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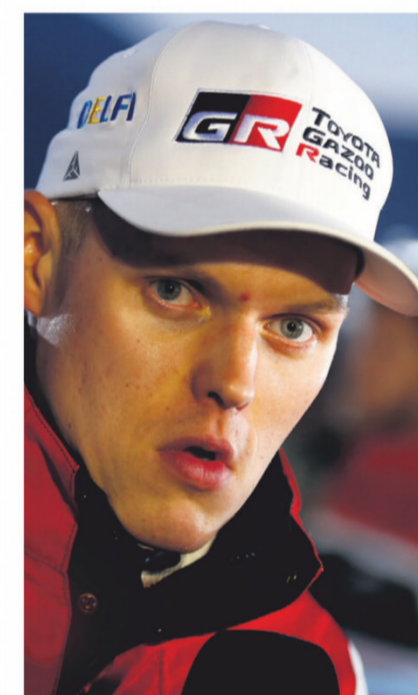
## ADAM WINS AGAIN



Fourth British GT title for Aston man after controversial finale P28

## TANAK FOCUSES ON RALLY GB FIGHTBACK AFTER TURKEY TURMOIL

# OGIER FLIES BACK INTO TITLE CONTENTION



Tanak's WRC lead has been cut

By David Evans

Next month's Wales Rally GB has been electrified by a shock Rally Turkey result, which decimated World Rally Championship leader Ott Tanak's advantage at the top of the table.

Citroen driver Sebastien Ogier's victory in Marmaris slashed Tanak's lead to just 17 points going into Rally GB – an event where the Frenchman has won five of the last six times.

Tanak told MN: "I want to finish this year in the perfect way, but I guess we know this will come quite hard to win it."

Full story, p2-3



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MOTORSPORT NEWS

## REVIVAL THRILLER

LAST-LAP SUSSEX TROPHY DECIDER A HIGHLIGHT OF GOODWOOD EVENT P30



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Ogier catapulted himself back into title contention



Toyota driver Tanak does not yet have a contract for 2020

NO TURKISH DELIGHT FOR TANAK AS OGIER TAKES VICTORY

# HEADLINE NEWS

Photos: mcklein-imagedatabase.com



ECU failure dented Tanak's title hopes in Turkey

## TANAK WON'T LET FUTURE DISTRACT FROM TITLE BID

### Toyota driver is focused on bouncing back on Wales Rally GB after Turkey woe

By David Evans

**Toyota star Ott Tanak will put contract negotiations to one side now as he focuses on rebuilding a World Rally Championship lead dented by another technical problem at last week's Rally Turkey.**

The Estonian's Yaris WRC was halted by a failed ECU on the road section to the second stage on Saturday. Tanak was running seventh, six seconds off a possible fifth place, at the time. The championship leader rescued some points with a resounding powerstage victory on Sunday, but a 33-point gap over Thierry Neuville is now a 17-point advantage over his former M-Sport team-mate and Rally Turkey winner Sebastien Ogier.

Tanak told MN: "I have been focused all season on this championship and that doesn't change. I want to finish this year in the perfect way, but I guess we know this will come quite hard to win it.

"There are people in the background who are working for me and for next year and, obviously, it's important to get these things fixed. There's really not much for me to do in that direction,

but I won't be distracted by any of this. People know what I want for next year, but for me I focus on Wales."

Tanak admitted he was relieved Turkey was behind him, pointing out that a repeat of his 2018 win was looking unlikely.

"To be honest, on this event, we didn't expect to be the fastest," he said. "But still, let's say, with things going normally we would have had more points than we did. At least we got something and now, hopefully, the difficult events are behind us. The rallies coming now are the ones where we have been strong and we've had a good performance."

#### Ogier's back (again)

Defending world champion Ogier feared his title tilt could be over if he failed to deliver a big result in Turkey.

"It feels really good to get this result," he said. "Like I said before the start, we needed this for the championship fight. We were quite behind Ott and it is nice to come back a bit closer. We are still quite some points behind him, but we are still alive. This is a good day for us – for the whole team. It's such an achievement to get us – and our team-mates in second place – across the line. It's a relief."

Ogier was keen, however, not to get swept along in the euphoria – pointing out there was still work to come from the team.

"We win today," he said, "but not all is right straight away. Of course I'm happy for the weekend – we had a strong and reliable car and the pace wasn't bad – but we need to keep working hard. We still need to find more pace."

"I think not many changes have happened in these three weeks [since Germany], to be honest. After Germany I had a discussion with the team and I said that it is at this moment we need to stay strong together, work even harder. The team has started to do more and realise we need to make a bigger push. This weekend is not the result of that yet, but it is coming in the right direction to motivate everyone even more. We can enjoy this one now."

Having suffered at the hands of the season's roughest rally himself 12 months ago, Ogier admitted he sympathised with his former M-Sport team-mate.

"It's tough for him," Ogier said. "But he was not going to score big points here anyway, so maybe it's better for him to have all his bad luck

in the same weekend."

#### Neuville's nightmare

Should Tanak need to talk to anybody about standing roadside in Turkey, watching a championship lead being eroded, Neuville is the perfect candidate. It is what the Hyundai driver did last year. And this year was not much better for him as he slipped to third place in the drivers' race. Neuville goes to the penultimate European round of this year's series 30 points behind Tanak, in third place.

Hyundai Motorsport director Andrea Adamo's not a man to shy away from speaking his mind. In the aftermath of Neuville's Saturday morning shunt, Adamo was clear when he spoke to MN. "It's a matter of fact," said the Italian. "He had a puncture in Germany and crashed here. It's not looking well for him. Already before [Turkey] it was not [very good], but now it's worse."

Asked if the fact that he was embroiled in a tenth-of-a-second battle with Ogier might offer some mitigation, Adamo replied: "They are paid to push. I told you already in the past, I don't believe to give advice [to drivers], OK except in certain situations. But when they are

close like this, they are supposed to keep up with the others. They are supposed to be race drivers, not taxi drivers.

"It's easy to misunderstand what I'm going to say – but they are race drivers and they are supposed to be fast and stay on the road."

Because of Tanak's problem, Neuville actually gained on the championship leader by three points, but he now faces chasing a 30-point gap down with only Wales, Spain and Australia remaining.

Neuville told MN: "It's still open. I will go to Wales and attack. This is a rally I like. It's frustrating, but it's not finished until it's mathematically over."



Neuville was another to suffer

# RACING NEWS

## IN BRIEF

### Wehrlein rejected

Former Manor and Sauber racer Pascal Wehrlein recently approached Haas about a return to Formula 1 for 2020, but was rejected because he has spent too long outside the championship. Though Wehrlein remains a Ferrari simulator driver, Haas boss Gunther Steiner said he replied "unfortunately not" when Wehrlein asked if he had a chance of a drive because "we want someone who has experience and has been in F1 for a long time". Wehrlein currently races in Formula E with Mahindra. Haas is expected to pick between Romain Grosjean and Nico Hulkenberg for its undecided 2020 F1 seat alongside Kevin Magnussen imminently.

### New Pirelli tyre

Pirelli has completed its first test with Formula 1's 2021 18-inch tyres, with former Williams driver Sergey Sirotkin covering 213 laps at French Grand Prix venue Paul Ricard. Sirotkin drove a modified mule car based on the 2018 Renault, with McLaren and Mercedes set to run their mule cars in October and December respectively. Pirelli's 18-inch development programme will increase to 25 test days in 2020, which will be shared among the 10 teams and utilise either 2018 or '19 mule cars. The definitive tyres will then be run in a three-day group test following the Abu Dhabi Grand Prix next year.

### Wolff backs Vettel

Mercedes boss Toto Wolff says Sebastian Vettel is too good to be written off yet, despite the four-time champion's continuing struggles. Vettel finished a lapped 13th at Monza earlier this month, having spun, hit Lance Stroll and been penalised, while his team-mate Charles Leclerc took a second straight win. "I'm just saying, don't write him off," said Wolff. "He's a four-time world champion, and the difference between the great ones and the good ones is that the great ones are able to get up again. And I have no doubt that he can do that."

### New engine deal

Williams and Mercedes have agreed to a five-year extension of their Formula 1 engine supply deal, which will take their partnership to 2025. Mercedes began supplying power units to Williams back in 2014 at the start of F1's turbo hybrid era, with an initial seven-year deal that took it to the end of the current Concorde Agreement. Williams will continue to make its own gearbox rather than joining Racing Point in taking a supply from Mercedes. "We have enjoyed a wonderful partnership with Mercedes-Benz over the past six years of what was originally a seven-year agreement, and so we are delighted to be continuing working with them for a further five years from 2021," said Williams deputy team principal Claire Williams.



Playing games: qualifying at Monza

# TEAMS SIMULATING FIX FOR QUALIFYING FARCE

## Debacle at Italian GP to be discussed with F1 race director this weekend

By Jonathan Noble

**Formula 1 teams will meet with race director Michael Masi at the Singapore Grand Prix to try to find a solution to the problem of drivers backing each other up in qualifying after the Italian GP mess, and have already been simulating possible fixes.**

The Q3 session at Monza descended into farce when the nine drivers left running after Kimi Raikkonen's early crash all deliberately went slowly to try to avoid being at the front of the train and giving slipstreams to their rivals. In doing so, the majority delayed themselves

so much that they were unable to get a final flying lap in.

While Nico Hulkenberg, Carlos Sainz Jr and Lance Stroll were reprimanded for driving unnecessarily slowly, the race stewards also asked the FIA to seek ways to avoid a repeat scenario in the future.

Masi says that teams have already started working through simulations of ideas to resolve the matter after problems were first highlighted in Belgium, and a get-together has been scheduled for the next F1 event to discuss the next steps.

"It is something we discussed following Spa and I think everyone in the room, sporting

directors and drivers, acknowledged that there is not a simple regulatory fix for it," explained Masi.

"We will have a more in-depth discussion in Singapore and a few of the teams have already come up with simulations and ideas of how that could possibly be rectified, because it is in everyone's best interest."

Although Masi had warned before qualifying in Italy that anyone going excessively slowly would risk being penalised, that was not enough to stop drivers trying to play games.

But Masi said that it was hard to feel too let down by how the drivers behaved because the

competitive benefits of getting a slipstream were so obvious.

"At the end of the day they are all elite sportsmen trying to get the maximum out of it," he said.

Back in 2013, a similar qualifying embarrassment at a World Touring Car Championship race at the Salzburgring, when drivers backed each other up and failed to complete a second flying lap, prompted the stewards to come down hard and charge them with bringing the sport into disrepute. Fines and grid penalties were ultimately handed out to 14 drivers.

Masi said he could not judge why the stewards at Monza only

opted to hand out reprimands for what happened in F1, but pointed out that the WTCC incident was now a long time ago in motorsport terms.

"I can't say what was in the stewards' mind because I wasn't in there," he said. "But I think the advantage that we have from 2013 to 2019 is technology has evolved."

"We are very fortunate that we have a whole lot of different angles of cameras, telemetry, data and radio. Trying to draw analogies to six years ago, and even in some regards trying to draw comparison with 12 months ago... things have really moved on and attitudes have changed."

## TYRE FRUSTRATIONS 'KILLING' HAAS BOSS STEINER AFTER DISMAL RESULTS

Haas boss Gunther Steiner says that dealing with the constant race tyre struggles that have blighted his team's 2019 Formula 1 performance 'kills you' mentally.

Having begun the year looking like it had the fourth-fastest car, Haas is mired in ninth in the constructors' championship and has not scored for three straight grands prix now.

Issues with getting the 2019 tyres to perform in harmony with the Haas design in race trim have been its biggest problem.

"At the moment this is our struggle," Steiner said. "We will try to get solutions to it as soon as possible to see if we can better it. I think we understand, but I don't know if we can get solutions this year."

"But racing like this, it kills you. Everyone knows how I like to race, and this is something [else]."

Steiner says that what is especially frustrating is that even when the car is quick in qualifying, or in the early stages of races, it can still

suddenly fall away.

"You go out with new tyres, the tyres work for two laps then the temperatures go down and you are done again," he said. "We are always so on the edge with everything that a little thing happens and we are gone. The drop off is not a tenth or two, it is a drop off that can mean a second."

"We are so on the edge that I don't know where we are. Just track temperature can make a difference for us, being in or out. We are there or thereabouts or we are out."



Tyre troubles mean Haas sits just ninth in the standings

## OGIER BACK IN THE WRC TITLE FIGHT

PAGE 20



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'F1 and WEC stars hit the track'  
Goodwood Revival report, p30



# MERCEDES PICKS VANDOORNE AND DE VRIES FOR FE TEAM

## German manufacturer launched its Silver Arrow 01 last week at Frankfurt Motor Show

By Alex Kalinauckas

Mercedes unveiled former McLaren Formula 1 racer Stoffel Vandoorne and F2 championship leader Nyck de Vries as its Formula E drivers as it launched its Silver Arrow 01 car last week.

The new team was officially revealed at the Frankfurt Motor Show, where Mercedes also confirmed Ian James – head of programme management at Mercedes High Performance Powertrains from 2011-15 – as its FE team principal. James is also the managing director of Mercedes-Benz Formula E Ltd, of which Mercedes motorsport boss Toto Wolff is CEO.

The new squad will make its debut in the upcoming 2019-20 FE campaign, where it will take over the entry previously assigned to the HWA team that competed as a Venturi customer last season.

Mercedes' first FE powertrain has been developed by the same HPP operation that built the V6 hybrid Formula 1 engines that powered its run to five consecutive double world titles.

The new FE operation will be supported by Mercedes' Brackley-based F1 squad, while HWA will continue to run its cars on race weekends and assemble them at its Affalterbach facility.

Vandoorne has been carried over to the Mercedes works FE squad after racing in

the 2018-19 season with HWA. He said he was "very happy to officially be part of the Mercedes family. I was also doing some simulator work for the F1 team. But it's official now in FE, and I think that's very exciting."

De Vries, who like Vandoorne was formerly a McLaren junior driver, has previously tested Audi's Gen2 FE machine and drove for Envision Virgin Racing at the Marrakech rookie test last season.

"I'm still in my F2 season and the FE season will actually start before the end of the F2 season, which is a bit rare, with a lot of different commitments," said de Vries, who will make his FE debut in Saudi Arabia on November 22-23 – a week before the Abu Dhabi F2 season finale.

"But it's a great opportunity and I'm very thankful for the opportunity from Mercedes."

MN understands that Vandoorne's 2018-19 HWA FE team-mate Gary Paffett will continue to work with Mercedes' FE set-up as a sporting and driver advisor.

Mercedes has been preparing for its FE debut by conducting its manufacturer-allocated private testing programme of 15 days since March. Vandoorne has completed "most" of the running alongside de Vries and Paffett, as well as Mercedes-affiliated drivers Edoardo Mortara and Esteban Gutierrez.

Photos: LAT



De Vries (l) and Vandoorne (second r) are team-mates

## QUICK LAPS THE FASTEST NEWS ROUND-UP

IndyCar racer turned sportscar star Katherine Legge and 2014 Mazda MX-5 Supercup champion Abbie Eaton are among the drivers who will take part in the 2020 W Series selection test at Almeria this week. The top 12 drivers from the inaugural

championship automatically qualified for a place on the grid next year, leaving eight seats up for grabs. Those places will be decided in a three-day test at the Spanish venue that 14 drivers will participate in... Rene Rast took his second DTM title in three years

after rival Nico Muller endured a nightmare weekend at the Nurburgring. Victory on Saturday while Muller jumped the start helped Rast put one hand on the trophy. A disaster of a Sunday qualifying session for the Audi Abt driver Muller – as Rast lined up second – seemed the final nail in

the coffin. A wild final race in which Rast lost out to Jamie Green and fell to third as Muller climbed from 14th to sixth almost sent the title race to the final round but was not quite enough for Muller... The World Endurance Championship's new system of success handicaps

will slow the Silverstone-winning Toyota by 1.4 seconds a lap for round two at Fuji next month. The penalty will be achieved by a reduction in the amount of hybrid energy that can be deployed and fuel that can be used by the car.

## Correa still in induced coma as update given

Formula 2 racer Juan Manuel Correa remains in an induced coma in a London hospital after being involved in the Spa crash in which Anthoine Hubert lost his life.

Correa was transported from intensive care in Liege in Belgium to a hospital in London last week, where he was diagnosed with Acute Respiratory Distress Syndrome and put into the coma. He had also sustained leg and spinal fractures in the crash.

His parents Juan Carlos and Maria Correa issued a statement at the weekend suggesting small signs of improvement regarding the 20-year-old Ecuadorian-American's condition.

"We believe in our son's strength and determination, we see the minor improvement as an indication of him starting to turn the tide in his favour, we just need him to do it a little quicker," they said. "Doctors continue to monitor and change the bandages when necessary and confirm that the fractures are multiple and severe. Additional surgeries will be required once Juan Manuel's lungs improve to a state that it is safe for doctors to proceed."



F3 driver was knocked out in the big accident

## PERONI DOESN'T REMEMBER MONZA FORMULA 3 HORROR CRASH

Alex Peroni was "knocked out" during his horror crash in the FIA Formula 3 Championship at Monza and doesn't remember any of the incident.

Peroni ran wide at the Parabolica, hitting a sausage kerb that sent him into a huge aerial accident in which his car flipped and landed on top of

a tyre barrier. He was extracted from the car and walked unaided to the medical car afterwards, before later being diagnosed with a broken vertebra. It was decided he did not need surgery but he must rest for 30-40 days, meaning he will miss the F3 season finale at Sochi.

"I was knocked out during the crash so I don't remember it and that's why I guess I'm not that traumatised by [watching] it," said Peroni, speaking after arriving back home in Tasmania following a 20+ hour journey from Monza. "I'm very lucky to be walking."

## Audi admits to DTM Kubica management talks for 2020

Audi motorsport boss Dieter Gass admits he has held discussions with the management of Williams Formula 1 driver Robert Kubica about racing in the DTM.

Kubica is one of several drivers under consideration to partner George Russell at Williams in 2020 and has also admitted to looking at alternatives outside F1.

He has had experience of DTM machinery in the past, having driven a Mercedes in January 2013 in a test that impressed the manufacturer to the point it later said it would consider him for a drive.

MN understands that ahead of the Nurburgring DTM round, Audi held informal discussions with Kubica's management team. When MN asked Gass to verify the rumours, he said:

"[Kubica is an] interesting driver for sure, for the DTM in general. It's a bit early to comment too much into details of the driver situation for our factory drivers."

When pushed to confirm the Kubica rumours once again, Gass admitted: "I personally have not spoken to Kubica, but I have spoken to his management. You start to see that the interest in the DTM is increasing, even in the categories that are supposed to be above the DTM, and I think this itself is a very good sign."

