Straight in race two, handing the win to novice driver Adrian Bradley in a BMW M3. Rothery, Andy Thompson and Paul Eve enjoyed a mighty battle for third.

First blood in the **Kumho BMW Championship** went to Colin Wells, who never looked like being overhauled on Sunday. He had to work much harder on Monday after starting on slicks on a damp but drying track. A long way back early on, he didn't overhaul the wet shod Darren Fielding for the lead until lap 19 of 21.

**WINNERS**

**British Truck Racing Division 1**  
 Race 1: Stuart Oliver (Volvo VNL)  
 Race 2: David Jenkins (MAN TGX)  
 Race 3: Ryan Smith (MAN TGA)  
 Race 4: Ryan Smith (MAN TGA)

**British Truck Racing Division 2**  
 Race 1: Luke Garrett (MAN TGX)  
 Race 2: Luke Garrett (MAN TGX)  
 Race 3: Steve Powell (MAN TGS)  
 Race 4: John Powell (Volvo FL)

**Final:** Ryan Smith (MAN TGA)

**Legends**

Sunday  
 Heat 1: Miles Rudman  
 Heat 2: Ben Power  
 Final: Ben Power

**Monday**

Heat 1: John Mickel  
 Heat 2: Miles Rudman  
 Final: Will Gibson

**Pickup Truck**

Race 1: Lea Wood  
 Race 2: Lea Wood

**Intermarque**

Race 1: Malcolm Blackman (Vauxhall Tigra)  
 Race 2: Malcolm Blackman (Vauxhall Tigra)

**Modified Saloons & Tin Tops**

Race 1: Rod Birley (Ford Escort WRC)  
 Race 2: Adrian Bradley (BMW M3)

**Kumho BMW**

Race 1: Colin Wells (E46 M3)  
 Race 2: Colin Wells (E46 M3)


**CASTLE COMBE: CCRC BY GRAHAM KEILLOH**
**APRIL 2**

## COMBE BRACE FOR COOPER SEALS HAT-TRICK OF WINS

Luke Cooper claimed a double Castle Combe Formula Ford 1600 win in the traditional Easter Monday Howard's Day Combe season-opener, following up his National FF1600 win at Silverstone the previous day.

In the wet opening race Cooper's Swift led home Michael Eastwell's Spectrum by just over a second. Cooper took a lead he wasn't to lose on lap one when poleman Josh Fisher dropped down the order with electrical problems, causing Fisher to stop his Van Diemen at Bobbies chicane on lap two.

In the second race, now in the dry, it was Cooper's turn to lose the lead to Fisher on lap one when he ran off. Cooper took the lead back two laps later when Fisher himself ran off briefly, and he led the rest of the way.

"Amazing day," said Cooper, "it couldn't really have gone any better.

"Things didn't go to plan on the first lap [of race two]! But after that, brilliant. After I made that one mistake I made sure not to make another."

Michael Vitulli took a win and second place in the first ever BMW Car Club race weekend, which attracted a grid of 21 cars.

In the wet first race – its starting

grid was selected at random after qualifying running was impossible in very wet conditions – early leader Vitulli in his E46 M3 was passed by Richard Marsh's E36 M3 around the back of the circuit on lap three. Winner Marsh beat Vitulli by 12 seconds.

Vitulli hit back in the dry second race by leading all the way to win after beating poleman Marsh off the line. Marsh fell back to finish fourth.

The first of the eclectic CCRC GT races was won by poleman Steve Putt in his Mazda RX-7. Oliver Bull took the second race in his Vauxhall Tigra after passing Putt at mid-distance. In both races Adam Higgins in his Ginetta G55 came from the back to finish second – the track veteran didn't take part in qualifying after entering the event late.

Both 750 Motor Club Locost races were taken by first-time winners. Gregory Smith claimed race one, taking the lead from Tim Neat at the restart after a safety car period caused by champion Ian Allee leaving the track in intensifying drizzle. Smith held off runner-up Ben Powney by a second; Powney had risen from 14th on the grid – he said set-up changes after qualifying



Cooper (6) won both FF1600 Combe races a day after winning at Silverstone

made his car "unreal" for the race.

Mark Burton won the second Locost race, holding off a late charge from Louis Wall.

James Harridge in his Maverick won the first Formula Vee contest after a last-lap pass on Ian Jordan's Sheane Jordan, following a race-long battle. Ian Buxton won the restarted second race in his GAC Daghorn, heading a tight four-car battle.

Double champion Simon

Thornton-Norris claimed the CCRC Saloon Car win in his Mitsubishi Colt. He took the lead on lap three when poleman Gary Prebble had to switch his SEAT Leon's engine off momentarily after his throttle had stuck open. Prebble dropped to fifth as a result but recovered to second.

Josh Harvey eventually cruised to the Hot Hatch win by 11 seconds in his Honda EG 2000, after he finished the opening lap in 14th place following an off at the first turn.