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# RACING NEWS

## BTCC TITLE BATTLE BLOWN WIDE OPEN AT KNOCKHILL

### Jordan closes to within striking distance of WSR BMW team-mate Turkington

Photos: Jakob Ebrey, Gary Hawkins



Jordan had a positive weekend at Knockhill

By Matt James

**WSR BMW driver Andrew Jordan says it is gloves off in the fight for the British Touring Car Championship after a huge 20-point swing in the title race which has brought him right back into play with six races remaining.**

The 30-year-old, who missed two rounds at the second event of the year at Donington Park following an incident, went into last weekend's meeting in

Scotland 30 points adrift of title leader and team-mate Colin Turkington. However, a race two win for Jordan and a spin into the gravel for Turkington changed the picture of the title run-in.

Jordan failed to finish the third event after a crash, but has still slashed Turkington's lead to a slender 10 points. Team Dynamics Honda Civic Type R driver Dan Cammish, who picked up two rostrum finishes in Scotland, is only a further point behind Jordan.

Jordan said: "I never want to wish bad

luck on another BMW, but all racing drivers are selfish, aren't they? We have got a shot at this, and we are in a fight now. I had been chipping away at Colin's lead, taking points here and there, but now I am right back in it. I have to keep the pressure on but these are the sorts of battles we live for."

Jordan is facing an uncertain future in the BTCC after the loss of long-term backer Pirtek. The next round of the championship is at Silverstone on September 28-29.



Jordan won the BTCC title in 2013

### Touring Car Trophy outings a possibility for Blundell before end of the season

Shaun Hollamby, the boss of British Touring Car Championship team AmDTuning.com, says that ex-Formula 1 racer Mark Blundell could take part in the final rounds of the Touring Car Trophy as he evaluates plans for 2020.

Hollamby's operation has overseen the Trade Price Cars Racing Audi S3 of Blundell this season and the driver is keen to sample the race-winning FK2 Honda Civic Type R machines that AmD has run for Rory Butcher, Sam Tordoff and Mike Bushell in this year's BTCC.

The last meeting of the TCT takes place at Donington Park on October 19-20.

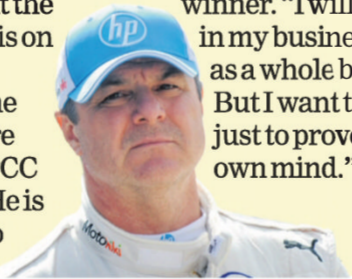
Hollamby said: "Mark has a desire to try the Honda, and we would like that to be in a race environment and so the discussions are taking place about the TCT. Nothing is certain yet, but it is on the radar."

Blundell said he would take some time at the end of the season before deciding whether to tackle the BTCC again after a difficult campaign. He is 28th in the standings with just two

points after 24 rounds.

"The enjoyment I get from racing is about the progress I make, and there hasn't been much this year for a number of reasons," said the 1992 Le Mans winner. "I will talk to the shareholders in my business and look at things as a whole before I make a decision. But I want to try the Honda first just to prove a few things in my own mind."

Blundell evaluating



### Bushell dedicates lap record to Tordoff's family after tragedy

Stand-in racer Mike Bushell has dedicated his British Touring Car Championship new lap record at Knockhill to the memory of Arlo Tordoff, the infant son of regular driver Sam Tordoff who died the week before the meeting.

Bushell, who last raced in the BTCC for Team Hard at Brands Hatch at the end of last season, was drafted in to drive the AmDTuning.com Honda Civic Type R alongside Rory Butcher. The Tunbridge Wells racer has worked as an engineer for multiple event winner Butcher this season.

Bushell qualified in 16th place but was

ruled out with contact in the opening race. Electrical problems thwarted his second event, but his car was refuelled to allow him to return to the track and set a lap record at 50.944s (89.53mph). In race three, he was hampered by a lost wheel following contact.

Bushell said: "I was trying my best to get a result for Sam, because he has been through a lot, but I just didn't manage to put it together. It was down to some hard luck, but the team worked hard so all credit to them. We have the new lap record, which is something special and that one is for Sam, his wife Georgie and his family."



Message of support on Bushell's car

### Franchitti returns to cockpit after six-year absence

Three-time Indianapolis 500 winner Dario Franchitti returned to racing at the Goodwood Revival last weekend, six years after the Houston IndyCar crash that ended his contemporary career.

Franchitti had to retire from professional motorsport on medical grounds in 2013, but he has been a supporter of historic racing and was finally able to compete again in Friday's Kinrara Trophy for pre-1964 GT cars and Sunday's RAC TT Celebration.

Practice problems with the Ferrari 250 GT SWB/C he shared with John Hugenoltz meant Franchitti started on row nine of the 26-car Kinrara field. But Franchitti fought his way into the top 10 before handing over to Hugenoltz, who finished eighth.

"It felt really good," said the quadruple IndyCar champion. "My first lap in the car was the first lap of the race so I didn't know what it was going to do into the first corner, but it's a lovely car and we had a fun race. "I've been away for six years so I was loving all of it, even the tough bits. I didn't think I'd be able to do it."

Franchitti and Gregor Fisken then finished sixth in their AC Cobra in the RAC TT.

Franchitti drove AC Cobra



### Disqualifications at Goodwood Revival

A total of 13 cars were disqualified from the two St Mary's Trophy races at the Goodwood Revival last weekend for running illegal engine components.

The contest for 1950 to 1959 saloon cars is split into two heats – one for star drivers, including Le Mans 24 Hours winners Emanuele Pirro, Tom Kristensen and Andrew Lotterer – and one race for the cars' owners.

In each race the on-track winner was disqualified, with the Studebaker Silver Hawk driven by Karl Wendlinger losing the opener, and the Jaguar Mk1 of Grant Williams was one of six cars to lose out in race two.

According to Historic Racing Drivers Club regulations, which the St Mary's Trophy runs to, the 13 cars were excluded for using roller rocker arms, which can generate more engine power.

Julius Thurgood, founder and race director of the HRDC, said: "They've got a monumental task at Goodwood [to check all the cars], which they do extremely well and have done since 1998.

"It's to our disappointment and amazement, that many cars were found out to have roller rockers.

"There is no excuse, it's up to you to make sure your preparers know what the rules are.

"I salute Goodwood's competition department for having the balls to inspect every car."

Following the exclusions, the Austin A40 shared by Nic Minassian and Mike Jordan won on aggregate.

### VSCC forced to cancel meeting

The Vintage Sports-Car Club has cancelled its Snetterton endurance race scheduled for this weekend due to a lack of entries.

The meeting received only nine entrants for the sprint and just 18 for the six-hour endurance contest.

A statement from the club read: "To run the event would generate a poor competitor experience and atmosphere for the spectators, reflecting badly on the club.

"Furthermore it would be unfair to our team of marshals and volunteers, who would be required to attend in their normal complement, and the potential financial loss is unacceptable."

The Brooklands Trophy race for pre-war Bentley sports cars at the Goodwood Revival attracted a 29-car grid, while the second running of the Freddie Giles Memorial Trophy for Frazer Nash cars will feature at the Castle Combe Autumn Classic – taking place two weeks after the VSCC Snetterton meeting had been scheduled.

# RACING NEWS

## IN BRIEF

### British GT exclusion

KTM GT4 driver Mike McCollum was excluded from the British GT Donington round and given four penalty points after a collision on the formation lap. McCollum made contact with Sam Smelt's Race Performance Mustang at the Melbourne hairpin before the start, which came after he was also judged to be at fault for a collision with Michael Igoe's WPI Motorsport Lamborghini GT3 in practice. His side-to-side contact later in the race with pre-event GT3 points leader Adam Balon did not form part of the steward's decision.

### Formation issues

In another formation lap incident, guesting Multimatic Motorsport driver Ashley Davies was given a formal written reprimand and two penalty points for hitting Nick Jones' Mercedes at the Melbourne Hairpin.

### Points on the road

AMR Academy member Matt George skipped the British GT finale at Donington to make his GT3 debut in the German ADAC GT Masters series at Hockenheim last weekend. Sharing a PROpeak Performance Aston Martin Vantage GT3 with fellow rookie David Griessner, the pair had a best result of 22nd in race one. Meanwhile, 2017 GT4 champion Will Tregurtha scored his first category points with eighth in the T3 Motorsport Audi he shares with Maximilian Paul.

### BGT 300th parade

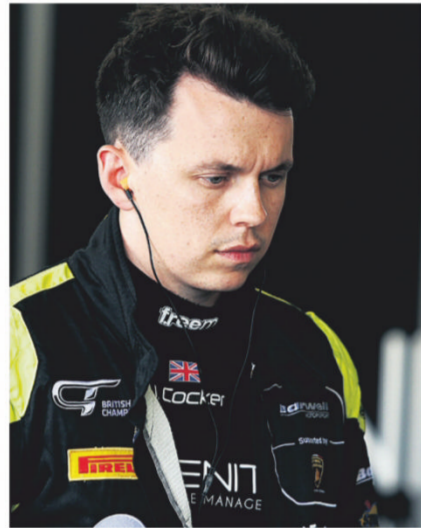
British GT marked its 300th race with a parade of historic vehicles before the start. Among them was a 2001 Rollcentre Racing TVR T400R driven by Matt Holben, Tom Andrew in a 2002 Morgan Aero 8 GT and two ex-Beechdean AMR Aston Martins, the DBRS9 and V12 Vantage GT3 driven by Ross Gunn and Charlie Eastwood.

### Surprise call-up for Murray in British GT

Formula Ford ace Niall Murray made a surprise British GT return in Century Motorsport's BMW M4 GT4 in place of Mark Kimber at Donington Park, and finished 10th alongside Jacob Mathiasen.

The Irish driver last raced in the championship in 2017 alongside Mathiasen in a Century-run Ginetta, and finished third in the Donington season finale, but Century struggled to live up to the heights of the June Donington meeting when Mathiasen and Kimber fought for victory before suffering a brake failure.

"For whatever reason, we just were off the pace this weekend," Murray told MN. "We're both very similar, we were within a couple of tenths, which is great and there's definitely some positives to take out of it. It's a great experience and I'd love to do some more."



Photos: Jakob Ebrey

Cocker/De Haan nearly won title

# COCKER ANGRY BY PENALTY DECISION

## Barwell driver unimpressed with stewards at British GT finale

By James Newbold

**British GT runner-up Jonny Cocker was left fuming after the stewards' decision to penalise Dennis Lind's move on Jonny Adam swung the championship in favour of the TF Sport Aston Martin.**

Barwell Motorsport pair Cocker and Sam De Haan had crossed the line as provisional champions by half a point after Lind punted Adam wide at the Old Hairpin with four minutes to go, causing him to lose places to Lamborghini stablemates Cocker and Lind.

But WPI Motorsport driver Lind was subsequently hit with a five-second penalty, which dropped him 0.037s behind

Adam and Graham Davidson. WPI appealed the decision, but this was dismissed.

While Lind declined to comment when approached by Motorsport News, Cocker voiced his discontent with the ruling.

"I think if that would have been another car, that wasn't a Lamborghini, with that exact same incident, then it wouldn't have even been looked at," Cocker told MN.

"Because it's got championship connotations, that's why they're looking at it. The stewards have got a job which is to look at an incident on its own merit with no outside influences coming in and they've made a big decision to take a championship away from us."

Cocker claimed that the GT4 traffic approaching the Old Hairpin was the key factor in his pass on Adam, rather than the contact.

"All I saw was both of them get checked up by the GT4 and I took advantage of that," he said. "My pass was not a result of the contact, in my opinion."

"A lot of people will probably disagree, but I think anybody who knows anything about racing will look at that incident and say it's not a clear-cut decision. The fact that the penalty has been given within a tenth of a second of just enough to reverse the result of the championship says it all for me."

Speaking to television crews before the result was overturned,

Adam described Lamborghini factory driver Lind's move as "unacceptable".

"I want to fight for a championship, I want to fight fairly and Jonny did that, but when Dennis got involved it was just obvious what the gameplan was," Adam said. "We're a single Aston out there against two Lamborghinis, one was in the championship and was respectful, the other not so much. No championship should be won or lost like that."

Adam later told MN that he had been lucky to finish, as the diffuser was pushing the wheel-arch lining into the tyre, which left him unable to retaliate against Lind and forced to limp home.

### Ferrier praises Barwell effort

TF Sport boss Tom Ferrier praised the efforts of rival Barwell Motorsport after wrapping up the British GT3 and GT4 drivers' titles at Donington with Jonny Adam/Graham Davidson and Tom Canning/Ash Hand.

Barwell won the GT3 teams' title and the GT3 Pro-Am category with Jonny Cocker and Sam De Haan, but missed out on the overall prize by 2.5 points.

Pre-event championship leaders Phil Keen and Adam Balon dropped to fourth in the final standings after a toe-link failure resulting from Balon's early contact with a GT4 car.

Ferrier told MN: "[Barwell] do an excellent job every time, I am gutted for them. They're class acts and it's nice to be against people like that, it pushes us both on."

Canning and Hand led the GT4 standings coming into the weekend and finished third to seal the title.

"It was a long shot, we were leading in GT4 but having the 10-second [success] penalty made it tricky and the Mustang [of Seb Priaulx/Scott Maxwell] we knew was really fast here, so that was tense until the last few laps, and GT3, we knew we had a chance but it was a slim one," Ferrier added. "With four and a half minutes to go we were champions and then all of a sudden we weren't, so it's not the nicest way to win it [through a penalty], but it's alright now."

### HOGGARD WINS DAYTONA TRIP

BRDC British Formula 3 runner-up Johnathan Hoggard will race in the Daytona 24 Hours next year after winning the Sunoco Whelen Challenge, a prize worth \$250,000.

The Fortec driver took the most wins, podiums, pole positions and fastest laps during the 2019 British F3 campaign, which helped him secure the coveted prize at the final round of the season last weekend at Donington Park.

The annual award is open to drivers from a number of categories, including British GT and British F3, with points given based on performance.

"I think I was as low as fifth or sixth at one stage so I wasn't really thinking that I



Sunoco Whelen winner

would be able to win in the end," said Hoggard.

"I'm not sure what car I'll be in but I'm not complaining, it will be a pretty good experience."

Hoggard follows in the footsteps of Linus Lundqvist, who claimed the British F3 title last season and also won the challenge, and competed at Daytona with Precision Performance Motorsports in a Lamborghini Huracan GT3 Evo this year.

### Harvey eyeing up new Porsche Cayman one-make series for 2020

British Touring Car champion Tim Harvey is eyeing a campaign in the new Porsche one-make Cayman series.

The category, which will feature the 718 Cayman GT4 machine, is set to run alongside the British GT Championship and British Touring Cars next year. Harvey, the 2008 and '10 Porsche Carrera Cup GB title winner, will drive one

of the cars at the series' taster day at Silverstone before deciding.

He commentates on the BTCC for ITV4 and has taken part in the Classic FF1600 Championship this season, and lies second in the points.

Harvey said: "I am certainly going to look closely at it. I have always been a fan of

Porsches and I want to get back out there and have a bit of fun. I could go and do something like the Porsche Carrera Cup GB again but I don't want to raise the expectation or the pressure. I am looking for a series where I can enjoy myself and this seems perfect."



### Jewiss and 2019 British F4 champion set for Eurocup test

Reigning British Formula 4 champion Kiern Jewiss and his 2019 successor will take part in a Formula Renault Eurocup test in Abu Dhabi.

The test, arranged in association with tyre supplier Hankook, will take place on October 27-28 at the Yas Marina Circuit and gives drivers a minimum of 250-kilometres of running in both daylight and night conditions.

Recently announced BRDC Rising Star Zane Maloney leads the British F4 standings following eight wins so far in his maiden season.

Jewiss meanwhile finished fourth in his first year of BRDC British F3.

"We're very grateful to our partners and official tyre supplier, Hankook, for their part in putting this reward together," said

championship promoter Sam Roach.

"Providing a platform for the next generation of rising stars to develop and showcase their talent is what the F4 British Championship is all about, so I'm delighted we can again offer a chance to our current and next champion to keep the momentum going after their success in the UK."

HARRIS WINS BRISCA F1 WORLD FINAL

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VIDEO

## BRSCC to livestream Formula Ford Festival

The Formula Ford Festival will be fully livestreamed for the first time in the event's history this year.

The British Racing and Sports Car Club has decided to invest more in the event in a bid to try and restore it to former glories. Last year, there were just 69 entries into the main contest.

BRSCC competitions director Dominic Ostrowski says the format of the event – with heats followed by semi-finals and the grand final – makes it perfect to be livestreamed on YouTube and Facebook.

“The do or die nature of the Festival and the knockout format lends itself to it and should make for some great viewing,” he said. “It’s the club’s blue riband event and we want to give it the investment it deserves and needs.

“We’re trying to get the numbers up and make it the event we’ve all enjoyed over the years. We have had enquiries from drivers as far afield as New Zealand and Sweden in the last week so it seems to be working.”

There is also a slight tweak to the timetable for this year’s event on October 26-27. An additional last chance race will take place on Saturday evening, open to drivers who fail to qualify for the semi-finals via the opening heats.



Festival is getting investment

## Young to race in TCR Europe

Renault UK Clio Cup title contender Jack Young will race in TCR Europe at Barcelona this weekend at the wheel of a Renault Megane.

The drive in the Vukovic Motorsport squad’s machine was arranged via Renault Sport Racing, which was impressed by Young’s performances in the Clio Cup Open at Paul Ricard – where he dominated both races.

Young tested the Megane TCR car at Hockenheim last week ahead of his race debut.

“It was so different, there was so much more power [than the Clio],” he said. “It’s just to test [the series] as I’m keeping my options open for next year.

“After I won the International races, Renault offered me the drive and I grabbed it with both hands.”

Young added that it would be good to get his name out into another paddock and the one-off drive had already generated a lot of interest.

He is four points behind Max Coates in the Clio standings.

# CLIO CUP TO STILL RUN DURING 2020

## Heavily revised series will join British GT package next season

Photos: Florent Gooden / DPPI, Gary Hawkins, Ollie Read



Fifth-generation Clio will be introduced

By Stephen Lickorish

**There will still be a Clio Cup in the UK next season after it was confirmed a heavily-revised series featuring the new fifth-generation car will run in support of British GT.**

At the end of last year, it was revealed that the current Renault UK Clio Cup would be axed after the 2019 season. But Motorsport News reported in July that Renault Sport Racing was looking at ways of keeping the series running in a new format and away from the British Touring Car Championship support package.

This has now been confirmed with a seven-event schedule for the 2020 Clio Cup UK season being announced last weekend.

Five of those events will be in support of British GT, while the other two will be at European circuits – one at Magny-Cours and the second yet to be confirmed.

The series will no longer be backed by Renault UK with the French-based Renault Sport Racing – the same organisation that runs the popular Formula Renault Eurocup – now providing more support.

“For us it was very important to carry on with the new Clio in the UK – even if Renault UK cannot support the project as they have in the past,” Renault Sport Racing customer racing commercial director Benoit Nogier

told MN. “For the teams and drivers it was very important to carry on.

“It was not super easy but we’re very happy [it’s continuing]. We have a big history with Renault in customer racing and I wanted to keep this culture inside the brand.

“The new car is something quite new compared to the last two Clios we had. We always try to improve the performance but it’s also important for us to try and get back to the original Clio and the Renault 5, to be a much more simple car, cheaper and a bit more attractive.”

Nogier added it was good for Renault Sport Racing to again work with British GT promoter SRO.

“BTCC is still a very good platform but we had the opportunity to work with SRO as we do in France, as we do in Formula Renault Eurocup,” he said.

“We would’ve been very happy to carry on with BTCC – we don’t have anything against BTCC – but it costs a lot of money.” As well as the UK partnering with other Clio Cup championships in Europe, the French Clio Cup series will also be part of the Brands Hatch meeting in August.

“We [Clio Cup France] share events with Clio Cup Spain and definitely it’s a way to reduce the global budget because we share the cost of events,” Nogier said. “As the

## PROVISIONAL CALENDAR

### 2020 Clio Cup UK

DATE	TRACK
May 16-17	Snetterton
June 6-7	Silverstone GP
June 20-21	Donington Park
August 29-30	Brands Hatch GP
September 12-13	Magny-Cours
September 19-20	Donington Park

TBA Second overseas round

budget was a bit tightened [for the UK series] we did this and we are quite sure it will work.

“When we did Clio Cup Open at Paul Ricard for the Formula 1 grand prix and Hockenheim, all the British teams and drivers have been wanting to come and are very pleased to get out of the UK so we are sure they will be happy to go to France. The French drivers are very, very happy [about visiting Brands Hatch].

“We did it for budget reasons but also for sporting reasons. It’s always good fun to discover a new circuit and to compare your level to the other drivers in other series.”

Despite the plans only being formally confirmed last weekend, MN understands there has already been a decent level of interest in the series.

## Ginetta Junior to skip Oulton Park

Ginetta Junior will not compete at the Oulton Park round of the British Touring Car Championship next year in order to avoid any clashes with the teenage racers’ GCSE exams.

The series has appeared at all 10 BTCC events for the past 11 years but the Oulton meeting on June 13-14, which falls in the exam season, will be skipped in 2020.

The Ginetta GT5 Challenge will take Ginetta Junior’s place in Cheshire, which means the GT5 category will support the BTCC three times next season – the most it ever has. Alongside a visit to Zandvoort, the GT5 calendar also features three British GT weekends.

The Ginetta GT4 Supercup will again compete at eight of the 10 BTCC rounds, with the series skipping the Silverstone National and Knockhill meetings next year.

## SMRC launches its own Esports series

The Scottish Motor Racing Club last week announced the launch of its own Esports championship, the first organising club in the UK to do so.

In collaboration with current Red Bull Esports driver and two-time Scottish Formula Ford 1600 champion Graham Carroll, the new championship aims to build long lasting links between virtual and real racing.

Beginning on September 25, there will be four qualifying heats on the subscription-based simulator iRacing before a semi-final at Knockhill on Saturday November 2.

The winner of a shootout between the final two will receive a fully-funded drive in a real Legend at the opening round of the 2020 season, with the runner-up given an ARDS test at the Fife circuit.

All semi-finalists will receive free access and a VIP tour at an SMRC meeting courtesy of the club, which hopes this initiative will help develop grassroots motorsport in Scotland.

## Lancashire makes successful debut at Combe in new Morgan

Bill Lancashire took Morgan Challenge victory on his debut in a newly acquired +8 after starting at the back at Castle Combe last weekend, and plans further Classic Sports Car Club outings.

Lancashire took pole position by 1.1 seconds though retired early in race one with a fuel problem. He then rose from the back in race two to win by 3.5s. He previously raced a TVR Tuscan Challenge in the CSCC’s Future Classics.

“I’ve only just acquired the Morgan, about three weeks ago,” Lancashire said. “Probably the Morgan can be made to go a little bit quicker again [than the Tuscan]. It’s eligible for Morgan championship races, and I can still really do all the same races that I was doing with the Tuscan. It’s a nice car to drive and I’m looking forward to developing it.”

Lancashire’s first CSCC Morgan outing will be at Donington Park in late October.



CSCC regular has switched machines

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# HISTORICS

*'Jackson seeks title at Brands'*  
Historic FF1600 man's bid, below



## DOWN THE WORKSHOP

### LANCIA SPECIAL AURELIA B21

Current owner: Dominic Hentall



Hentall's unusual Lancia

#### It is a unique single-seater

Hentall said: "It was built in the late 1950s by an Italian called Francesco Paronzini from Modena who was passionate about Lancias. He was inspired by the rear-engined Coopers and wanted to design the first ever rear-engined Italian single-seater and this was before Ferrari did the sharknose. In some ways he was ahead of his time, but we're not sure if it ever raced in period and it seems that it never left Italy."

#### It runs a Lancia engine and box

"He built it on Lancia Aurelia B21 components, with the front suspension from an Alfa 2600 and a self-built chassis and aluminium body. He finished it in 1958 just after the F2 regulations changed to 1500cc. Paronzini had used the V6 two-litre engine from the Aurelia."

#### It is completely original

"It's got the high-lift cams, so it is quite throaty and it sounds beautiful. It is a unique piece of history as he only built one car. It is beautifully designed and the detailing on it is incredible. The transaxle gearbox hangs off the back of the engine and the chassis is made of many small tubes. It is a time warp car because it's just been sitting in storage."

#### It was stored for nearly 50 years

"The car then disappeared but I've got some photos of it in 1971 with race numbers on the side outside a workshop in Italy and I'm trying to trace the history. I discovered it in an underground car park in Monaco. I heard about it through word of mouth and flew over to look at it and persuaded the owner to sell it. It was complete but we've re-commissioned it. It had been brought out of storage several years ago and tidied up. We've brought it back to life but it is a work in progress and there is a lot to do."

#### It ran at Prescott

"Prescott in early September was its first competitive run for probably 50 years. We know it's certainly not run since the 1970s. My dad competed at Prescott 60 years ago, so this was the place we wanted to run the car first. There is a long list of things to do, but we plan to use it and it would be lovely to take it to Goodwood."



Steadman will tackle the National section

Photos: British Rally Media, Paul Lawrence

# STEADMAN TO CONTEST RALLY GB IN LANCIA

## He will realise life-long ambition by competing in Lancia Delta Integrale

By Paul Lawrence

**Rally enthusiast Matthew Steadman will realise a life-long ambition when he contests the National section of Wales Rally GB in a Lancia Delta Integrale Evo.**

The early-October event will be Steadman's first rally of this scale, although he did contest a few events several

years ago in another Integrale, including Rally North Wales and some asphalt events. Now, equipped with a fresh car based on period Group A trim but with some changes to aid reliability, Steadman will tackle the event he has watched since he was a teenager. "I fell in love with Integrales when I was an apprentice at about 17 and I've now had seven of them as road cars," said the

Cheshire-based driver. "But I was just too late to see them in the forest."

His car is a 1992 version and he has converted it to period Martini colours, using graphics from an expert in Italy. "We found the car fully prepped and ready to go," added Steadman. "My dream was always to do Rally GB in an Integrale and it is a big challenge. I just want to enjoy the whole thing."

Testing of the car has not been straightforward and an early foray ended with a broken gearbox. "We found out that second gear is the weak link as the car has got 300bhp," he said. Plans beyond WRGB are not settled, but he will tackle his local Neil Howard Stages at Oulton Park and would love to have a go at the Welsh Forest Championship next season: "Rally cars belong in the forest!"

## Jordan plots to use Group A Subaru Legacy on Trackrod BTRDA Historic Cup finale

Barry Jordan plans to run a historic specification Group A Subaru Legacy in the BTRDA Historic Cup on next Saturday's Trackrod Forest Stages (September 28).

Jordan, well known for rallying Hillman Avengers and supporting young George Lepley this season, has acquired one of the cars that Andy Fenwick initially

planned to run. "I've had a quiet year by my standards due to business commitments," said Jordan. "We bought the car complete but James Grattan-Smith is

going through it. It's a 1990 Group A car and we'll see how we get on with it. I plan to use it on gravel but so far I've only driven it up the road. I like to be different!"

## Rare BMW V12 LM to return to racing

One of just two BMW V12 LMs built for the 1998 Le Mans 24 Hours will return to racing in the Endurance Racing Legends race at Paul Ricard (October 18-20).

The car is the first chassis built, number 001/98, driven by Steve Soper, Tom Kristensen and Hans-Joachim Stuck, but both cars had to retire early due to severe vibrations in the drivetrain. The following year it finished fifth in the hands of Soper, Thomas Bscher and Bill Auberlen.

The Dix Mille Tours of Le Castellet will mark the BMW's first race in nearly 20 years with historic racer Olivier Galant at the wheel. Its last public appearance was at the 2016 Retromobile show.



Classic cars will compete on the HERO event and one test will take place in Hall 6 of NEC

## RALLY OF THE TESTS STAGE INSIDE NEC SHOW HALL

The 2019 Rally of the Tests will break new ground by featuring a special test inside one of the halls at the Birmingham NEC during the Classic Motor Show (Saturday November 9).

For around two hours in the middle of the day, up to 100 competitors will tackle

a timed special test in Hall 6 during the second full day of the rally that recreates the early RAC Rallies.

The overall event runs from Torquay to Chester and Saturday's route is from Bristol to Stoke-on-Trent via the indoor test at the NEC.

Brian Whyte, from event organisers HERO, said: "It has taken two years of negotiations and planning to pull off this first - bringing an iconic event, the RAC Rally of the Tests, right into the heart of the Classic Motor Show. A perfect fit I'd say."

## IN BRIEF



Langridge may miss Brands

### Langridge's doubt

Classic Formula 3 points leader Adrian Langridge may miss Saturday's double-header at Brands Hatch while his March 803 awaits an engine rebuild. With four rounds to run, if Langridge is absent David Thorburn and Steve Maxted could come right into contention in their Ralt RT3s.

### Jackson's title bid

Cameron Jackson will go to Brands Hatch on Saturday ready to retain his Historic Formula Ford title. Jackson needs only two fourth places to settle the matter after scoring 10 wins from 11 starts to date. If he is confirmed as 2019 champion, it will be the first HFF title for the Winkelmann marque, the US brand for the UK-built Palliser.

### Early start

The Clubmans Historic Road Rally movement will have an early start for 2020 as the popular Ross Traders event is set to move to early February. The Ross-on-Wye event is due to move forward from a summer date with a new organising team after an absence of a couple of years.

### Plants' Healey

John and James Plant plan to give their monster Austin Healey its race debut in the Special Saloons/ Modsports races at Thruxton this weekend. The highly-developed 6.6-litre special went to Brands Hatch over the August Bank Holiday weekend but did not race due to teething problems.

### FF1600 trophy

Historic FF1600 drivers will compete for the Chris Mudge Trophy at the Silverstone Finals (October 19-20). Canadian racer Mudge, a star of the 1975 British Formula Ford season, died as a passenger at Mosport in Canada in 1976 and will be remembered during the pair of races when the trophy named in his honour will go to the aggregate winner.

### Elliott back in action

Historic rallying pacesetter Nick Elliott will make a return to gravel rallying on the Trackrod Historic Cup (September 27-28), five months after breaking his wrist in a Kielder accident. Elliott was back on asphalt at the end of July for the Harry Flatters on Epynt but a planned run on the recent Woodpecker Rally was thwarted by a testing off in his Fiat 131. His faithful Escort Mk2 will be used in Yorkshire.

### Can-Am cars to Spa

Four Can-Am cars will contest a pair of HSCC Closed Wheel races at the Spa Classic Six Hours at the end of the month. The Lola T310 of Georg Hallau and three McLaren M8s will be among 20 Thundersports cars on the 60-strong grid and the German owners hope to bring the cars to the UK next season for more Thundersports races.



Hallau's Lola at Silverstone

# RALLY NEWS

Photos: LAT



WRC return will come on Rally GB

## EVANS WILL MAKE RALLYING RETURN AT WHEEL OF R5

M-Sport driver will start testing again after being out of action since Rally Estonia over two months ago

By David Evans

**M-Sport driver Elfyn Evans will be back behind the wheel of a rally car for the first time in more than two months this week.**

The Welshman has spent the last 10 weeks on the sidelines following a back injury sustained at July's Rally Estonia. Signed off as 100% fit by his medical team late last week, Evans began his physical preparations for a World Rally Championship return at Wales Rally GB immediately.

"It's such a relief to be back," said Evans. "It's been painful sitting around waiting for this news. Now I know I'm 100% and I'm straight back at it. I've done some training, but I've had to be careful with my back - I'm glad I can stop with all that putting my legs in the air sh\*t and get on with some hard work."

M-Sport managing director Malcolm Wilson told MN Evans will drive a Ford

Fiesta R5 in Greystoke - M-Sport's test facility - this week.

"I've never known Elfyn so keen to do some PR work in a car," said Wilson. "OK, it's an R5 car not a World Rally Car, but it's great to have him back out there and he'll be back in a World Rally Car as soon as possible."

"We have definitely missed him. When you look at the pace Teemu [Suninen] managed on days two and three in Germany, you can't help but think that's one Elfyn could have been in with a shot at winning."

Suninen echoed those sentiments, adding: "It'll be really good to have Elfyn back in the team again - especially for this rally [in Wales] where he has a lot of experience and knows how to win. It will be useful to talk from the test and look into the rally at the data from both of our cars."

Evans will come back with a brand new Ford Fiesta WRC.



Evans: keen to get back behind wheel

"We want to give him the absolute best," said Wilson. "Obviously there's no difference in the performance, they're all the same - but it's good as a driver to go in there knowing everything is perfect, there's no extra weld or anything like that in there. And it shows that we're

completely behind him and doing everything we can."

Evans is expected to complete a pre-event test in Greystoke and Wales as he seeks a possible second home win in three years.

"I've spent a lot of time watching onboard from previous years recently and the route's pretty mega," added Evans. "OK, there are some long days, but that's part of the challenge. I can't wait to get at it, to get into the test and onto the event."

The one omission from the route which stands out is the lack of Gartheiniog.

"Maybe that's not a bad thing," said Evans. "I know I really like it, but I haven't done that well in there in the last few years - I think I've been trying too hard and over-driving. And, let's face it, the rest of the stages are pretty good!"

"The one thing which might have helped me on the rally would have been a better place in the running order. I was

fourth [in the championship] before Finland and it would have been good to go home there. Now I'll be a bit further back and that can make things difficult."

"Having said that, I had a crap place on the road last year and I was second after the first loop on Friday. This is Wales in early October, not late November, so you never know, the weather might be sunny. To be honest, I'm not pinning my hopes on the weather, I'm pinning my hopes on good preparation and driving well."

Looking forward to next season, Evans admitted it was vital for him to get back for the final three rallies of the year.

"If I'd missed Wales it would have really hurt," he said. "It was bad enough as it was! But missing Wales would have meant just Spain and Australia and then that could have brought some extra pressure. With Wales, there's still time for me to show I'm ready for next season."

Wilson has already confirmed Evans will remain in the squad for 2020.

OGIER TAKES A VITAL WIN IN TURKEY AS TANAK HITS TROUBLE

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The Strength of Experience

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'Citroen and Ogier bounce back'  
Rally Turkey, p20



# CITROEN TESTS UPDATES AHEAD OF TITLE RUN-IN

## Drivers to make call on whether to introduce suspension upgrade on Rally GB

By David Evans

**World Rally champion Sebastien Ogier arrives in Wales this week for a crucial pre-Rally GB test, which will decide whether his Citroen C3 WRC will have suspension updates for the next round.**

The Paris-based squad has a suspension step available for the French driver and his team-mate Esapekka Lappi, but it won't make a call on whether to fit the new parts until the completion of the three-day test.

Citroen has been working on upgrades to the C3 since the first half of the year and these improvements to the suspension and chassis had been scheduled for Rally Finland. Now team principal Pierre Budar says it is the drivers' call after test driver Eric Camilli, Ogier and Lappi have completed their running. "It depends on the result of

the test if we will use the new parts," Budar told MN. "It's more in the suspension, chassis and differential. If it is giving us some additional positive points on the set-up for Wales we will use it. For sure we have to improve the traction and the grip, it's regarding this.

"It's quite a significant step if we use it – it is new homologated parts. Eric [Camilli] will drive the car on the first day of the test and give the engineers some data on how are the new parts. Doing it this way, he can try all of the parts and it means the drivers [Ogier and Lappi] don't lose time on their set-up test trying new and different things."

Ogier talked down the importance of this week's running, saying: "We have nothing really new for the car. We will try to build on this positive result and try to be ready with a good car for Wales." The C3 WRC was right at the



Budar (inset) hopes updates will build on Ogier's win in Turkey

sharp end in Wales last year, courtesy of Craig Breen who eventually finished just off the podium in fourth place. Kris Meeke's second place in a DS3

WRC four years ago was the last time the French firm took a top three, but it's nine years since Citroen celebrated a win (Sebastien Loeb, C4 WRC, 2010).

## Makinen calls for return of mousse inserts to prevent punctures in Turkey

Toyota team principal Tommi Makinen has repeated his call for the return of mousse inserts for tyres at Rally Turkey.

Makinen felt the number of punctures was unacceptable at last weekend's Marmaris-based event. None of the works teams escaped without deflations and the Finn said those tyre-related issues were

Makinen: Turkey is a lottery



deflecting attention from another close race.

"The problem we have is that this rally is a lottery," Makinen told MN. "You drive normally and the stones are so sharp, you get the puncture without doing anything. If we could take mousse back to the tyres, this would get rid of this problem. I remember when we had it before, we could drive over everything with no problem. We don't

want to have rallies decided like this [with punctures]."

With base WRC tyres costing €350 (£311) each, Makinen accepted the cost of inserting mousse would mean bigger bills for the teams – but he added that it would only be for Turkey.

"Maybe you could say [mousse is needed in] Sardinia and Mexico," he said. "But there, sometimes, the punctures are coming more from the mistake from the driver, from cutting a corner or something – I don't

think we should stop this. If the driver makes a mistake and gets a puncture, that's their fault. But in Turkey, the drivers could do nothing."

Mousse inserts were banned in the WRC from 2008.

● The FIA's tender process for the WRC's single tyre supplier from 2021-2024 closed on Friday. Rally director Yves Matton said there had been 'several' tenders received, but declined to comment further. The winner will be announced in December.

## Germany set to gain calendar reprieve

FIA president Jean Todt says the delay in delivery of the World Rally Championship calendar is a reflection of the series' growing popularity.

Present at last week's Rally Turkey, the president of the sport's governing body said the 2020 schedule of events would be delivered in "a very short time". FIA rally director Yves Matton admitted the October 4 World Motor Sport Council meeting in Cologne remained the most likely date.