**WINNERS**

**BMW Car Club Series**  
 Race 1: Richard Marsh (E36 M3)  
 Race 2: Michael Vitulli (E46 M3)

**CCRC Formula Ford 1600 Championship**  
 Race 1: Luke Cooper (Swift SC16)  
 Race 2: Luke Cooper (Swift SC16)

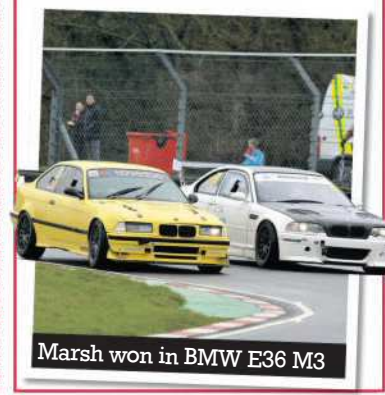
**CCRC GT Championship**  
 Race 1: Steve Putt (Mazda RX-7)  
 Race 2: Oliver Bull (Vauxhall Tigra Silhouette)

**CCRC Hot Hatch Challenge**  
 Josh Harvey (Honda EG 2000)

**CCRC Saloons Championship**  
 Simon Thornton-Norris (Mitsubishi Colt Ralliart)

**Formula Vee**  
 Race 1: James Harridge (Maverick Vee)  
 Race 2: Ian Buxton (GAC Daghorn)

**Locost Championship**  
 Race 1: Gregory Smith  
 Race 2: Mark Burton



Photos: Steve Jones



# FEATURE

Photos: Jakob Ebrey, LAT

Andy Priaulx has been to the top of the sport, and now manages young drivers on the same journey. By Robert Ladbrook

**I**n a way I feel like I'm going through my career again, right now with Seb and, even though I love motorsport, some parts of it drive me crazy. I see the pressures, both financial and sporting that these young drivers come under, that push them away from their goals. At the stage of my career that I'm at, this programme is about giving something back, and using my experience to help the next generation."

Andy Priaulx is a remarkably honest man. The three-time World Touring Car champion and current factory Ford GT World Endurance Championship racer means what he says too. He's supporting his son, Seb Priaulx, through the formative stages of his career, which will soon lead him to the British Formula 4 Championship. But Priaulx Sr's net is cast wider than that.

Priaulx is now not only a full-time factory driver heading into his 17th season with works backing of some form, he's also now a fully fledged driver manager. And not just for his immediate family.

Andy Priaulx Sports Management is now just over three years old, and was established by Priaulx and his long-time mentor John Pratt, now sporting director. The company is already making waves in British motorsport, albeit almost silently.

You won't have seen adverts, or shouty social media posts. That's not APSM's style. Much like its founder, APSM goes about things more subtly.

Priaulx brings a great grounding. He started out from humble means and the stories of him living in a caravan while he tried to forge a career are well known. From his days as 'poor Priaulx' in Formula 3 to making it as a multiple world champion and earning a living from the sport he loves. Priaulx knows the business model – he essentially created it – and APSM lets him share it with other drivers looking to do the same. "Our goal is to help drivers find the best version of themselves, and then use that to help them build a career with a manufacturer," says Priaulx. "Top drivers have to be so well rounded. They can't just be quick in a car. To work with – and perhaps even more crucially – to stay with a manufacturer they must be professional in so many areas outside of the car.

"At points in my career I'd take my overalls off, hang them up and go put on a suit and try to make deals happen to keep going, never actually knowing if I'd wear those overalls again. It's hard work, and this sport is a business, and kids need to understand that things don't come easy."

Based at Silverstone and run in conjunction with other top companies such as iZone simulation and driver training, APSM currently has 18 drivers on its books, from varying levels in the sport. German TCR champion Josh Files is one, as is

## LEARNING FROM A CAREER WELL SPENT



Andy Priaulx with his son Seb, in F4



APSM works with iZone to provide top-line driver coaching



Priaulx is very hands on with management



Josh Files is carving a career with APSM



Mini Challenge star Reece Barr is an APSM development driver

Mini Challenge star Reece Barr and BTCC newcomer Brett Smith, who dominated last year's Mini Challenge.

The management programmes offered are tailored to each driver's requirements and split into three tiers. Elite, for the drivers at a higher level, development drivers for emerging talent, and juniors, which is aimed mostly at karters. Dan Hazlewood, from top team Fusion Motorsport, handles that arm.

"We work with drivers to help them make as many correct decisions as possible," says Neil Riddiford, who works on the APSM programme through his role as iZone performance coach.

"For a lot of drivers it's about how they structure themselves, both in terms of career progression and financially. Our job is not to take drivers' money, it's to help them make the right calls and make the progression to fast-track them into savings. If we can train drivers in the right areas so they only need one year of GP3 for example instead of two before progressing, then that's a saving of a small fortune.

"The programmes here are all-encompassing. We deal with the contractual and driver management side of things, but also other areas such as mental and physical preparation and training, as well as skill and process. We aim to train drivers to a world-class standard early on, and also educate them to make the right calls.

"Race teams are very subjective things. Some are amazingly good, and others less so. As a young driver it can be very easy to sit back and

listen to everything anyone tells you, whether it's right or wrong. And at the end of the day race teams are businesses catering for customers, so they often tell drivers what they want to hear. Educating drivers early helps them see through much of that. By looking after fitness, nutrition, driver training and management all under one roof we get a very well-rounded view of a driver and their specific capabilities so we can find the right areas to train them."

A big part of the APSM programme is also aimed at helping drivers achieve a financial exit – such as achieving a paid drive with a manufacturer, or even just knowing when to quit the sport before the family fortune runs completely dry.

Motorsport is expensive, sometimes ruinously so, and the APSM structure is designed to help guide drivers in the right directions, while all the time looking out for their, or their backer's, financial responsibilities.

"A lot of drivers think all they have to do is be fast in a car, that if they win something doors automatically open," says Enzo Mucci, former head coach for BMW Motorsport and now APSM performance manager.

"Motorsport has this Hollywood story from the outside where you can win your way up, but in reality that happens so rarely and drivers have to essentially be their own entrepreneurs to succeed.

"This programme gets very honest very quickly. Each driver is different, but you can immediately tell the ones who will fail from the ones with potential. Yes, a key part of the

journey is money and contacts, but there are other factors too.

"The pressure of single-seater racing at the top is huge. You can see the smiles go quite quickly if it turns sour. There's a DNA to single-seater drivers. They have to be blistering quick – that's non-negotiable – but they also have to have a mental strength and resilience.

"Through our programme we can easily see where drivers are best suited from their traits, so if we think a driver just isn't cut out for single-seaters, we can have that conversation early, saving often huge amounts of money. We don't disparage drivers or dictate what they should do, but we can help guide them in a direction that potentially better suits their skill set – like sportscars or endurance racing or touring cars.

"The landscape has changed a lot for young drivers. Five years ago every driver was all about F1, but now that blinkered approach has faded and we're seeing more and more young drivers looking at GT racing. Our aim is to work with the drivers and outfit them as best we can to become aspiring factory drivers and people who are easily capable of building a career in the sport, just like Andy did."

Typically, Elite drivers will visit the facility twice per month, and a big part of the programme is pre-race preparation and post-race debriefs. APSM believes heavily in the process of racing, and setting goals for every single session to build each race weekend like a journey.

"Every lap you do in motorsport

has a cost," adds Riddiford. "In a Formula Renault test for example each lap could be costing £50, or £200, so going out and having no goals or learning nothing means that's money down the drain, which can be hugely demoralising for young drivers and their backers. Having the right people around you to avoid situations and pitfalls like that is so important."

Priaulx hasn't just franchised his name to the company either, he's very hands-on with the programme. Each member will be called by him regularly, and if they're racing in Britain Priaulx himself or a member of the APSM team will be on hand at the races checking a driver's progress, atmosphere and even evaluating the team they're competing with.

"I find it really gratifying working with the younger guys, and personally I feel it keeps me in touch with the junior levels of the sport and it also keeps me humble," adds Priaulx. "Sure, it can be demanding to be in touch with all the members while at the same time managing my own race programme, but I do genuinely love doing it. I'm not in it to get rich: for me it's all about the sporting side of it.

"It can be emotional, as I've seen good drivers fail and fall out of the sport entirely. With this programme we've already managed to avert that for some, and they've gone on to achieve great things and forge their own careers. It's helped them prosper in the sport, and hopefully we'll have many more like them. For me, that's the most rewarding thing." ■



Mucci works with top drivers



# SPORTING SCENE

Photos: mkpics.net, Hal Ridge

## NATIONAL HOT RODS

# WOOD KICKSTARTS HIS CAMPAIGN WITH A WIN

### National Hot Rods

By Graham Brown

Organiser: Autospeed When: March 30 Where: Northampton International Raceway Starters: 26

**Billy Wood dominated the feature race to take the top honours at Northampton, finally bringing to an end the longest National Hot Rod closed season of modern times. The final winner, having produced two top 10 heat finishes to move to the front of the grid for the main event, was able to eventually subdue the opposition to stay in charge throughout.**

The opening heat – the only race run in the dry – kicked off with Colin Hitch's revitalised Peugeot 206 leading them away as the sole white-grade starter. The race to see who would go after him was initially headed by Steve Dudman, Alistair Lowe and Lee Pepper, while those trying to get through from the back of the grid were having a tough time. This was certainly the case for Gavin Murray, who ended up hitting both the barriers and Lewis Shelley's parked car hard after a touch with Chris Crane. When Shaun Taylor spun at the same spot and returnee Russ Wilcox also had a rotation, a yellow flag was inevitable.

With the cars now closed right up and Kym Weaver handily placed in seventh spot, he was certainly looking the potential winner. Sure enough, Weaver was soon carving through the placemen, making it into second place



Wood used a front-row start for the final as the basis of his victory charge

just beyond half distance. He was closing on Hitch too but it turned out to be not quite fast enough, the Peugeot driver clinging on as they raced under the chequers, the first big rain drops starting at the exact same moment.