"In a way, it's a good problem to have," said Todt. "We wanted to keep the calendar with 14 rallies [for next season] and we had more interest than 14 organisers, so we have to make a long-term strategy in order to keep 14 rallies in the calendar and choose the best event on a long-term basis.

"It takes some time, you need to discuss with different people and you need to adjust it. But now I would say we are in the final part of the strategy

conclusion and it's a very short time before we finalise it. It means there is a lot of interest from strong promoters and countries to organise rallying."

The latest version of the calendar shows Monte Carlo, Sweden, Mexico, Argentina, Chile, Portugal, Sardinia, Kenya, Germany, Finland, New Zealand, Turkey, GB, and Japan. Spain is understood to have been dropped in favour of Germany at the behest of the FIA.

WRC Promoter managing director Oliver Ciesla declined to comment on the calendar and when asked as a Frenchman, how he felt about Corsica's absence, Todt replied: "We don't care, it's not because I'm French I have to favourise [sic] or not favourise [a French round]. Do you have a copy of the calendar? Let's speak when we get the calendar rather than talk about speculation. You won't get anything from me about the 2020 calendar."

## Teams bemoan lack of interest

Unlike scorching ambient temperatures on the Mediterranean coast, the World Rally Championship teams' reception for Rally Turkey was a little more lukewarm last week.

For the second year in a row, the rocky roads around Marmaris turned the title race upside down, but the manufacturers were more frustrated at the absence of fans to witness a thrilling Sebastien Ogier victory and Citroen one-two.

Hyundai Motorsport director Andrea Adamo said: "There's nobody here. On Friday we went to the Meet the Crews [end of day press conference] in the service park and it was the worst I've seen so far. There were some [promotional] ladies who had been put there and us team people and we were standing by the podium in the dark. It's not so good."

FIA rally director Yves Matton called on the manufacturers to give Turkey time.

"Remember when we first went to Mexico," said Matton, "there was also not a lot of



Few fans witnessed action

people and it's improved. We may hope it will improve in Turkey also. If it doesn't improve then we have to take this into account in the reflection on the championship [calendar]."

Matton added that the rough roads gave Turkey its own distinctive flavour.

"These roads are interesting because in rallying you need to have different kinds of roads for each rally," said Matton. "Each rally needs its DNA and this rally has that."

MN has been assured the question mark over Turkey's future funding has been answered and Marmaris is expected to return for the third year of its three-year agreement in 2020.

GROUP RALLYING EDITOR

# DAVID EVANS

## "Turkey keeps tyre engineers awake at night"



**T**he return of the mousse. Good thing? I'm not so sure. Tommi Makinen is a man who knows an awful lot more than me about most things and the use of mousse tyres is right up there with winning World Rally Championships.

And I can see his point. For the second year in succession, the mountains above Marmaris were littered with bits of broken tyre, while drivers returned to service with tales of woe and what might have been.

Firstly, it's important to point out that this is beyond the control of Michelin or Pirelli. Having driven both the Cetibeli and Yesilbelde stages, the tyre firm's frustrations are understandable. The size of the rocks have to be seen to be believed. Suffice to say they laughed in the face of MN's hire car and the tired-looking 205mm-wide Bridgestones it wore at each corner.

Unwilling to risk a puncture – more pertinently, unwilling to risk having to get out and change a puncture in brogues, chinos and 36 degrees – progress was slow. Slow to the point of stopping and seriously considering a way out half-way through Friday morning's 23-miler. It was that bad. Actually, it was worse.

I made it, but must apologise to the hire car firm (the name escapes me...) for tattooing the car's underside with a reflection of the road's topography. Asphalt has never been so welcome. Ever.

My sincere understanding of his plight did little to improve the mood of Kalle Rovanpera, who suffered two punctures in there. He cared little that I felt some of his pain.

Had you offered Kalle or I mousse in the middle of Cetibeli, we would both have been deeply grateful.

But watching the cars progress through the second running of the stage (where Ott Tanak suffered his puncture) and before the heaviest of the potentially game-changing rain arrived, I started to think maybe mousse wasn't the answer.

Yes, Mexico and Sardinia are rough rallies. Australia and Portugal can have their moments too. But Turkey's something different. Turkey's back to the toughest times, back to the Greek roads which kept tyre engineers awake at night – the likes of Karroutes or Bauxite Way.

When mousse arrived, it changed the nature of the Acropolis Rally. Granted, you couldn't run across absolutely everything, but the concept of slowing to an absolute stop was saved only for the most mental of Safari washaways. The spectacle of these cars going flat-chat over those monstrous rocks is interesting, but wouldn't that just transfer the shock into the suspension, which would then need significant investment to beef it up for the job?

No, I think we're better off without mousse. I like the idea of drivers really having to use their head and calculate what they can and can't get away with. For one event only, it's good to give the left foot something to do – especially coming from the previous gravel rally in Finland, where the result is decided largely by the weight of the right foot and the dimensions of what sits between left and right legs.

That's brawn. This was brain. Both have a place.

## RALLY NEWS RALLYDAY PREVIEW

# COMBE RALLYDAY ATTRACTS GRANDEST ENTRY SO FAR

## WRC champion Auriol headlines bumper entry for 2019 edition of popular Wiltshire event

Photos: mcklein-imagedatabase.com



Auriol will delight fans at Combe

By David Evans

**Rallyday will serve up its finest display of rally cars and drivers ever at Castle Combe on Saturday.**

The Castle Combe event's association with BGMsport and Rally Replay has worked to deliver some exquisite machinery, including a whole range of Lancias, from the fearsome Delta S4 right the way through to the Turinese's final offering to the World Rally Championship, the stunning Delta HF Integrale.

And who's going to be driving those Lancias? Only the 1994 world champion Didier Auriol and the son of Lancia team principal Cesare Fiorio, Alex.

For Ian Gwynne's BGMsport firm, the fever begins even

before the cars have arrived at the Wiltshire circuit. An astonishing 21 vehicles make the journey from Brackley, but three of those rally cars – including an ex-Jimmy McRae Vauxhall Chevette HSR and a Subaru Legacy RS – will be towed in by period service vehicles.

And if staring at a beautifully turned-out silver Bedford van doesn't take you back to 1981, then Rallyday organiser Tom Davis is happy to transport you to 1983 instead.

"That was a big year for Castle Combe," said Davis. "In 1983, the RAC Rally ran a stage through here. Given the number of Group B cars we've got coming this year, it seemed only fitting that we tried to recreate that first year

of Group B on Britain's round of the world championship.

"So, we've recreated as much of the 1983 RAC Rally stage as possible for Saturday. At 1235hrs the Rallyday Legends Stage will be created, taking the cars from the back of the paddock out past our scrutineering area and on a route which will really show the cars off to the public. We've put a lot of time and effort into this stage, but it'll all be worth it. Being there to see cars like these being driven in anger on a stage not used since 1983 will be special."

That all-new Legends Stage runs for an hour and 10 minutes at lunchtime, but either side of it there will be the usual wall-to-wall rally action all day long.



McRaes are a Rallyday fixture

### Alister McRae set to attend Wiltshire event

There is nothing new about the McRae name at Rallyday, Jimmy is an annual and hugely popular fixture in Wiltshire, but this time he's bringing the family along.

Alister's flying in from Australia and bringing his son Max along for the first time.

Alister said: "I'm looking forward to it. Dad's told me a lot about the day and it sounds like a lot of fun to come along and drive some really nice cars."

Jimmy will be reunited with the Chevette HSR he drove in 1981 – a car which also has special memories for Ian Gwynne, who has restored it through his firm BGMsport.

Gwynne's father Bill drove the same car in the Motoring News Road Rally Championship the following year.

The McRaes will grace a selection of the cars which world champion Colin drove in his career, including the Subaru he used in the 1997 Safari Rally and a Ford Focus RS WRC01.

### Metro magic as Breen brings across 6R4

It is 35 years since the MG Metro 6R4 arrived and to mark that occasion, Wiltshire will reverberate to some of the finest V6-sourced sounds around.

And who better to lead a modern-day celebration of Austin Rover's finest hour than Craig Breen.

Breen, who drives for Hyundai Motorsport in the World Rally Championship, makes his Rallyday debut on Saturday and brings the family 6R4 over from Waterford with him.

"There's always been something about that car for me," said Breen. "My dad drove one at home when I was young and impressionable, and you never forget that noise."

"It used to shake the walls in the house when he fired it up in the garage. I've such good memories from standing watching him and then chasing about the place following him."

"To get the chance to drive one is really nice, they are a hell of a

thing to drive. It'll be great to be at Rallyday and have the chance to see and catch up with a few folk. And, of course, to see plenty more 6R4s."

And there will be no shortage of Metros on display and on track. The 6R4.net stand is your best bet – and that's where you'll find Jim Leask's ex-Tony Pond car.

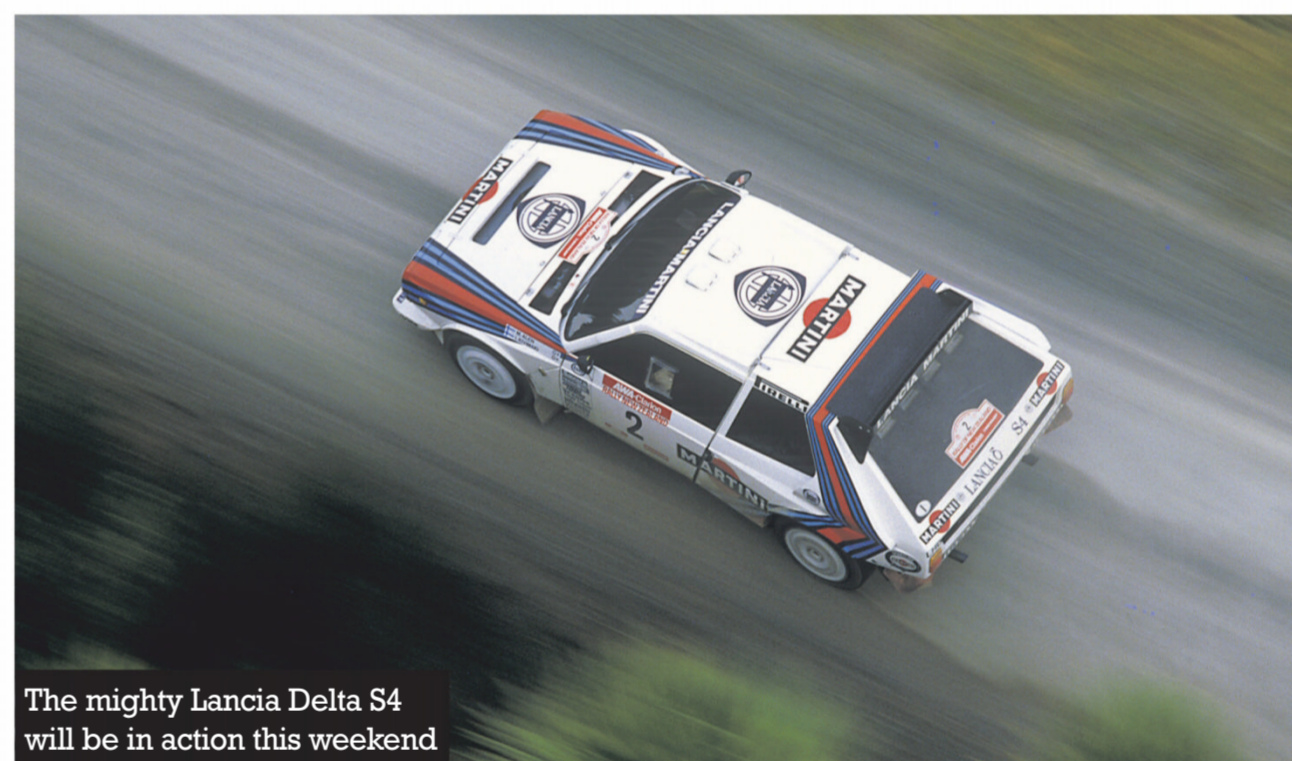
As well as the ex-factory cars around, there's also Prodrive's beautiful Rothmans-liveried example which Jimmy McRae drove through the 1986 British Open Championship and to eighth place on that year's RAC Rally.

While much of this page has focused on Italy, Scotland and the Austin Rover Group, we should not forget Ford. Want to see the Blue Oval's first – and aborted – effort at Group B? Then you are in luck: one of BGMsport's big 21 is an RS1700T. That is one of only five cars remaining anywhere on earth. Add to that an ex-Roger Clark Lotus Cortina and all manner of Escort loveliness and you have got yourself a great day out.

The day starts at 0900hrs on Saturday, with tickets available on the gate.

For more details see rallyday.com.

Ex-McRae Metro 6R4 will be there



The mighty Lancia Delta S4 will be in action this weekend

### LARGE RANGE OF LANCIAS ADDS A TOUCH OF ITALY

While the Lancias might steal a Rally Replay-supplied spotlight, it is worth pointing out a Group 4 Fiat 131 Abarth.

An on-song 131 Abarth is a Latin fan's equivalent to a Ford Escort RS1800.

And it sounds and looks just as good as anything coming out of Boreham.

Now, back to those Deltas. And the S4. Late to the Group B party, the late, great Henri Toivonen

gave this car its debut win on the 1985 RAC Rally before tragically losing his life in a Corsica crash a matter of months later.

Such was Toivonen's talent and the speed of the car, it is reckoned he would have taken a maiden title later that season.

And when you see the S4 in action, complete with supercharger fizz and turbocharger whoosh, you will

understand what makes this one very cool car.

Talking of cool cars, is there anything cooler than a HF Integrale in its Martini livery?

No. That is why it was nicknamed the Deltona.

And the prospect of Didier Auriol in a Deltona is totally mouth-watering.

He won six rounds of the 1992 championship with one. Can't wait for those stories.

THRILLS AND SPILLS FROM KNOCKHILL

PAGE 24

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ENTRIES FOR THE RALLY OPEN 1ST AUGUST

The 100 plus miles stage rally will take place over many of the Isle of Man's iconic stages that have just been used on this year's National event. They include Keristal, Ronague, St Marks, Druidale, Staarvey and everyone's favourite Baldwin's.

**VOLUNTEERS WANTED**

'Adam does it again at Donington'  
British GT report, p28



# NORTHERN IRISH TITLE ON HENRY'S RADAR

## This weekend's Bushwhacker Rally could be the turning point

Photos: Kevin Glendinning



Henry has already won in Fiesta WRC

By Jason Craig

**Desi Henry has said that results on this weekend's Bushwhacker Rally will have a bearing on whether or not he commits his time and resources to try and win the Northern Ireland Rally Championship.**

Henry and Damien Connolly won the last counter in Enniskillen – the Lakeland Stages Rally – by 22 seconds from Sam Moffett on what was their first time on gravel in a Ford Fiesta World Rally Car.

Earlier in the season Henry chalked up a win on the closed-roads Maiden City Stages Rally in a Skoda Fabia R5, which has since been sold. Despite having only started those two rounds he has an

outside mathematical chance of winning the championship by virtue of the fact no one leading driver has been able to dominate the series this season.

He has 60 points with championship leader Derek McGeehan on 136, but with dropped scores taken into account and three rounds – including this weekend – left, Henry could still win the title.

"The Fiesta is brilliant on gravel and we're definitely feeling confident going to the Bushwhacker," said Henry. "The Fiesta gives you so much confidence. I adapted to its key strengths pretty quickly.

"We will make a decision about the championship after the Bushwhacker and if we stand a

chance of winning it then we will continue," he added. "We know what we need to do and that is to get maximum scores from three of the next four rallies. It is going to be a case of wait and see really."

Other notable starters this weekend include Northern Ireland Rally champion Connor McCloskey in a S14 Subaru Impreza WRC and Kenny McKinstry, who makes his second appearance in a Ford Fiesta R5. Also making the trip to the Omagh-based meeting is double Scottish Rally champion Jock Armstrong.

Comprising 32 competitive stage miles, Saturday's rally is once again returning to the familiar surroundings of Lough Bradan and Killeter forests.

### Samsonas returns to NI

Making his return to the Northern Ireland forests on Saturday is Lithuanian Martynas Samsonas.

It will be his first crack at the Bushwhacker and only his second taste of competing on Irish gravel.

Samsonas paid his first visit to the province on the Fivemiletown Spring Rally back in February. On that occasion his participation was cut short when his car suffered drivetrain failure after four tests.

The 40-year-old, who is a social media hit with his flamboyant style and crazy jumps, will steer the same three-litre, 390bhp BMW E36 but it will run as a four-wheel-drive instead of two.

"My first rally over there was really nice. We didn't expect any miracles and I thought roads would have been slipperier so I was actually amazed at the grip levels," he said. "The other nice thing is that the roads are technical and twisty – you really have to work more with your head and hands.

"I am really looking forward to heading back," he added. "Northern Ireland is like a second home to me already. I love the roads, the people and I love the fact that people over there love their rallying."

## Asphalt title goes down to the wire

Jason Pritchard and Damian Cole will go head-to-head for the Motorsport UK Asphalt Championship on the Cheviot Stages this weekend.

Six-time champion Cole leads the standings but with dropped scores taken into account the outlook of the championship changes dramatically.

If series leader Cole wins and Pritchard finishes second – as they did last time out on the Mewla Rally – then both drivers would have recorded three wins and two second place finishes

throughout the season. It would mean the title is decided on a tiebreak, with whoever sets the better time on the opening stage of the Cheviot Stages becoming champion.

If Cole clinches the championship he'll have done it using five different co-drivers throughout the campaign, having had Shelley Rogerson, Max Freeman, Dale Bowen and Paul Spooner guide him so far. Andrew Roughead – last year's Cheviot Rally winning co-driver – will

### TOP SEEDS

Cheviot Stages, Motorsport UK Asphalt Rally Championship round 7/7, September 22

	DRIVER/CO-DRIVER	CAR
1	Damian Cole/Andrew Roughead	Ford Fiesta RS WRC
2	Jason Pritchard/Phil Clarke	Ford Focus WRC05
3	Gordon Morrison/Calum MacPherson	Subaru Impreza
4	John Stone/Michael Gilbey	Ford Fiesta RS WRC
5	Frank Bird/Jack Morton	Ford Focus WRC07
6	Alan Kirkaldy/Cameron Fair	Ford Fiesta R5
7	Chris Ford/Neil Colman	Ford Fiesta R5
8	Mark Jasper/Don Whyatt	Ford Escort Mk2
9	Lee Hastings/TBC	Subaru Impreza
10	George Mackey/Tony Cope	Subaru Impreza N12

partner him on the final round this weekend in his Ford Fiesta RS WRC. Cole leads the seeded

entry followed by Pritchard, who will have Phil Clarke alongside him in his Ford Focus WRC05.

## Duggan plans maiden outing for Escort Mk2 on November's Killarney Historic Rally

Junior British Rally champion Rob Duggan intends to debut his Ford Escort Mk2 at the Killarney Historic Rally in late November.