Hitch didn't get off to such a great start in heat two, the car clearly not so happy in what was now torrential rain. Colin Smith swiftly relieved early leader Taylor up front, although the latter managed to stay well in touch until Jack Blood appeared on their shoulders from his mid-grid start. Something of a Northampton specialist, Blood wasted

little time about taking the lead, ducking under Taylor along the back straight and Smith only half a lap later. Shane Bland, Weaver and Jason Kew were the men who ended up doing the chasing but Blood was still nearly a quarter of a lap to the good over Bland at the finish.

Weaver and Wood (with two solid if unspectacular heat results) ended up sharing the front row for the final but with Blood and Kew on row two, the result was far from assured.

Weaver was the first to break at the green but Wood simply stayed out wide, completing a finely judged pass as they



Wood has now moved to the joint lead of the Hot Rod standings

started lap two, Blood managing to nip into second down the inside at the same time. It wasn't long before Kew had also put Weaver behind him and caught up to the two leaders. The trio had a very evenly matched dice until they began heading into traffic, where Blood got delayed after a minor collision, allowing the chasing Bland past.

By the time the leaders had broken clear of backmarkers Wood was clearly in command, having put a small but steadily increasing gap between himself and Kew, an advantage he maintained all the way to the finish. Kew ran out a lonely second,

with a recovering Blood back in third by flag fall, Bland having faded to fifth by the end as Crane had also gone by in the closing laps.

### Results

**Heat one:** 1 Colin Hitch (Peugeot 206); 2 Kym Weaver (Vauxhall Tigra); 3 Ivan Grayson (Vauxhall Tigra); 4 Billy Wood (Vauxhall Tigra); 5 Chris Haird (Vauxhall Tigra); 6 Lee Pepper (Peugeot 206cc); 7 Alistair Lowe (Vauxhall Tigra); 8 Bradley Dynes (Ginetta G40R). **Heat two:** 1 Jack Blood (Vauxhall Tigra); 2 Shane Bland (Vauxhall Tigra); 3 Jason Kew (Vauxhall Tigra); 4 Weaver; 5 Wood; 6 Colin Smith (Vauxhall Tigra); 7 Gavin Murray (Vauxhall Tigra); 8 Chris Crane (Vauxhall Tigra). **Final:** 1 Wood; 2 Kew; 3 Blood; 4 Crane; 5 Bland; 6 Murray; 7 Weaver; 8 Lowe; 9 Haird; 10 Aaron Dew (Ginetta G40R). **Championship (after nine of 14 rounds):** 1 Haird and Wood 328; 2 Weaver 283; 4 Carl Waller-Barrett (Vauxhall Tigra) 273; 5 Blood 250; 6 Billy Bonnar (Vauxhall Tigra) 245.

## BRITISH RALLYCROSS CHAMPIONSHIP

# HIGGINS FINDS HIS RALLYCROSS FEET WITH BRITISH CHAMPIONSHIP VICTORY

### British Rallycross Championship

By Hal Ridge

Organiser: BARC/LHRC When: April 2 Where: Lydden Hill Starters: 78

Three-time British Rally champion Mark Higgins scored victory in only his second rallycross Supercar start, dominating the final in the second round of the British Rallycross Championship at Lydden Hill.

Following overnight rain, the day began on a greasy circuit and Higgins was one of several drivers to make a mistake in his Q1 race by running wide. He was still sixth fastest.

Fourth in Q2 and then fastest overall in Q3 lifted the Manxman to second in the Intermediate Classification, behind the consistent Ollie O'Donovan.

Irishman O'Donovan was then beaten to semi-final one victory by Oliver Bennett, while Higgins won semi-final two to net pole position for the final.

The forecasted rain held off until mid-afternoon, when the heavens opened in time for the six-lap final.

As the lights went green, Higgins made the best start and was chased by the returning Liam Doran, driving the Citroen C4 he previously raced in the 2011 European Rallycross Championship. Doran pressured Higgins on the opening lap, making a bid for the lead at Devil's Elbow hairpin, but was forced to retire on lap two with

broken steering following contact.

That promoted Julian Godfrey into second place. He was making his second appearance in Spencer Sport's Mitsubishi Mirage RX. Having taken his joker at the first opportunity, O'Donovan had climbed to third by the middle of the race, as conditions worsened. Fighting back from his slow start, Bennett swapped positions with the returning Jake Harris as the joker laps played out, while Welshman Mike Manning made the best of the conditions with his lesser-powered Subaru Impreza in sixth place.

Up front, Godfrey took his joker on lap five and returned to the main circuit just ahead of O'Donovan's Ford Focus, while the exuberantly Higgins took his joker on the final lap and maintained his advantage to claim his first win with the Albatec Racing team.

Godfrey held onto his points lead with second and O'Donovan fought back from a difficult opening round with third. Steve Hill arrived at the event second in the points but retired from the final with a broken driveshaft.

Reigning **Supernational** champion Tristan Ovenden claimed victory at his home event, despite his Renault Clio V6 not suiting the wet conditions in the final and the Canterbury driver making a mistake early in the race. Driving a borrowed Vauxhall VX220 for the second event in a row, Paige Bellerby held off a hard-charging Craig Lomax in the closing stages of the race to finish

second, with Super1600 racer Lomax in third.

Tom Constantine dominated the **Junior** final to score victory ahead of round one winner Marius Solberg Hansen and his cousin James Constantine.

Morgan Bailey claimed his first **Swift Sport** victory in the single-make category after a close race with reigning champion Simon Ovenden, while Chrissy Palmer won the **RX150** final.

Former Junior champion Bradley Durdin won the **BMW Mini** final and Roger Thomas scored **Retro Rallycross** victory with his Metro 6R4, having spent the day double-driving with his Ford Focus in the Supercar category.

### Results

**British Rallycross (6 laps)** 1 Mark Higgins (Peugeot 208); 2 Julian Godfrey (Mitsubishi Mirage) +2.489s; 3 Ollie O'Donovan (Ford Focus); 4 Jake Harris (Citroen DS3); 5 Oliver Bennett (Ford Fiesta); 6 Mike Manning (Subaru Impreza).

**Supernational Rallycross (6 laps)** 1 Tristan Ovenden (Renault Clio); 2 Paige Bellerby (Vauxhall VX220) +2.784s; 3 Craig Lomax (Citroen C2); 4 Paul Coney (Vauxhall Corsa); 5 Guy Corner (Peugeot 206); 6 Darren Scott (Citroen C2).

**Junior Rallycross (6 laps)** (All 1.3 Suzuki Swift) 1 Tom Constantine; 2 Marius Solberg Hansen +0.225s; 3 James Constantine; 4 Morgan Wroot; 5 Luke Constantine; 6 Matilda Procter.

**Suzuki Swift (6 laps)** 1 Morgan Bailey; 2 Simon Ovenden +0.408s; 3 Ryan Hadfield; 4 Christopher Scott; 5 Max Weatherley; 6 Rob Maynard.

**RX150 (6 laps)** 1 Chrissy Palmer; 2 Leo Forster (no time given); 3 Ulrik Linnemann; 4 Brett Harris; 5 John Ward; 6 Stephen Jones.

**BMW Mini Rallycross (6 laps)** 1 Bradley Durdin; 2 Leigh-Anne Sedgwick +0.384s; 3 Martin Hawkes; 4 David Bell; 5 Rob Method; 6 Andrew Hawkes.

**Retro Rallycross (4 laps)** 1 Roger Thomas (Metro 6R4); 2 James Harrold (VW Beetle) +16.111s; 3 Mark Finch (Ford Fiesta); 4 Ray Morgan (Ford Escort); 5 Gary Dixon (Vauxhall Astra); 6 Ian Biagi (Mini).



Mark Higgins won the final in only his second British Rallycross outing



Second in the final was enough for Julian Godfrey to keep his points lead





Rustad will race a Polo Supercar

## Rustad lines up limited World Rallycross assault

Former British Touring Car Championship Independents Trophy winner Tommy Rustad will race in the British round of the World Rallycross Championship at Silverstone as part of a selected programme in 2018.

The Norwegian won the European Rallycross Championship in 2015 driving a Marklund Motorsport-run Volkswagen Polo Supercar and will return to the Swedish squad to race in at least the British and Norwegian rounds of World RX this year. He has spent the last two years contesting the Euro RX series with Scottish team Albatec Racing.

"As the Norwegian World RX round at Lanke isn't included in the European Championship calendar for this year, we have decided that we will race in selected WRX rounds," said Rustad. "We don't have the budget to race in a full season."

Rustad will race the Polo Supercar that Anton Marklund used to win the Euro RX title last season. Marklund will join Rustad at the World RX events as a two-car effort.

## Rain stops play at Santa Pod opener

The opening round of the MSA Pro Modified Championship and the UK National Drag Racing series, due to take place at Santa Pod on Easter Sunday, was cancelled.

Rain on Saturday meant that no runs could be completed and further poor weather a day later meant that the meeting was abandoned.

As well as the weather, the condition of the newly laid all-concrete track at Santa Pod caused some concerns. The new surface was heavily delayed due to the wet and cold winter.

The meeting had seven entries in the Pro Mod class. The next round of the UK series is due to take place at the Northampton track on May 25-28.

# JORDAN BOWES' GOLF TO RACE THIS YEAR

German hatchback will be run in the hands of late racer's brother



Bowes' car will return



The late Jordan Bowes

## By Hal Ridge

**A Retro Rallycross Volkswagen Golf built and raced by the late Jordan Bowes is set to return to the British Rallycross Championship category in the hands of his brother, Jason, next month.**

The car is currently undergoing development to its engine and installation with the help of Newcastle-based rallycross specialist MB Motorsport, which is owned by rallycross racer Michael Boak.

Crowdfunding by colleagues and friends following 19-year old Jordan Bowes' death in a road accident last October will help support the programme.

"Michael messaged me and said rather than put money into the fund, he

very kindly offered his time and expertise to help sort the car," said Bowes' father Stewart.

Jason Bowes plans to race the Golf Mk1 as a tribute to his brother in selected events starting at his home circuit, Croft, on May 6.

Stewart added: "We just want to get the car reliable really because it would be such a shame not to see it driven after all the time and effort that Jordan put into it. The idea is to race it at Croft, it's our home track, we'll have loads of Jordan's work colleagues and friends there."