Duggan, who won his junior title in 2016, will drive the car which has been built with help from Dunne Motorsport Engineering using a shell that was dry stored for 10 years.

It will have Reiger suspension

and be powered by a 2.5-litre Honda engine.

Although he will use the car on Killarney, his main aim is the Donegal National Rally and he says that any outings in the Escort will be geared towards Ireland's only three-day.

"Donegal is the main aim for 2020; I have wanted to go there and take part in the Modified battle for a few years now,"

he said.

"Having my own car will give me the best chance to have a go at winning the National Rally there."

It was in Donegal last year where Duggan made his one and only R5 outing, with that ending in him finishing behind the Moffett brothers, Sam and Josh.

Duggan admits running an R5

car in either the Irish Tarmac or British Rally Championship is still a bleak prospect.

"It is still cheaper to build and run a car like mine compared to an R5," he said. "But don't get me wrong, I would jump at the opportunity to drive an R5 in either series.

"It all comes down to cost and trying to find the budget is very difficult."

## REVELLING IN HISTORIC RALLYING

# PAUL LAWRENCE

## "Organisers will learn from year one"



**O**n the weekend that Rali Bae Ceredigion was rightly grabbing a lot of the rallying headlines, another closed-road stage rally was quietly but spectacularly breaking new ground in the heart of England.

The fact that the Three Shires Stages ran remarkably well to rave reviews from competitors signalled a huge achievement by an organising team from Cheltenham Motor Club with support from clubs across the region.

I've enjoyed closed-road rallying on the Isle of Man, in Ireland and Belgium; often on sparsely populated roads in relatively remote areas. Yet here was an event designed to run in the affluent region where Worcestershire, Gloucestershire and Herefordshire meet.

I drove the five closed-road stages before the rally and was surprised by just how many houses were on the competitive route. Lots of people were going to have their Saturday impacted by the event, which ran three loops of six stages including the spectator stage in the grounds of Eastnor Castle. Having seen the route, which also took in some very narrow lanes, I feared that the chance of some stages being cancelled on the day was high. But how wrong I was.

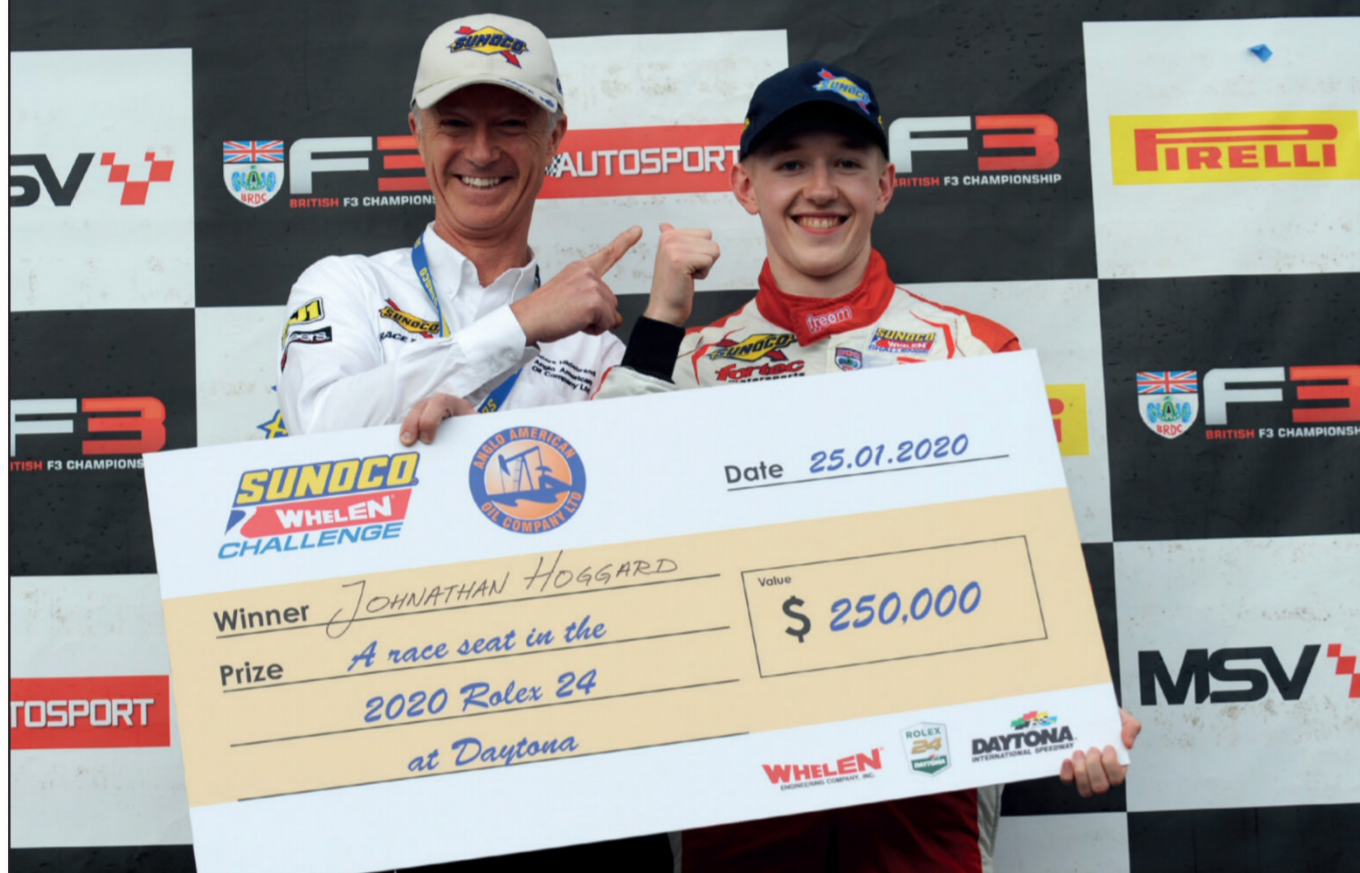
In the final run-up to the rally some typically sensationalist, and largely incorrect, shock-horror local headlines did no one any favours, but the organisers held their nerve. They continued to answer the concerns of local residents and ran every stage as planned. Only one stage was cancelled for a handful of cars at the tail of the field after an accident. By the end of eight hours of rallying, the event was running just 20 minutes late.

Importantly, the reaction of the local community both on the day and afterwards has been remarkably positive. The locals I met were interested, happily tolerant and supportive of the event. Competitors reported an overwhelmingly positive reaction from waving and cheering residents.

The rally was the brainchild of father and son Jeff and Josh Wheeler, who live very close to one of the stages. They contacted Cheltenham Motor Club to get on board as the organising club. Support from as many as 25 motor clubs from the area helped make it all possible and plans are in place for it to become an annual event.

Of course, the organisers will learn from year one and will make changes. A couple of slightly longer stages would be good. But at a time when the Clacton event is joining the British Rally Championship, here is a closed-road event in England that is perfect for club-level competitors. Many of the crews competing 10 days ago were new to closed roads and the Three Shires made the step up from airfield events possible. It was a closed-road event for club competitors and a fantastic rally.

# CONGRATULATIONS TO 2020 SUNOCO WHELEN CHALLENGE WINNER JOHNATHAN HOGGARD



Photos: BRDC F3 © Jakob Ebrey Photography

BRDC Formula 3 Championship driver Johnathan Hoggard has become the 11th driver to win the prestigious Sunoco Whelen Challenge, and will take up his prize seat in the 2020 Rolex 24 At Daytona in January.

POS.	DRIVER	TEAM	SERIES	PTS.
1	Johnathan Hoggard	Fortec Motorsport	British F3	91.56
2	Clement Novalak	Carlin	British F3	79.38
3	Ayrton Simmons	Chris Dittmann Racing	British F3	74.06
4	Jonny Cocker	Barwell Motorsport	British GT3	71.00
5	Sebastian Priaulx	Multimatic Motorsports	British GT4	61.65

For a full list of challenge points scorers visit [www.sunocochallenge.com](http://www.sunocochallenge.com)



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# RALLY NEWS

## VW POLO GTI R5 OUTING FOR McCORMACK ON CORK RALLY

'The car of the moment' will be rallied for first time in UK or Ireland later this month

By Luke Barry

**Marty McCormack will become the first driver to rally a Volkswagen Polo GTI R5 in the UK or Ireland when he starts the Cork 20 International Rally later this month.**

The car will be hired from Dom Buckley RSC, the same firm that looks after McCormack's Skoda Fabia R5, and he is excited to try "the car of the moment".

"It was always something we were quite interested in ever since it came out, the Polo, and obviously with Craig [Breen]'s performance in Ypres and he was raving about how good the car was, it was always something I wanted to try," McCormack told Motorsport News.

"I'd say it's definitely the car of the moment at the minute so it will be interesting to see what it's like. Rather than going to [the] Galloway Hills [Rally last weekend] out on gravel, which I know the Skoda has a good pace on, I was interested to take the Polo to Ireland and see what the pace was like on Tarmac. You can see that the pace is definitely

there in the [Irish Tarmac] Championship so that's a proven thing I wanted to be a part of."

McCormack tested the car this week but said he'd be "talking sh\*t" if he were to nail down any expectations in terms of a result. But he has heard only good things about the Polo's performance and admitted switching to the VW in 2020 "is always a possibility".

"We're not just taking a run out in the Polo for a day's craic, we want to go and see what it's like and see how it compares," he said.

"It's pretty much like the Skoda but [feels like] more of a rally car. It feels closer to a World [Rally] Car. It's exciting and there's a bit of hype about it because it's the first time one will be used in the UK or Ireland and the first time in the Irish Championship but they're being used well in Europe so it's no real big thing."

McCormack was due to drive a Proton Iriz R5 on Rali Bae Ceredigion but instead switched back to the Ford Escort Mk2 he had originally entered into the event. Cork 20 will be McCormack's last event before November's Roger Albert Clark Rally.



Photos: Jakob Ebrey, Martin Walsh, Russ Otway

McCormack (inset) will drive the car

### White and O'Brien win rally and championship

**Dougie Hughes Memorial Clare Rally**

By Martin Walsh

Organiser: Clare Motor Club When: September 15 Where: Ennis, Co. Clare Championships: West Coast Rally Championship Stages: 9 Starters: 95

**Overcoming very slippery conditions, Roy White and co-driver James O'Brien (Ford Fiesta RS WRC) won the Dougie Hughes Memorial Clare Rally and duly clinched the West Coast Rally Championship.**

After nine stages they finished 15 seconds in front of the Ford Fiesta R5 of Daniel Cronin/JJ Cremin who were a late entry. Pacesetters on a few occasions, Ian Barrett and his co-driver Paul Magee (Darrin T90) were 38.2s further behind in third.

There was little between Barrett and White on the opening stages with the former leading by a fraction until White took advantage on SS3, particularly on the latter section where shiny Tar meant Barrett wasn't prepared to gamble and fell 5.2s behind with Cronin third.

Barrett regained a slight lead on SS5 but White had top spot back

after SS6 to lead by 6.7s with Cronin his nearest rival. White went on to claim the spoils and the regional title with Cronin, despite some rear wing damage after he slid wide on SS8, taking second.

Barrett's car finished in safe mode after the ECU overheated. Ian Roche (Subaru Impreza) survived a major off-road excursion to take fourth from Declan McCrory, who grew in confidence with his left-hand-drive Fiesta R5. Aidan Wray (Mitsubishi Lancer E10) won Group N.

#### Results

1 Roy White/James O'Brien (Ford Fiesta RS WRC); 2 Daniel Cronin/JJ Cremin (Ford Fiesta R5) +15s; 3 Ian Barrett/Paul Magee (Darrin T90 GTR); 4 Ian Roche/Anthony Nestor (Subaru Impreza); 5 Declan McCrory/Stephen O'Hanlon (Fiesta R5); 6 Aidan Wray/Kieran McGrath (Mitsubishi Lancer E10); 7 John Bonner/Paddy McCrudden (Ford Escort Mk2); 8 Niall Moroney/Elgan Davies (Impreza); 9 Paul Barrett/Kevin Reilly (Fiesta R5); 10 Denis Moynihan/Martin O'Brien (Fiesta R5).  
**Class winners:** Keith Naughton/Damien Murphy (Honda Civic); Niall O'Connell/Tommy O'Connor (Citroen C2 R2 Max); Michael Ormond/Paddy King (Civic); Wray/McGrath; McCrory/O'Hanlon; Shay Laheen/Kerrill Dempsey (Escort Mk2); Niall O'Sullivan/Sean O'Crowley (C2); Gavin Thornton/Mark Baynes (Toyota Corolla); Kieran Hayes/Andy Purser (Peugeot 205); Sean Moran/Jonathan Keane (Escort Mk2); Bonner/McCradden; Roche/Nestor; Cathal Nolan/Emel McNamara (Civic); Jake/Aaron Lennon (Civic); Maurice/Stephen Meskill (Escort); James Murphy/John Brennan (Fiesta RS WRC).



Fiesta RS WRC crew took win

### BRITS SHINE ON ESCORT RALLY SPECIAL BUT PROBLEMS HIT

**F**rom a field of nearly 120 Ford Escorts, Belgians Florian Gonon and Adrian Fernemont were split by just one second at the end of an action-packed Escort Rally Special based at the Chimay race track in Belgium.

On the last of 10 closed-road special stages, Gonon went one second faster to clinch his win on a day when British drivers Osian Pryce and Marty McCormack set the early pace before retiring.

In the modified division, former World Rally Championship ace Francois Duval and Ludovic Blaton took the spoils in Scott Williams's Mk2, as used by Jason Pritchard on the Cardigan Bay event a week earlier. Irish hero Frank Kelly was just over a minute down in second ahead of Tomas Davies and Alister McRae, on a rare competitive outing, as Millington-engined cars took a clean sweep of the top four places.

There was no repeat victory for Pryce, co-driven by his partner Jessica Hockly, in the Mk2 from Rally Xtreme which went

out with mechanical issues. They led after the first loop of three stages with McCormack just two seconds down before he then went 10 seconds up after the second loop. However, the third loop ended their battle and left the door open for a local victory.

McCormack in the ex-Pritchard fuel-injected Mk2 hit trouble on Saturday night when a fuel leak developed on the startline of the spectator special. More problems followed the next morning with bent steering but once that was sorted McCormack was his usual spectacular self. In his regular red Mk2 was elder brother Greg, but it was Marty who traded the lead with Pryce until an electrical problem developed.

"Going to save the car for another day as no point pushing on now," said Marty McCormack after missing a stage. "But we had a great craic!" Meanwhile, Greg had an impressive run to take sixth place among the historic and finish best of the UK contingent, one place ahead of Yorkshireman Tim Pearcey and Mark Glennerster. Brothers Simon and Alister



Modified winner: Ex-WRC man Duval

Crook had a good run to finish inside the top 10.

Ben Friend's appalling run of luck this season shows no sign of abating after a first stage retirement on Sunday. After setting a strong pace on the Saturday night stage, Friend and Cliffy Simmons were out early the following morning after the diff locked up and pitched them into the bushes. **Paul Lawrence**

### ROAD RALLY ROUND-UP

With both crews clean at halfway it took a couple of sections late on to decide the winner on **Rali Mon**, with Arwel Hughes-Jones and Dylan John Williams taking the honours from Kevin Kerr and Huw Rhys Manion – both crews in Ford Escorts. Mark Roberts and Dylan Jenkins took third in their Volkswagen Golf.

The Expert class featured a tie between Mathew Jones/Ryan Griffiths (Vauxhall Astra) and Andrew Baines/Deio Hughes (Ford Escort) with the former getting it on furthest cleanest. Local youngsters Will Hughes/Gavin Rees took the Semi-Expert class in their Ford Fiesta while the Novice class fell to Phillip

Roberts and Andrew Campbell in a bright yellow Toyota Yaris. **Dave Thomas**

#### Results

**Rali Mon**  
Organisers: Caernarvonshire & Anglesey MC  
When: September 14-15 Where: Anglesey, Wales  
Championships: ANWCC, WAMC Starters: 84.  
1 Arwel Hughes-Jones/Dylan Williams (Ford Escort); 2 Kevin Kerr/Huw Rhys Manion (Escort) +13s; 3 Mark

Roberts/Dylan Jenkins (Volkswagen Golf); 4 Iwan Pritchard/Daniel Llewellyn-Jones (Escort); 5 Steven John Williams/Iwan Jones (Escort Mk2); 6 Emyr Jones/Max Freeman (Escort); 7 Mathew Jones/Ryan Griffiths (Vauxhall Astra); 8 Andrew Baines/Deio Hughes (Escort); 9 Kevin Evans/Osian Davies (Nissan Micra); 10 Chris Leach/Will Atkins (Escort Mk2).  
**Class winners:** Masters: Kerr/Manion; Experts: Jones/Griffiths; Semi-experts: Will Hughes/Gavin Rees (Fiesta); Novices: Phillip Roberts/Andrew Campbell (Toyota Yaris).

# BRC: GALLOWAY HILLS RALLY

Photos: Jakob Ebrey

**BRC**  
British Rally  
Championship



Champions: Edwards (r) with Walsh



Galloway Hills victory went to Cave/Bowen

## CAVE TAKES RALLY VICTORY AS EDWARDS WINS TITLE

Back-to-back BRC crowns for Ford Fiesta R5 driver after playing it safe. By **John Fife**

**T**his year's British Rally Championship title was decided on the sixth and final round of the season, on the so-called 'Run to the Hills' between

two young men – one with a very steep hill to climb, and the other already pretty much at the summit.

Matt Edwards and Patrick Walsh, leaders heading into the event, took the canny approach in Scotland and their third place finish on the Galloway Hills Rally ensured back-to-back British titles.

Tom Cave and Dale Bowen did what they had to do, knowing full well that they were dependent on Edwards striking trouble but victory for them still wasn't enough. "Bridesmaid again," said Cave. "Seems to be the story of my life these days."

Not that Edwards had it easy. Concern was showing on his face at the end of the first two very slippery, overgrown, green and technical tests in Dalbeattie Forest, last used for rallying six years ago.

When pressed, all he would admit to was a small steering issue with his Ford Fiesta R5, but it cost him nearly a minute to the determined Cave in his Hyundai i20 R5.

Over the next six stages, Cave continued

to set the pace – finishing the day with a clean sweep of all eight fastest stage times. Jonny Greer and Dai Roberts were equally convincing in their Fiesta R5. "There's no pressure on me today, I'm just here to enjoy the rally," said Greer, as he set seven second fastest stage times.

A pretty emphatic runner-up position was the result, but behind him there was no desire from Edwards to take on the Northern Irishman. Outwardly as calm as a Welsh choir, Edwards admitted to nerves before the rally and on the road sections, but: "Once I get into the stages, the concentration takes over – these stages are not straightforward." Edwards finished over two minutes behind Greer but in a secure and risk-free third place. Job done. Championship won.