"People just want to see the car driven. I wanted to see it driven by him but he just didn't have the time sadly, so it would be a shame to lock it away. We'll do a few events this year and see about a full season next year to keep the car out there."

Boak's main task is to iron out troubles

with the car's two-litre 16-valve turbo-charged engine. "I contacted Stewart not long after we heard about Jordan passing away and offered to help with Jordan's car," said Boak. "I didn't know if he wanted to race it again or not, but just so it was just one thing less for him to worry about. We're having a look at the engine to start with, then at the whole engine installation. The car is testament to Jordan because he's definitely been the sort of person that thinks a lot about what he's doing."

"A lot of the things he's done have got a lot of good ideas in them, just if they'd been done a little differently they'd be perfect. I was quite good friends with Jordan, so I already felt a bit of connection with the car anyway, and having raced a Golf myself I know how temperamental they are."

## Formula E reserve driver Ma Qing Hua to enter WRX with STARD in Barcelona

Ex-Formula 1 test driver Ma Qing Hua will become the first Chinese driver to race in the World Rallycross Championship when he contests the opening round of the 2018 season in Spain next week.

Ma will drive a Ford Fiesta for Manfred Stohl's STARD team alongside Latvian Janis Baumanis. He tested the car in Austria and France.

Chinese racer in WRX



"The acceleration is amazing but more than that, I feel the car impressed me even more in the corners," said the NIO Formula E Team reserve driver. "The grip level is more than you expect and the handling of the car is more manageable than a single-seater or a front-wheel-drive car because usually, if we are sideways, it means something horrible is happening, but here it's every corner. It's not like Lewis Hamilton could come here and

win the races: that's not possible. It is experience more from everything; rally, circuit driving and maybe something from drifting, I don't know."

STARD boss Michael Sakowicz said: "We decided to enter the second car as a race-by-race entry to have some more flexibility for future developments, because with the new regulations you have to declare quite a lot of technical features on each permanent car and we have some big plans to upgrade the cars throughout the 2018 season."



Ma Qing Hua will race Fiesta

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## MN SAYS...

# Open season in British touring cars

Brands Hatch opener will underline just how competitive the series has become

Last year, there were a record 13 different winners in the British Touring Car Championship. It is a benchmark that the series officials were very proud of. Despite that, there is every chance that the mark could be overtaken this year.

There are several devices in the BTCC that are specifically designed to keep the racing close. There are reversed grids, success ballast and different types of tyre compound. They all work to varying degrees, and that is what makes it almost impossible to pick a round winner before the start of any given event. It is that unpredictability that keeps the fans clicking through the turnstiles, and Brands this weekend is likely to be packed out.

Despite those ebbs and flows in fortune, the title is always fought out by the major players, the men who know how to work the system. Increasingly, that is becoming the younger brigade, the drivers who haven't got the decades of experience of the likes of Jason Plato and Matt Neal. Those younger drivers, such as reigning champion Ashley Sutton and Independents winner Tom Ingram, are breathing a new life into a series which is about to celebrate its 60th anniversary.

**Matt James, Editor** (Twitter: @MattJMNews)



## YOUR PICS



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



**ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!**

Ben Forrester captured this photo of the BRM-powered Hillman Avenger of Barry Jordan



Rich Cranston was at BTCC Media Day



A classic Marcos, taken by Peter Atkins



Colin Griffiths gets a rallying thumbs up



Gerallt Price was on Rally North Wales



Chris Noble got this on Rally North Wales



Ian Spratt's picture of Stephen Jelley



Autograss drama, taken by Neil Kirby



A rallying Ford Ka, by Richard Salisbury



Kieran Gallagher, by John Henderson



Gary Hill was at the Brands Hatch opener

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# TV GUIDE



Catch the latest action from Down Under in the **Australian Supercars Championship** (Wednesday, 1900-2100hrs), as Shane van Gisbergen tried to extend his lead in the standings in Melbourne.

The **Allan McNish Selection** (Thursday, 1745-1800hrs) features a collection of short films presented by the three-time Le Mans winner recounting some of the best bits from the endurance race.

The most recent round of the

**Motorsport News Circuit Rally Championship** comes from Anglesey (Friday, 2000-2030hrs), as Alan Kirk lady and Peter Smith battled it out for the win.

Stay tuned in to Motorsport.tv for the latest **The Windsor Interviews** (Friday, 2030-2100hrs). This week's subject is three-time Formula 1 world champion Sir Jackie Stewart, who recounts what it was like to race in perhaps the most dangerous period of motor

racing and how he tried to change things for the better. Sit back and relax on Saturday evening (2300-0000hrs) as **Classic World Rally Championship** action recalls the 1988 Tour de Corse, as Didier Auriol took the first of what would be six wins at the event.

And finally, on Monday (2200-2300hr) the **Great History of the Le Mans 24 Hours** will show the 1989-running as Porsche, Jaguar and Mercedes raced for the top spot.