There were no heroics behind him either. Their first time in the Fiesta R5, James Wilson and Arthur Kierans were delighted with fourth place. "This was new territory for me and a new car," said Wilson.

"I had a test on Thursday and just took it very steady today, I ran my own rally. I'm still new to 4WD and this is only my third outing in an R5 car and my first run out in the Fiesta."

Not so fortunate were Alex Laffey and Stuart Loudon after their Fiesta R5 exited

the second stage on three wheels. "I hit a rock in the long grass and the impact sheared off a wheel and brake disc," said Laffey. "We replaced the wheel OK but ran for the rest of the day with braking only on three wheels." Ian Bainbridge also fell foul of the slippery conditions in Dalbeattie, retiring his Skoda Fabia R5 with radiator damage after sliding off the road.

That meant two Junior crews finished fifth and sixth, with William Creighton in his Peugeot 208 finishing ahead of Marty Gallagher in his Fiesta R2T.

Northern Ireland's Alan Carmichael scored seventh in his i20 R5 just ahead of the top NRC competitor, local driver Richard Dickson in his Subaru Impreza. Finlay Retson in his Fiesta R2T and the i20 R5 of Enda McCormack rounded off the top 10.

This may have been Cave's rally, but it was Edwards's title. "This means as much to me as it did last year," said Edwards. "I still had to drive quite hard, you have to, to make these cars work and it was loaded up with spares!"

"Thanks to M-Sport and Patrick [Walsh], this was a real team effort."

Cave surmised Edwards's and his own season-long performances: "First and second in the British Championship – not bad for two Welsh boys."

### RESULTS

Galloway Hills, British Rally Championship, round 6/6, September 14

POS	CREW	CAR	TIME
1	Tom Cave/Dale Bowen	Hyundai i20 R5	1h02m09.7s
2	Jonathan Greer/Dai Roberts	Ford Fiesta R5	+54.9s
3	Matt Edwards/Patrick Walsh	Ford Fiesta R5	+2m16.1s
4	James Wilson/Arthur Kierans	Ford Fiesta R5	+3m39.4s
5	William Creighton/Liam Regan	Peugeot 208	+6m16.3s
6	Marty Gallagher/Dean O'Sullivan	Ford Fiesta R2T	+6m22.1s
7	Alan Carmichael/Claire Williams	Hyundai i20 R5	+7m48.9s
8	Richard Dickson/Roger Alcorn	Subaru Impreza	+8m03.2s
9	Finlay Retson/Richard Crozier	Ford Fiesta R2T	+8m58.8s
10	Enda McCormack/Colin Fitzgerald	Hyundai i20 R5	+9m02.6s

Class winners: BRC: Cave/Bowen; BRC Junior: Creighton/Regan; National Rally Cup: Carmichael/Williams



Edwards and Walsh finished third, more than two minutes off the top spot

### First Junior win in two years for Creighton and Regan after final stage surge

If the 'main' event lacked the excitement and drama expected of a championship showdown, then the Junior BRC contenders added their own brand of sparkle with less than six seconds separating the top two at the close of play.

Northern Ireland's William Creighton and Liam Regan scored their first Junior BRC win since the Ulster Rally two years ago after a fierce fight with Marty Gallagher and Dean O'Sullivan.

Creighton was fastest through the first stage in his Peugeot 208, but a puncture on the second test cost him the lead as he dropped nearly 50 seconds to his rivals. Benefiting from his misfortune, Jordan Hone and Keaton Williams got off to a good start too and were having quite a scrap with James Williams and Tom Woodburn.

Hone took up the lead in his Opel Adam but after four stages he only had a 1.7-second buffer over Williams's Fiesta R2T. Disaster was just around the corner

though, as on the sixth test the Opel smacked a banking on the outside of a slippery right-hander and one stage later Williams was also heartbreakingly out of the running when a hub sheared.

That pitched Gallagher into the category lead but Creighton was on a charge and at the start of the final stage the Peugeot was barely three seconds behind Gallagher's Fiesta R2T. A blistering run through the 10-mile Black Loch test resulted in a time some seven seconds quicker for Creighton, allowing him to pip Gallagher by 5.8 seconds.

Out of the championship running, Finlay Retson and Richard Crozier were third in their Fiesta R2T, content to get a good finish under their belt after their Ypres and Ulster tumbles.

Meanwhile, Ruairi Bell and Darren Garrod were enduring their own nail-biting quest, much like Matt Edwards. Prior to the event, they were tied on points with Williams for the M-Sport and Pirelli

Ford Fiesta R2T trophy. When Williams struck trouble, all they had to do was finish.

With relief etched on his face, Bell pulled into the finish in fourth place knowing that he had clinched the M-Sport/Pirelli award worth €60,000 towards his venture into the Junior World Rally Championship next year. "It hasn't sunk in yet," he said. "We set ourselves a target at the start of the year and we've achieved it. Now we've got Wales Rally GB next month."

Creighton was delighted too, and not just with the £2,500 cheque from Peugeot UK and Total: "I missed out on the Junior title but at least Liam Regan got the co-drivers' championship."

"I am just so happy to get the win after an eventful year. When we got the puncture, we thought 'our luck hasn't changed'. The fightback showed we could do it. This is for Liam and the rest of the team."



Despite suffering a puncture Creighton still came through to take victory

‘Turkington’s lead cut’  
BTCC Knockhill report, P24



# BOGIE CLAIMS SRC HONOURS IN MINI

Five-time champion cruises to win on Scottish event. By **John Fife**

Photos: Eddie Kelly



First time out in Mini JCW WRC for Bogie and Rowan

**D**avid Bogie and John Rowan appeared on the Scottish Rally Championship season-ending Galloway Hills Rally at the wheel of a Mini JCW WRC for the first time. Yet despite their unfamiliarity with the machine, they simply drove away from the opposition to take victory.

Over a minute behind at the finish was the Subaru Impreza of Jock Armstrong and Cameron Fair, and making their first appearance on the podium this year was the Michael Binnie/Claire Mole Mitsubishi Lancer E9 crew in third.

If Bogie’s victory was dominant with five fastest stage times, then Armstrong was an equally impressive runner-up. He set five second-fastest stage times having suffered a puncture on the first test of the day. Thereafter, everyone else was fighting over third.

Initially that fight for third was led by Rory Young and Allan Cathers in their Ford Fiesta R5, third quickest through the day’s tricky opener in Dalbeattie. But only three seconds behind were Binnie and Stephen Petch/Michael Wilkinson (Fiesta RS WRC), sharing almost the same time. First time out this year and in a borrowed Fiesta R5+, instead of his 2018 title-winning Ford Focus WRC01, Andrew Gallacher fell victim to the narrow, slippery conditions. What looked like a ‘safe cut’ turned out to have a hidden danger. It wasn’t a big rock, but big enough to take out a strut, and his rally was run.

In the more open and drier Cairn Edward second stage, it was Petch’s turn to lead the trio, with Binnie only a second adrift and Young now a further three seconds back.

John Wink was just outside this third

place scrap but it all went wrong for him on the third stage at Dunharberry. The Hyundai i20 R5 encountered a large rock in the long grass and the impact sheared the bolts securing the top of a front strut and that was him out for the day. The same stage also accounted for the Lancer E10 of Joe Hegarty, which plunged into the undergrowth, and the VW Polo S2000 of Peter Stewart. “It was going fine,” said Stewart, “and then suddenly, no gears, just a ‘box full of nothing.’”

Binnie headed Petch and Young, behind rally leaders Bogie and Armstrong as they stopped for service with just two stages to go.

Watching Binnie ‘on it’ through the final two tests it was hard to believe that he had just spent the past two weeks driving a combine harvester.

But he left Petch and Young trailing in Black Loch before Petch bounced back in a re-run of Cairn Edward – taking six seconds out of the Lancer driver, but not enough to claim the final podium position. Young was fifth quickest on the final stage and blaming himself: “I struggled on the fast stuff today, whether it was the tyres, suspension – or just me!”

Scott Beattie once again raised eyebrows. Second time out in the ex-Fred Milne Lancer E8, he and Paul Swinscoe finished sixth overall, although it was trailing a wisp of blue smoke by the finish. “I slowed up in stage three when I saw the smoke,” said Beattie. “But we checked it at service and there doesn’t seem to be a problem.”

Thomas Gray had been holding seventh place until the final test when the Lancer E9 slid off the road, handing the position to a grateful Keith Morris in his similar car. Ian Baumgart was eighth in his Subaru Impreza with Alan Dickson taking ninth ahead of the top two-wheel-drive car, Mark McCulloch’s



Armstrong and Fair took runner-up spot

## RESULTS

Galloway Hills, Scottish Rally Championship round 7/7, September 14

POS	CREW	CAR	TIME
1	David Bogie/John Rowan	Mini JCW WRC	41m15.2s
2	Jock Armstrong/Cameron Fair	Subaru Impreza	+1m08.3s
3	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+1m52.6s
4	Stephen Petch/Michael Wilkinson	Ford Fiesta RS WRC	+2m01.1s
5	Rory Young/Allan Cathers	Ford Fiesta R5	+2m13.3s
6	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer E7	+3m07.4s
7	Keith Morris/Terry Mallin	Mitsubishi Lancer E9	+3m56.2s
8	Ian Baumgart/Sinclair Young	Subaru Impreza	+4m25.8s
9	Alan Dickson/Martin Forrest	Mitsubishi Lancer E9	+5m02.8s
10	Mark McCulloch/Michael Hendry	Ford Escort Mk2	+5m03.3s

**Class winners:** Barry Meeke/Sean Topping (Nissan Micra); Mervyn Wilson/Darragh Sheridan (Escort Mk2); Raymond Doyle/Kevin Duggan (Toyota Corolla); Douglas Watt/Ian Parker (Escort Mk2); Stuart Egglestone/Brian Hodgson (Escort RS 2000 Mk2); Bobby Mitchell/Craig Wallace (Fiesta ST); McCulloch/Hendry; Iain Wilson/Chris Williams (Escort Mk2); Binnie/Mole; Armstrong/Fair; Bogie/Rowan.

Ford Escort Mk2.

Just missing out on the top 10 was the remarkable Toyota Starlet of Shane McGirr but as McCulloch observed: “Shane had two punctures today, otherwise he would have whooped me.”

Apart from a test the previous day, rally winner Bogie’s lack of familiarity with the Mini didn’t hold him back. “It

took a wee while to get up to speed this morning. I was thinking more about driving the car than listening to the notes,” he said.

“With these 1.6-litre WRC engines, you have to get them revving to make the car work.” When asked if he was going to keep it: “I don’t know – but I reckon there’s more to come.”

## IN BRIEF

### Stage cancelled

The British and Scottish Rally Championship shared the same stages last weekend, with the former running 75 miles and the latter 45. The British crews were supposed to run across nine stages but spectator issues caused delays and meant the cancellation of the final stage, while Scottish crews competed on the planned five stages.

### Late lead change

Keith Morris and Terry Mallin clinched the SRC Challengers category win. When class leaders Thomas Gray and Harry Marchbank slid off the road on the final stage it meant that Morris took maximum points in his Lancer E9. Ian Baumgart and Sinclair Young finished second in their Impreza with Alan Dickson and Martin Forrest third in their Lancer E9.

### Top of the class

Barry Meeke and Sean Topping won the 1400cc class in their Nissan Micra from the MG ZR of regular Class 1 winners Scott Peacock and Robin Neil. It’s over 20 years since Barry first took his younger brother, Kris, navigating for him and just recently returned to the driving seat himself.

### Debut forest win

On their first visit to the Galloway forests, Northern Irish crew Mervyn Wilson and Darragh Sheridan won Class 2 – despite two punctures in their Escort Mk2 – ahead of the Peugeot 205 GTI of Donald Peacock and Albert Connelly.

### Junior champion

Raymond Doyle and Kevin Duggan won Class 3 in their Vauxhall-engined Toyota Corolla from the Skoda Fabia R2 of Jude MacDonald and Michael Cruickshank. However, MacDonald clinched the Junior title in the Scottish Rally Championship and as part of his award will get a day’s tuition with former British Rally champion, Tapio Laukkanen.

### Super sub Clark

When Ethan Colgan was taken ill at scrutineering before the rally, Paul McKenna was left without a co-driver until occasional rally driver Steven Clark stepped in, but they retired with engine problems on the Lancer E6 on SS4. On a happier note, Colgan quickly recovered but was too weak to take part.

### Another setback

Popular young rally driver Keith Riddick suffered a severe setback at the weekend. Having spent the last 12 months completely rebuilding his MG RV8, he was forced out of the rally on the opening stage. A conrod had burst through the block, the oil ignited on the hot exhaust and scorched the engine bay. Fortunately, the fire damage was not too severe.

### Fuel issues surface

John Wink was lucky to start the rally when his Hyundai i20 R5 spluttered to a halt just after it had gone through scrutineering. There are five fuel pumps in the saddle-shaped fuel tank and three had failed. Fortunately, the high-pressure pump was still working and so as long as the tank was kept fairly well topped up the crew were able to start the rally, only to retire with strut failure on SS3.

# RALLY TURKEY



BY DAVID  
EVANS

## Citroen and Ogier bounce back from Germany woe with impressive win in Turkey

Citroen showed great pace in Turkey, taking a one-two



# FROM UNDRIVEABLE TO UNCATCHABLE

**L**ast month in Germany, Sébastien Ogier bemoaned an 'undriveable' Citroën C3 WRC. But uncatchable replaced undriveable for the defending World Rally champion in Turkey last week.

For the second year in succession, the hard-baked roads around Marmaris wreaked havoc with the drivers' championship. Twelve months ago, Ott Tänak was the chief beneficiary as his Toyota tortoise laughed in the face of a pair of hares named Ogier and Thierry Neuville. It was the other way around this time. Except for Neuville, whose title aspirations were tripped up once again.

Wednesday evenings ahead of WRC rounds have always been an ideal opportunity to catch the drivers in a more relaxed mood. Post-recce, pre-shakedown, there's chat to be had. Fat

to be chewed.

That changed last Wednesday. Nearing the business end of the championship, messages had to be delivered. No room for empty rhetoric or soundbites. It was time for the big three to ramp up the psychology.

Well aware his rivals had to take risks in an effort to cut into his championship lead, Tänak railed against the majority view that Friday's roads were catastrophically rough.

"They're not so bad," he smiled. "Actually, it's quite OK. It's similar to last year. In places they are better than they used to be – the organisers have been working and grading the roads. It's still challenging and rough as hell, but it's definitely better than it used to be."

Part-invitation, part-dare, Tänak was encouraging his rivals to crack on through the opening day.

Forty points down on his former M-Sport team-mate, Ogier was straight down the line. "It will be a lottery," said the Citroën man. "Anything can happen on Friday – you cannot control those conditions."

Sandwiched between those two in the table was Hyundai's Neuville. The Belgian, 33 points behind Tänak, was still on the front foot from nearly putting the Toyota star to the sword in Germany. Now it was time to finish the job a Panzerplatte puncture had ruined last time out.

He brushed aside the potential for more punctures on the roughest roads of the season. The trademark broad grin and swagger were firmly in place. "I have a good feeling that this is going to be our rally," he said. "We are going to finish ahead of Ott. We have to."

Had he learned nothing from seeing the left-front damper punch its way through the bonnet of his i20 Coupe WRC on these very roads last year?

"There's not much to learn," he said. "That was a mechanical failure. Before that, we were fastest by far."

In cricketing parlance, Tänak's approach to Friday morning was surely going to involve a straight bat. Apparently not. He stepped forward and took a big swing at the tyre selection bouncer. He took three mediums and three hards – a gamble for a man who didn't need to gamble. The softer Michelin is just that. With rocks reported to be the size of tellies (the old-school big, boxy ones – we're not talking slinky flat-screens here) he needed his boots to be as tough as possible.

"I was surprised as well, regarding his position in the championship," said Ogier after the first loop. "OK, when you are first on the road there is some loose around and maybe not so many rocks have been pulled out, but it's still just luck. For me, the choice was a very risky one. I had a puncture in the first stage this morning and if that happened to him then it's over, he's not coming back."

Predictably, Tänak didn't see it that way. No gambling from his side. But plenty of road cleaning.

Armageddon looked to have been put on hold. There were a handful of cars with punctures, but no massive dramas. The second pass would be chaos. Or so the theory went.

Icmeler second time through was insane. Sitting alongside Toyota team principal Tommi Mäkinen for the afternoon's opener was like watching

a cage fighter's significant other observing their partner being pummeled. He winced, flinched, shut his eyes and shook his head.

He needn't have worried, they made it through. Granted, 7-8-9 (with Kris Meeke quickest of the Yaris trio ahead of Tänak and Jari-Matti Latvala) didn't have quite the same ring as the 1-2-3 delivered at the end of the previous round, but Friday the 13th was done.

Upfront, Citroën was running 1-2, with Esapekka Lappi building on the brilliant Rally Finland pace he showed last time the cars were on the gravel. Ogier was second, with Neuville just seven tenths behind him.

The speed of the C3 caught everybody by surprise. Yes, Craig Breen had led in Turkey last season, but last month's German disaster remained at the forefront of everybody's mind.

Citroën delivered new geometry in Rally Finland and, while the two surfaces had little in common, chassis control aboard the C3 WRC had taken a step forward, regardless of the dirt's lumpiness.

Ogier wasn't worried about Lappi, knowing full well the amiable Finn would play the game if and when he was asked. But Neuville? He was close. And confident. He'd struggled for grip through the morning, but found more confidence and traction in the afternoon.

Traction on Friday afternoon was, however, compromised for everybody when the threatened rain arrived in the day's penultimate test. Intermittent at the start, the last few kilometres became a mud bath and the drivers further back on the road started to ship close to a

minute to their rivals up front. Neuville was fastest. A puncture in the stage before forced him to take a softer spare on the car but, as the rain fell, Neuville must have offered up a silent prayer of thanks for the added compound grip.

Asked about the gap to Ogier on Friday night, Neuville grinned and offered a cheeky wink as he prepared to move his Hyundai into service.

If Tänak's choice of covers had taken a few by surprise on Friday morning, the intrigue surrounding Ogier's car a day later was greater still. And the Frenchman wasn't helping himself; surrounded by red shirts and Michelin engineers, the intensity of the debate was as obvious as the reward on offer. Still without wheels, the C3 WRC was fired up... more talking. Five LTX Forces were delivered, but how many were coded H4 and how many M6? The team gave nothing away. Rival teams dispatched spies but, as usual, black tape on the sidewall foiled any potential intelligence.

Only once the cars were all on the road north towards the morning's Yesilbelde opener was the story told.

Ogier had spent ages doing his homework, studying the onboarders; he could make this one fly: three mediums and two hards. Now that, according to the rest of the service park, was a gamble. Yes, a good chunk of the 20-miler was buried deep beneath loose gravel, but Ogier was running last-but-one of the World Rally Cars. If the cars ahead swept the stones aside, the mediums could be destroyed.

And the early indication from SS8 split times was that the road was cleaning, but Ogier took everything to another level, 16.7s faster than his team-mate and



Ogier (r) took first win since March

'Rovanpera crashed'  
MN's wooden spoon, p23



ROUND



Photos: mcklein-imagedatabase.com



Tanak was struggling for pace even before ECU issue ruled him out of contention



Mikkelsen bagged some crucial points for Hyundai with a third place finish

second fastest man, Lappi.

Ogier had delivered the stage of the rally, if not the season, to come within a second of the lead. It was another staggering display of just how well he can look after a set of boots. "Looks like the time's not too bad," he smiled. "I killed the tyre at the end, but that was the plan."

The end of the stage wasn't the time or place for a debrief on his thinking an hour or so earlier, he'd got some rooted rubber to shuffle around before the next stage. All that hard work in the weekend's opener could be undone if he ran out of grip in the next two. He didn't.

And, by the time he got back to service, his morning had got even better. That Neuville threat? Gone.

Baffled by the dust, the Belgian toppled off the road on a slow-speed Yesilbelde left-hander.

"It was a slow right into a tight left," Neuville explained. "I was looking for the [left] corner, then I thought: 'Ahh, maybe I'm already in the corner...'" I saw some opening and turned. It wasn't there. It was like a wall and we fell off it. The car was on its side and Nicolas [Gilsoul, co-driver] and I had to get out to put the car back on its wheels. The only people who were there was a wife and her husband. They helped. It was their house. Their wall."

Neuville's woes moved Tanak from eighth to seventh. Struggling to make the hard tyre work aboard the Yaris, the Estonian was grateful for anything. Stopping a few miles down the road from the finish of Yesilbelde, Tanak considered his options to find more speed from the Toyota. Given the nod from co-driver Martin Jarveoja, the

pair went through the familiar ritual of getting helmets and HANS devices on. Leaning in to flick the switch and send fuel on a familiar journey, the Yaris turned over but didn't catch. Strange.

Off the starter. Back on, another go. Same thing. Nothing. Call the team. Try again. Nothing. Helmets off. Stress levels start to rise.

Realising something was wrong, the WRC's *All Live* feed cut to the number eight Toyota. A variety of voyeuristic camera angles caught an increasingly desperate Tanak and Jarveoja doing all they could to get the thing to fire. It was all to no avail. Their day was done.

Unlike in Rally Italy, where a power-steering problem cost Tanak the win, there was no raging into the service park. This time he'd retired from seventh and was sat by the side of the road long enough for the immediate anger to subside. Towed back to Marmaris, the briefest of debriefs was done and Tanak was bound for an afternoon on the beach.

"It's quiet time now," was what a Tanak aide offered.

With three hours to sort the car for a superally Sunday, the mechanics had the job done in 15 minutes. That's how long it took to change the car's ECU.

Confirmation of the problem brought the obvious question from one of the M-Sport engineers: "If it was the ECU, why didn't he just fit the spare?"

After more than two decades at the very top of world rallying, the Cumbrians are a canny bunch who'd seen it all before. All their Ford Fiestas were deployed stage-bound with an ECU as part of an extensive spares package.

*Continued on page 22*

## STAGE TIMES

### ■ SS1 Super Special Stage (1.24 miles)

**Fastest:** Neuville and Mikkelsen 2m02.6s

**Leaders** Neuville and Mikkelsen

**Third** Tidemand +1.6s

### ■ SS2 Icmeler 1 (15.38 miles)

**Fastest:** Latvala 18m12.4s

**Leader** Latvala **Second** Mikkelsen +1.1s

### ■ SS3 Cetibeli 1 (23.67 miles)

**Fastest:** Lappi 28m01.2s

**Leader** Lappi **Second** Mikkelsen +2.1s

### ■ SS4 Ula 1 (10.92 miles)

**Fastest:** Latvala 12m21.6s

**Leader** Lappi **Second** Mikkelsen +9.0s

### ■ SS5 Icmeler 2 (15.38 miles)

**Fastest:** Meeke 18m05.8s

**Leader** Lappi **Second** Mikkelsen +12.4s

### ■ SS6 Cetibeli 2 (23.67 miles)

**Fastest:** Neuville 27m59.9s

**Leader** Lappi **Second** Ogier +14.9s

### ■ SS7 Ula 2 (10.92 miles)

**Fastest:** Sordo 12m29.3s

**Leader** Lappi **Second** Ogier +17.7s

### ■ SS8 Yesilbelde 1 (20.40 miles)

**Fastest:** Ogier 25m42.6s

**Leader** Lappi **Second** Ogier +1.0s

### ■ SS9 Datca 1 (5.44 miles)

**Fastest:** Mikkelsen 7m05.3s

**Leader** Lappi **Second** Ogier +2.2s

### ■ SS10 Kizlan 1 (10.56 miles)

**Fastest:** Lappi 7m16.7s

**Leader** Lappi **Second** Ogier +10.0s

### ■ SS11 Yesilbelde 2 (20.40 miles)

**Fastest:** Ogier 25m19.6s

**Leader** Lappi **Second** Ogier +2.2s

### ■ SS12 Datca 2 (5.44 miles)

**Fastest:** Neuville 6m59.1s

**Leader** Ogier **Second** Lappi +4.7s

### ■ SS13 Kizlan 2 (10.56 miles)

**Fastest:** Lappi 7m16.0s

**Leader** Ogier **Second** Lappi +0.2s

### ■ SS14 Marmaris 1 (4.44 miles)

**Fastest:** Tanak 5m04.7s

**Leader** Ogier **Second** Lappi +5.7s

### ■ SS15 Gokce (7.03 miles)

**Fastest:** Latvala 8m34.1s

**Leader** Ogier **Second** Lappi +5.7s

### ■ SS16 Cicekli (8.18 miles)

**Fastest:** Mikkelsen 11m01.3s

**Leader** Ogier **Second** Lappi +19.9s

### ■ SS17 Marmaris 2 (Powerstage) (4.44 miles)

**Fastest:** Tanak 4m55.2s

**Leader** Ogier **Second** Lappi +34.7s



Neuville had an event to forget

# COLIN CLARK

"Citroen can guide Ogier to seventh title"



**I**t was a moment of unadulterated raw emotion. Sebastien Ogier on the top step of the podium, Esapekka Lappi just one step below and the whole of the Citroen team gathered around them. I was on the other side of the service park but it stopped me in my tracks.

La Marseillaise is the most stirring of national anthems but never have I heard it sung with such astonishingly obvious emotion and meaning. From Ogier to team boss Pierre Budar, but more evocatively from the rag-tag bunch of loyal Citroen mechanics, to a man and a woman they sang that anthem as loudly, as forcefully and as meaningfully as I have ever heard it sung. There were tears in the eyes of almost all of them. I'm really not sure if they were tears of joy, pride or relief but, my God, that was one hell of a powerful display of exactly what this result means to Citroen.

Let's just wind things back a couple of weeks to Rally Germany. Ogier was remarkably bullish pre-event – he was coming to Germany with one goal in mind and that was to win. Well, by the end of the event Citroen looked as far away from winners as it was possible to be. The car just wasn't working and was a million miles away from being competitive. Lots of questions were being asked. How could a car that had won twice on Tarmac possibly be so bad? Was this Citroen C3 WRC so badly engineered in the first place that it was beyond redemption? How long would the Citroen management put up with this level of underperformance?

Well, all of those questions were resoundingly answered here in Turkey. The car was quick, way quicker than the Toyotas that wiped the floor with them in Germany. The car was strong, hardly a spanner needed on either car all weekend. And, perhaps most importantly, the car was driveable. So much so that while just about every other car finished each day looking as if it had been driven hell for leather through an active war zone, the Citroens were almost pristine. Hardly a scratch on them, hardly a dent on the splitters, hardly a piece of aero missing.

This is testament to a couple of things. The drivers, both Ogier and Lappi, were immense in Turkey. They both drove beautifully and cleanly on the most demanding of events with absolute faith in what the car under them was going to do. Absolutely the polar opposite to Germany.

But perhaps more than that, Turkey showed everyone that this car is far from the basket case that some had been not too subtly suggesting it was. While other cars might resemble an aerodynamicist's wet dream, this is a rally car pure and simple, designed with rallying philosophy at its core.

Now, I'm not saying that Citroen has miraculously sorted all of the engineering issues that have plagued its season so far, but what I am saying is that this car clearly has the potential to deliver Ogier his seventh title come Rally Australia.

NOW TURN OVER TO READ MN'S DRIVER RATINGS

# RALLY TURKEY



BY DAVID EVANS

## RALLY ESSENTIALS



Sordo had a solid run to fifth place for Hyundai

**Day one:** 100.13 miles; 7 stages  
**Weather:** sunny/rain 24-33 celsius  
**End of day one:** 1 Lappi/Ferm 1h59m53.7s; 2 Ogier/Ingrassia +17.7s; 3 Neuville/Gilsoul +18.4s; 4 Suninen/Lehtinen +44.4s; 5 Mikkelsen/Jaeger +1m04.1s; 6 Sordo/del Barrio +1m25.2s.  
**Day two:** 68.41 miles; 6 stages  
**Weather:** sunny 23-33 celsius  
**End of day two:** 1 Ogier/Ingrassia 3h20m12.0s; 2 Lappi/Ferm +0.2s; 3 Mikkelsen/Jaeger +1m17.1s; 4 Suninen/Lehtinen +1m26.9s; 5 Sordo/del Barrio +2m24.7s; 6 Latvala/Anttila +3m14.4s  
**Day three:** 23.99 miles; 4 stages  
**Weather:** sunny 26-35 celsius

There had definitely been better moments to share a cup of coffee with Hyundai Motorsport director Andrea Adamo. Saturday morning. Oh. Dear. The Italian was furious with **Thierry Neuville**. The merest suggestion that he might like to shuffle **Andreas Mikkelsen** or **Dani Sordo** in favour of the Belgian's title tilt (and at a cost to the team's own manufacturer aspirations) didn't help.

"Never," he said. "I never even thought of this. Since [the season launch in] Birmingham, I told you the priority is manufacturers'. That doesn't change. And won't change."

For the first time since Sardinia, Hyundai extended its advantage over Toyota in the makes' race. Third-placed Mikkelsen felt the i20 was generally racier when there was more grip beneath it (aren't most rally cars?) while Sordo was a solid fifth.

M-Sport endured one final event without number one driver Elfyn Evans, who will return for his home round next time out in Wales. **Teemu Suninen** looked comfortable and impressive while engaged in a battle for the final podium position, but lost out when he lost the rear diffuser and destabilised the rear of the Fiesta on the final morning (having destabilised the front when he lost the splitter on Saturday afternoon). The British squad lost ground to Citroen in the race for third place in the manufacturers' standings – it's hard to compete with a C3 one-two...

The good news for M-Sport in Turkey was Gus Greensmith's top-10 finish in the Fiesta R5 MkII. There's plenty riding on this car for the boys and girls of Dovenby Hall and, after a couple of tricky outings with Eric Camilli in Finland and Germany, there was significant relief when the car arrived at the finish untroubled and at the front of the WRC 2 Pro pack.

Ahead of the event there was much talk of the step Toyota had made with the Yaris WRC after a fairly shoddy Turkish outing 12 months ago. There was some fancy new suspension bits and the odd extra tickle here and there to the three cars. But, honestly speaking, the Finns brought the slowest of the four factory World Rally Cars for the second year running.

The car's inability to deliver precision, grip, traction and confidence when it was jacked up higher than at any time before in the season was a real problem. The car might have made it over the rocks, but corners were something of an adventure from time to time – witness the #5 car snapping and spitting **Kris Meeke** into a ditch on a nothing left-hander.

Ott Tanak's disaster is documented elsewhere on these pages, but what impressed was the way **Jari-Matti Latvala** and Meeke accepted their fate and got on with driving the cars to the finish. The pair were also pretty clear on their powerstage strategy, as they kept out of the way of a charging Tanak, sacrificing their own bid for bonus points to clear the way for the Estonian, while also staying risk-free to bring team points home too.

The Yaris has made a step from last season, but – as was the case last time out – the Citroen was in a different league. Good for the French, bad for the Finns.

Continued from page 21

Asked on Saturday evening if he carried a spare in his Citroen, Ogier replied: "I don't know." Cutting the interview short and asked where he was off to, he answered over his shoulder... "I'm going to make sure we have one in the car tomorrow!"

Not that Ogier had anything to fear from his nearest rival, team-mate Lappi. The Finn was the perfect wingman for the defending champ. But just to confirm the Parisian policy, the drivers were called immediately after Ogier's spellbinding run through SS8. Ogier would go P1. Copy?

They copied. And, typically, Lappi was utterly magnanimous. His only concern being, with third-placed Andreas Mikkelsen more than a minute behind, keeping enough speed to focus the attention.

"I stalled the engine braking for a hairpin this afternoon," said Lappi. "That's why we need to keep the concentration!"

For the third day on the spin, tyre talk was everywhere on Sunday morning. But mostly focused on Tanak's Toyota. Time to go and the tyre trolley emerged... with only four wheels on. The ultimate gamble was saved for the final stage. Tanak would run with no spare on some of the season's roughest roads. The upside? Saving 23kg. Downside? A puncture would spell the end. He felt he had nothing to lose, running in the worst place on the road. The more conservative counselled that, even with a spare, he should be more than capable of three points.

Tanak wasn't listening. His mind made up, he wanted all five and backed himself. Back from the beach, he was quickest through a sighting lap of the Marmaris test, which would offer bonus points on the repeat. After that, he crawled through the next two, nursing the tyres, slower than he'd



Suninen was in contention for a podium before a couple of late errors left him in fourth place

gone on the recce.

The rhythm change for Tanak was ridiculous. Slower than the recce on SS16, he ripped into the final test at a speed nobody could match. Neuville was second

quickest as he sought to repair the damage done a day earlier. Ogier? Third. But a 47th WRC victory was his. And so was second in the championship.

Even better for the reds, it was

a first 1-2 since Meeke led Mads Ostberg home in Argentina four years ago.

Ogier blew hard when he stepped from the podium. "I needed this," he smiled. "I really needed this."

## GREENSMITH TAKES A WIN FOR NEW FIESTA R5 CAR

## SUPPORTS

Even Gus Greensmith sensed his last sentence was a little bit strange. Certainly it was taking a moment or two to register with MN. He was, he reckoned, pleased to get aboard M-Sport's Ford Fiesta R5 MkII after the last two world championship outings in a Fiesta WRC.

Don't worry. He continued and made complete sense.

"I did a lot of the testing on rough rallies in the new [R5] car," he said, "but this was

the first chance I got to compete in it."

Ah, OK. Gotcha. And? "It's good," he grinned. "It's very, very good."

The last couple of rallies had brought more than the odd furrowed brow in Cumbria as Eric Camilli struggled to keep pace with the boys in Finland and Germany.

Normal service was resumed with Manchester's finest firmly in place.

Beyond Greensmith's MkII debut, the story of WRC 2 Pro was all about punctures and who could boast the most deflations in any given stage.

A puncture was just the start of Kalle Rovanpera's problems on the event's opening gravel stage. He knew he had to stop the factory Skoda and change...

"I was looking for the next straight place where I could pull over, when I lost some concentration and we rolled," he said. "We got the car back on the wheels, then we had to change the tyre."

That cost him four minutes, but worse was to follow. It's hard to imagine what worse looks like, but a couple more punctures in the following stage would just about do it. His rally ended with the Fabia parked up, complete with air in just three of the six Michelins he left service with hours earlier.

Rovanpera returned under Rally 2, but his hopes of a fifth win in six starts had gone.

His Skoda team-mate Jan Kopecky ensured a Fabia R5 was in the thick of the fight for the win, but he relinquished that advantage when he stopped to change a second puncture on Saturday.

Does that mean Greensmith

was gifted the win? Not a bit of it. He suffered a multitude of flats himself, which made his decision to back himself on a Saturday afternoon charge with only one spare. He rocketed into the lead and stayed there until Sunday's hiccup was rolling after the finish on the penultimate stage.

"This is a great result for the team," he said. "But why can't I do it the easy way? That was the most dramatic finish of my career – at least we've shown the car's Gus-strong now!"

"The car has been fantastic. We took a bit of a gamble on Saturday afternoon, but it worked and we were able to get back into the lead. What a way to finish!"

And getting the MkII into the top 10 was the icing on the cake for M-Sport and Greensmith.

Switching from a Volkswagen Polo back to his Skoda Fabia R5 just before the event, triple European Rally champion Kajto Kajetanowicz bossed WRC 2 from start to finish, for the Polish driver to score an emotional maiden category win.

His hopes of clinching a coveted top-10 result were spoiled by a driveshaft failure on the final morning.



The Briton's victory wasn't straightforward as he rolled after a stage

Photos: mcklein-imagedatabase.com

**DRIVER ANALYSIS** BY DAVID EVANS



**SEBASTIEN OGIER** 10/10  
CITROEN C3 WRC

Totally 10 for backing himself and delivering on medium Michelins first time through Yesilbelde. Controlled the second half of the rally beautifully to play himself firmly back into contention for a seventh-straight title.



**ESAPEKKA LAPPI** 10/10  
CITROEN C3 WRC

Favourable position on the road or not, whoever emerged at the top of the timesheets on Friday had earned it. Lappi continued that exceptional work into the weekend to deliver a second runners-up spot in three starts.



**PONTUS TIDEMAND** 5/10  
FORD FIESTA WRC

This was never going to be the easiest of rides for the Swede and running first on the road through Saturday didn't really help to level a pretty steep learning curve. Brought the car home and built plenty of experience.



**TEEMU SUNINEN** 8/10  
FORD FIESTA WRC

Great drive from the Finn, the only downside being the odd rearrangement of aero parts at either end of the Fiesta. Chased Mikkelsen for third into Sunday, but his charge was stymied when he lost the rear diffuser.



**DANI SORDO** 8/10  
HYUNDAI i20 WRC

The Spaniard's Sardinian summer win showed what he's capable of on rough gravel and his fifth place here – holding off a brace of Toyotas – was enormously valuable to Hyundai's manufacturer championship aspirations.



**THIERRY NEUVILLE** 3/10  
HYUNDAI i20 WRC

Talked the talk before the start, but lost his way in the dust on Saturday morning and paid a high price for what looked to be a fairly innocuous mistake. Turkey did for his title hopes 12 months ago, has it done the same this time?



**ANDREAS MIKKELSEN** 8/10  
HYUNDAI i20 WRC

The Norwegian's gravel resurgence continues with another strong result. His only minor hiccup came in the SS8 dust when he parked the i20 unreasonably close to a tree. He got away with it and took a deserved podium.