# LIVE TV

**British Touring Cars: Brands Hatch**  
 All the day's action: Sunday, 1015-1820hrs, ITV4

**Formula 2: Bahrain**  
 Race 1: Saturday, 1110-1220hrs, Sky Sports F1  
 Race 2: Sunday, 1215-1310hrs, Sky Sports F1

**IndyCar: Phoenix**  
 Race: Sunday, 0200-0500hrs, BT Sport 3

**World Touring Car Cup: Morocco**  
 Race 1: Sunday, 1630-1745hrs, Eurosport 2  
 Race 2: Sunday, 1745-1855hrs, Eurosport 2

**NASCAR: Texas**  
 Race: Sunday, 1830-2330hrs, Premier Sports



Formula 2 season starts

# LIVE F1

**Bahrain Grand Prix Sky Sports F1 HD coverage**

Drivers' press conference: Thursday, 1300-1400hrs  
 FP1: Friday, 1145-1345hrs  
 FP2: Friday, 1545-1745hrs  
 FP3: Saturday, 1245-1415hrs  
 Qualifying: Saturday, 1500-1745hrs  
 Race: Sunday, 1430-1910hrs

Highlights: Sunday, 1940-2040hrs

**Channel 4 HD**  
 FP1: Friday, 1155-1410hrs  
 FP2: Friday, 1555-1735hrs, MORE4  
 FP3: Saturday, 1300-1430hrs  
 Qualifying: Saturday, 1455-1745hrs  
 Race: Sunday, 1500-1845hrs



Will McLaren join the fight?

# LIVE WRC

**Tour de Corse, BT Sport Friday**

End of day 1 review: 2200-2230hrs, BT Sport 1

**Saturday**

SS7: 1000-1100hrs, BT Sport 1  
 End of day 2 review: 2145-2215hrs, BT Sport 1



Ogier leads points

**Sunday**  
 SS12: 1100-1230hrs, BT Sport 2  
 End of day 3 review: 2215-2245hrs, BT Sport 1  
**Red Bull TV**  
 End of day 1 review:

Friday, 2100-2130hrs  
 SS7: Saturday, 0945hrs  
 End of day 2 review: Saturday, 2100-2130hrs  
 End of day 3 review: Sunday, 2100-2130hrs

**Channel 5**  
 Highlights: Tuesday, 1900-2000hrs



**End of day reviews**  
 Day 1: Friday, 2230-2300hrs  
 Day 2: Saturday, 2230-2300hrs  
 Day 3: Sunday, 2230-2300hrs

# LISTINGS



British Formula 4 season begins at Brands Hatch this weekend

## RACING SATURDAY

**Silverstone, Northants**  
**MGCC meeting:** MG Cup, MG Metro Cup, Midgets and Sprites, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63  
**Starts** racing from 1130hrs (qualifying from 0900hrs) **Admission** £15  
**Web** silverstone.co.uk  
**Contact** 08704 588260

**Oulton Park, Cheshire**  
**BRSCC meeting:** Production GTi, Fun Cup **Starts** racing from 1125hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

**Lydden Hill, Kent**  
**LHMC:** Sports/Saloons, Festival of Ford, Sprint **Starts** racing from 1030hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** lyddenhill.co.uk **Contact** 01304 830557

## SATURDAY/SUNDAY

**Brands Hatch, Kent**  
**BTCC meeting:** BTCC, F4, Carrera Cup, Clio Cup, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1415hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** adult £34, under 13 free **Web** msv.com **Contact** 0843 453 9000

**Donington Park, Leics**  
**HSCC meeting:** Classic Formula 3/Classic FF2000, Historic Formula 3, Historic FF2000, Historic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, 70s Road Sports, Formula Junior **Starts** Saturday, racing from 1330hrs (qualifying from 0930hrs) Sunday, racing from 1050hrs (qualifying from 0930hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000  
**Snetterton, Norfolk**  
**CSCC meeting:** Morgans, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s,

Modern Classics, Classic K, New Millennium, Open Series, Turbo Tin Tops **Starts** Saturday, racing from 1305hrs (qualifying from 0900hrs) Sunday, racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

## SUNDAY

**Knockhill, Fife**  
**SMRC meeting:** Mini Coopers, Fiesta and Hot Hatches, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, BMWs **Starts** racing from 1100hrs (qualifying from 0830hrs) **Admission** adult £15, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

## RALLY FRIDAY/SATURDAY

**County Antrim, Northern Ireland**  
**UAC Easter Stages**  
**Starts** 1300hrs **Admission** free **Web** uaceasterstages.com

## SATURDAY/SUNDAY

**Cadwell Park, Lincs**  
**Alan Healy Memorial Rally and Junior Rally**  
**Starts** 0835hrs (Junior rally on Saturday, Senior rally on Sunday) **Admission** adults £13, teens (13-15) £9, kids under 13 go free. **Web** nhmccadwellstages.org.uk

## SUNDAY

**Tralee, County Kerry**  
**The Rose Hotel Circuit of Kerry**  
**Starts** 0810hrs **Admission** free **Web** kerrymotorclub.com

## SPORTING SCENE SATURDAY

**Mildenhall, Suffolk**  
**BrisCA F1**  
**Starts** 1700hrs **Admission** TBC **Web** brisca.com

*Details correct at time of press*

# THE VOICE OF BRITISH MOTORSPORT



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# OUT WEDNESDAY, APRIL 11

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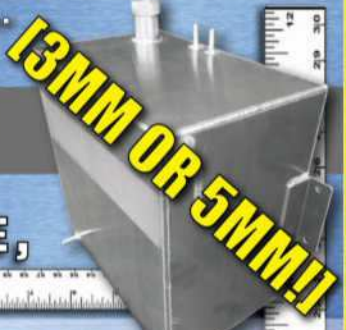
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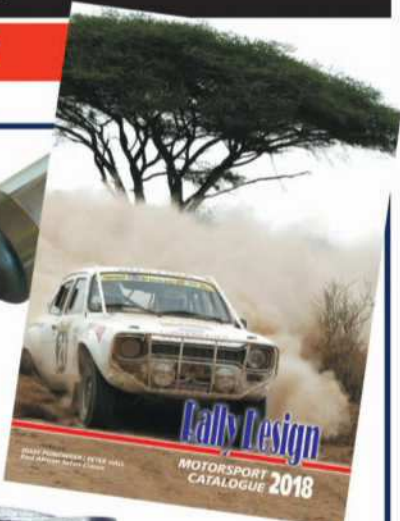
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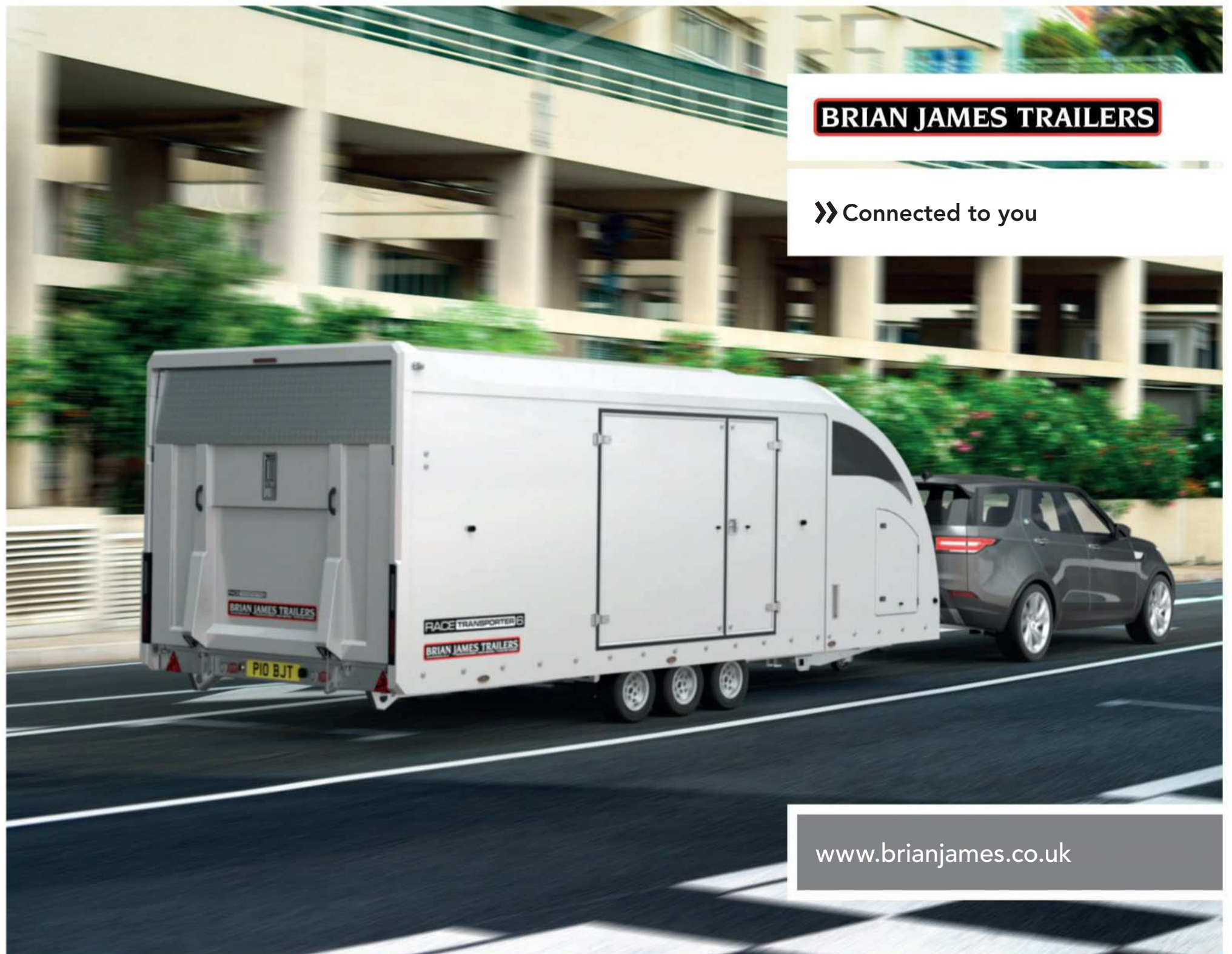
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