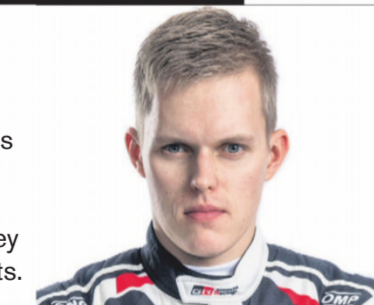
**JARI-MATTI LATVALA** 7/10  
TOYOTA YARIS WRC

Misheard a note in SS5 (the rear bumper had come off, allowing more engine noise into the car), cut a corner and punctured. Thereafter played the team game and brought a Yaris lacking the ultimate pace home in one piece.



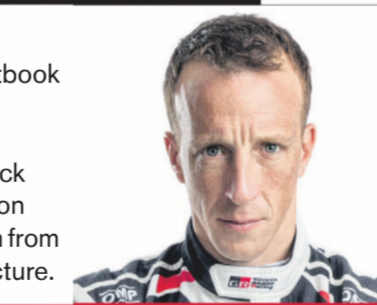
**OTT TANAK** 5/10  
TOYOTA YARIS WRC

Remember the score's for the car/driver combo... Deserved far more reward than an uncompetitive Yaris afforded him. Brilliant and ballsy powerstage effort ensured he departed Turkey with maximum bonus points.



**KRIS MEEKE** 7/10  
TOYOTA YARIS WRC

Meeke backed up a fine Germany result with a textbook drive in Turkey – which included a high-pressure Friday afternoon after a rock squashed a jacking point on the car and prevented him from changing a potential puncture.



**GUS GREENSMITH** 9/10  
FORD FIESTA R5 MkII

Having done much of the development work on M-Sport's Ford Fiesta R5 MkII, Greensmith was eager to stick some numbers on the doors and give it a go. A WRC 2 Pro win was just what the team needed (minus the bent panels from an SS16 roll!).

**KAJTO KAJETANOWICZ** 9/10  
SKODA FABIA R5

Admittedly, the WRC 2 competition wasn't stacked up on this one, but he still delivered a lights-to-flag win on what was undoubtedly the toughest test of the season for the R5 cars.

**MOTORSPORT NEWS STAR DRIVER**



**ESAPEKKA LAPPI**

Sebastien Ogier was the obvious choice here, but Lappi was absolutely on the money for the duration. His only mistake came when he stalled under braking (twice), but he's forgiven that for describing his C3 as a boat as it sailed across the SS6 mud.

**MOTORSPORT NEWS WOODEN SPOON**



**KALLE ROVANPERA**

Crashing while looking for somewhere to change a puncture's a little bit lame for somebody of the youngest Flying Finn's talent. Is it going to stop him charging towards this year's WRC 2 Pro title? Unlikely.

**RESULTS**

Round 11/14, Rally Turkey Marmaris 2019, September 12-15

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Citroen C3 WRC	3h50m 12.1s
2	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Citroen C3 WRC	+34.7s
3	Andreas Mikkelsen (NOR)/Anders Jaeger (NOR)	Hyundai i20 Coupe WRC	+1m04.5s
4	Teemu Suninen (FIN)/Jarmo Lehtinen (FIN)	Ford Fiesta WRC	+1m35.1s
5	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	+2m25.9s
6	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+2m59.1s
7	Kris Meeke (GBR)/Sebastian Marshall (GBR)	Toyota Yaris WRC	+3m53.3s
8	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+5m34.8s
9	Pontus Tidemand (SWE)/Ola Floene (NOR)	Ford Fiesta WRC	+7m22.9s
10	Gus Greensmith (GBR)/Elliott Edmondson (GBR)	Ford Fiesta R5 MkII	+15m18.7s

**CHAMPIONSHIP POINTS**

**DRIVERS**

POS	DRIVERS	PTS
1	Ott Tanak	210
2	Sebastien Ogier	193
3	Thierry Neuville	180
4	Andreas Mikkelsen	94
5	Kris Meeke	86
6	Jari-Matti Latvala	84
7	Teemu Suninen	83
8	Esapekka Lappi	80
9	Elfyn Evans	78
10	Dani Sordo	72

**MANUFACTURERS**

POS	TEAMS	PTS
1	Hyundai Shell Mobis WRT	314
2	Toyota Gazoo Racing WRT	295
3	Citroen Total WRT	259
4	M-Sport Ford WRT	184

# BTCC REPORT: KNOCKHILL



"Game on" reckons Jordan after sixth win



BMW ace won to the tune of 1.7s

## JORDAN WIN SLASHES TITLE CHASER

Scottish victory combined with woe for points leader Turkington tees up BTCC showdown. By [Name]

**T**he British Touring Car Championship wins at Knockhill were shared between a popular home victor, a championship chaser and a first-time winner.

While Rory Butcher showed prodigious pace to claim a race one win at a canter in his AmDTuning.com Honda Civic Type R, WSR BMW 330i M Sport racer Andrew Jordan thrust himself right back into the points picture with a lights-to-flag victory in race two. Jake Hill then finally took a trophy he could keep in race three in his Trade Price Cars Racing Audi S3.

But it was the dramatic shift in the championship fight that stole the big headlines. Disaster for table-topper Colin Turkington in race two has given a conspicuous chink of light to his rivals. It is very much game on in the 2019 battle and there are only two meetings remaining.

### Race one

Butcher's pace in qualifying was sensational. He was on the front foot right from the opening exchanges of free practice and carried that on into the 30-minute session on Saturday afternoon. His lap record-breaking pole lap put him more than 0.24s clear of the rest, headed by Dan Cammish's Team Dynamics Honda Civic Type R.

Jordan's second-row starting BMW, which had recorded its impressive time despite 48kg of success, was lurking though. Its rear-wheel-drive starting prowess was a threat to the top two as they lined up and pointed towards the top of Duffus Dip.

When the lights went off, Jordan did make some rapid progress but it was not quite enough to usurp the polesitter. Butcher held firm, while Cammish slotted into third spot ahead of Tom Chilton in fourth in the Motorbase Performance Ford Focus.

An immediate safety car spoilt Jordan's plans for an early attack as Michael Cress slid his Team Hard Volkswagen CC wide at McIntyre's after contact and then, as he was collecting the moment, collided with Nic Hamilton's Motorbase Ford. The Focus ground to a halt at Butcher's and a six-lap hiatus was called for.

Butcher knew that he was in trouble at the restart, although it took a while to unfold. "I lost second gear, which is not ideal," explained the leader. "Around here, you only really need to use it at the hairpin, but I was having to use third instead. That meant I was pushing extra hard over the opening part of the lap to build a gap, and then manage the car coming out of the last turn."

Jordan, unaware of his foe's problems, reeled him in and then, as the cars began their final lap, he pounced. When the Honda struggled for traction out of Taylor's, the BMW shot to the left of the leader to inch ahead by the timing line, and then Jordan edged to the right to take the inside – and the lead – into Duffus Dip.

"I was on the dirty side of the track and I just couldn't get into the corner," explained Jordan. "I decided to abort pretty quickly and let it run wide and Rory was back ahead."

Butcher, for his part, knew where his retaliation would come: "I had planned to send it down the inside into McIntyre's," he said. "But, he was wide anyway and that was enough."

After the quick two-step, order was restored and the Scotsman claimed his third victory of his season.

Cammish, on the less-favoured medium Dunlop tyres (the softer tyres were the prime choice), wanted to get the pain out of the way early on, especially as he had 42kg aboard. He was jumped by Chilton's Focus at the end of lap nine of the 27 at the hairpin, although Chilton would later err at the chicane and then was roughed up as he tried to overtake Turkington and plummeted to an eventual seventh.

That drama allowed Cammish to bank his 10th podium of the season. "I think that worked well for us," said the Honda driver. "The race was like a qualifying session, we were flat out all the way."

After the threat from Chilton disappeared, Cammish had been forced to look to his mirrors over the latter part of the race as Turkington, the improved Senna Proctor (BMR Racing Subaru Levorg) and Chris Smiley's BTC Racing Honda Civic were queuing up behind.

Following Chilton across the line, Tom Ingram (Speedworks Motorsport Toyota Corolla), Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) and Hill rounded out the top 10.

Further back, champions Matt Neal and Ash Sutton both failed to finish after a collision on lap 11. Sutton put his Subaru down the inside of the medium-tyred Honda going into McIntyre's as they battled over 10th place. Both were forced to retire with damage, and Sutton also collected a verbal reprimand as a result.

### Race two

While Jordan had come within a hair's

breadth of winning the opener, he knew his big chance would be in race two with a front row start and Butcher now saddled with the maximum level of success ballast. But little did he know just what a turnaround the race would provide for both him and his championship chances.

True to form, the Pirtek-backed driver used the rear-drive prowess away from the line to reach the first corner first, and simply didn't look back. "That is the best touring car I have ever driven," said Jordan. "It is pretty much as we started the weekend with it and it was doing everything I asked of it. [My engineer] John Waterman has done an amazing job. I was gone."

Indeed, he was away to his sixth victory of the campaign and there was barely a speck in his rear-view mirror as he took the flag more than 1.7s clear.

It was behind where the real drama played out. Butcher, on the less favourable medium Dunlops and with his 54kgs, was immediately playing the defensive and Cammish behind knew that he had to take advantage early.

He made an opportunistic lunge inside

the AmD car at the end of lap six and got underneath his rival, accelerating clear on the exit. The move slightly delayed Butcher powering out of the corner and that gave the closely-following Turkington his chance. He pounced as well to relegate the race one winner to fourth.

But Butcher was feisty. He wanted his place back and went to push down the inside of Turkington at McIntyre's on lap seven. Butcher was never truly alongside as the BMW turned in, which it had every right to. Contact was made and the points leader was spun into the gravel. Turkington rejoined but finished a dejected 19th.

Butcher continued and was able to fend off Proctor's Subaru to the flag, but his next appointment after the race was with the clerk of the course. He was handed a five-place grid penalty for race three, but allowed to keep his podium finish.

For Jordan, who had come into the meeting 30 points behind his main rival Turkington, the incidents in his wake moved him to four points away from the championship summit.

Butcher said that the contact had been



Turkington lay in the gravel after Butcher contact



Proctor enjoyed upturn in form

# 'Oliphant couldn't match his team-mates'

Rob Austin's Knockhill driver analysis, p26



# ROUNDS 22 23 24



Photos: Jakob Ebrey

Butcher clung on to score popular home victory after a dominant pole lap



Cammish podium double ensures a three-way championship fight



Hill became the newest winner in the BTCC thanks to race three triumph

# ODDS

## Matt James

unintentional on his part. "I went down the inside, but as we got closer to the corner I could see that he was intent on turning in," he said. "I tried to back out of it but I was unable to, and that was a shame. I respect Colin and that is not what we would have wanted to have happened."

Turkington was left bemused by the move – and his team angered by the leniency of the punishment meted out. "It is quite clear that Rory went for a gap that obviously wasn't there," said the three-time champion. "I had passed him quite cleanly into the first turn and then defended into Turn 3."

"Maybe he was expecting the gap to open up, I don't know, but he hit me in the rear bumper on the right-hand side. The first lap unsettled me, but it was the second hit that did the damage. It rotated my car. By no means was it a clean, fair pass. The frustration for me is that Turn 3 is not an obvious overtaking place. There are a lot of other places with less risk where he could have tried to pass me so I am pretty upset about that."

None of this was going to bother the winner Jordan, who crossed the line 1.7s

clear of the pack. "I wasn't looking at what was going on behind me [Turkington's problems]," he said. "It is a shame for BMW, but us racing drivers are selfish. My sleeves are really rolled up now [in the title fight]."

Behind Proctor's fourth-placed machine, Chilton had a lonely run to fifth in the Motorbase car, while Ingram was forced to fend off Morgan to land sixth.

Jason Plato, on the softer rubber for his Power Maxed Racing Vauxhall Astra, did a good job to climb from 12th to eighth, and he held off the flying Josh Cook (BTC Racing Honda Civic) and Hill to the flag.

Hill's job, on the harder medium tyres, had been a strong exercise in damage limitation and it also landed him pole position – with just 6kg of ballast and on the softer tyres – for the final encounter. There was much for him to smile about.

### Race three

The ingredients were perfect for Hill to finally break his duck in race three. After having crossed the line first at Oulton Park in June, only to be pinged for contact and have it taken away, he was determined to make amends in Scotland.

He controlled the race beautifully, and had to cope with two caution periods to fend off Cook all the way through the 27-lap encounter.

"I don't think I did anything wrong in that one," beamed Hill afterwards, despite a small wobble on the last lap going through the chicane which could have undone all of his good work. "Cook was pushing me hard and I was trying to be as fast as possible and I misjudged it by a few millimetres. I just kept my foot in and it came back to me, so I was lucky. It is a great feeling."

For his part, Cook knew that there was nothing he could do about the Audi driver in front. He professed to giving it his all, but the leader was strong at various parts of the track where the BTC pilot could not take advantage.

Morgan was on the move and put in a strong pass on Plato going into McIntyre's at the half-distance stage to grab his second podium in as many rounds. It started to unravel for Plato from that point as Smiley gave the Vauxhall a little tap as he motored ahead on lap 20, and then Ingram did a more comprehensive job of getting the Astra out of the way to claim fifth spot.

That delayed Plato enough to give Cammish sixth place and Chilton seventh spot. Ninth fell to Aiden Moffat's Laser Tools Racing Infiniti Q50 after a strong weekend. Behind him was one of the stories of the race, Turkington, and it reflected how quickly fortunes can switch in the BTCC.

After the abject disappointment of the second race, this time it was Jordan's turn to suffer. He had been, partly, the cause of the first safety car period. Seventh-placed starter Proctor spun at the chicane on the opening lap – the driver not sure if it was prompted by early car damage in the first turns – and Proctor was straight in the firing line for the following Jordan.

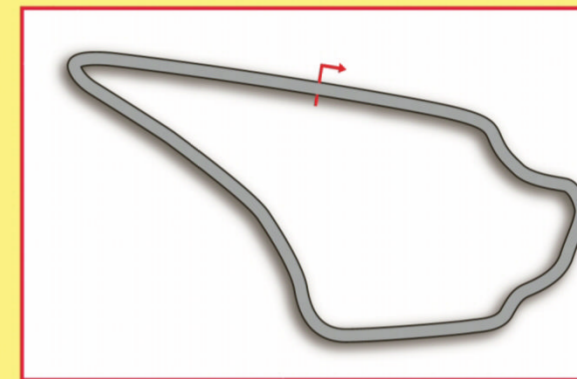
The BMW driver tried to run around the outside of the errant Subaru, but failed and ended up in the gravel.

"I had nowhere to go," said Jordan. "I tried to get around Senna, but he rolled back and that was it for me. I am not going to get angry about it, because it was one of those things. But, in terms of the championship, it certainly is very much game on."

Turkington's finish earned him six vital points, which means the gap between him and Jordan is 10 points with six races remaining. Ominously, serial podium finisher Cammish is just one further adrift.

From what was looking like an open goal for Turkington, things have suddenly become a lot more serious and the British Touring Car Championship seems ready to deliver the dramatic final stages that it has become known for.

### RACE FACTS



#### KNOCKHILL

**Where:** Fife, Scotland  
**First BTCC round:** 1992  
**Lap length:** 1.27 miles  
**Qualifying lap record:** Rory Butcher 50.451s (90.40mph) 2019  
**Race lap record:** Mike Bushell 50.944s (89.53mph) 2019

### RESULTS

Round: 22 Laps: 27 Weather: dry and breezy

POS	Q	DRIVER	CAR	TIME
1	1	Rory Butcher	AmD Tuning Honda Civic Type R <sup>5</sup>	26m45.926s
2	3	Andrew Jordan	WSR BMW 330i M Sport <sup>2</sup>	+0.268s
3	2	Dan Cammish	Team Dynamics Honda Civic Type R (M) <sup>3</sup>	+1.444s
4	6	Colin Turkington	WSR BMW 330i M Sport <sup>1</sup>	+1.614s
5	5	Senna Proctor	BMR Racing Subaru Levorg	+2.298s
6	9	Chris Smiley	BTC Racing Honda Civic Type R	+2.960s
7	4	Tom Chilton	Motorbase Performance Ford Focus RS	+3.406s
8	11	Tom Ingram	Speedworks Motorsport Toyota Corolla GT <sup>8</sup>	+3.817s
9	8	Adam Morgan	Ciceley Motorsport Mercedes A-Class	+4.659s
10	17	Jake Hill	Trade Price Cars Racing Audi S3 Saloon	+5.381s

11 (12) Aiden Moffat (Laser Tools Racing Infiniti Q50) +10.156s; 12 (15) Jason Plato (Power Maxed Racing Vauxhall Astra) (6kg) +23.724s; 13 (20) Josh Cook (BTC Racing Honda Civic Type R) (M) (36kg) +23.753s; 14 (21) Matt Simpson (Simpson Racing Honda Civic Type R) (M) +24.167s; 15 (7) Tom Oliphant (WSR BMW 330i M Sport) +24.296s; 16 (24) Carl Boardley (Team Hard Volkswagen CC) +28.454s; 17 (19) Daniel Rowbottom (Ciceley Motorsport Mercedes A-Class) +28.958s; 18 (23) Bobby Thompson (Team Hard Volkswagen CC) +30.801s; 19 (25) Jack Goff (Team Hard Volkswagen CC) +32.237s; 20 (30) Mark Blundell (Trade Price Cars Racing Audi S3 Saloon) +33.619s; 21 (28) Rob Smith (Excel8 Motorsport M66) (M) +37.845s; 22 (29) Sam Osborne (Excel8 Motorsport M66) (M) +38.876s; NC (22) Rob Collard (Power Maxed Racing Vauxhall Astra) (M) 23 laps/accident damage; R (18) Ollie Jackson (Motorbase Performance Ford Focus RS) 22 laps/accident damage; R (13) Stephen Jelley (Team Parker Racing BMW 125i M Sport) 17 laps/accident damage; R (10) Matt Neal (Team Dynamics Honda Civic Type R) (M) (18kg) 11 laps/accident damage; R (14) Ash Sutton (BMR Racing Subaru Levorg) (24kg) 11 laps/accident damage; R (26) Michael Crees (Team Hard Volkswagen CC) 1 lap/accident damage; R (27) Nicolas Hamilton (Motorbase Performance Ford Focus RS) (M) 1 lap/accident damage; R (16) Mike Bushell (AmD Tuning Honda Civic Type R) (M) (45kg) 1 lap/accident damage.  
 Pole position: Butcher 50.451s (90.40mph). Winner's average speed: 76.68mph. Fastest lap: Oliphant 51.121s (89.22mph). Lap leaders: Butcher 1-25; Jordan 26; Butcher 27. (M) = medium tyre.

Round: 23 Laps: 24 Weather: dry and breezy

POS	Q	DRIVER	TIME
1	2	Jordan (M) <sup>2</sup>	20m40.115s
2	3	Cammish <sup>3</sup>	+1.692s
3	1	Butcher (M) <sup>1</sup>	+4.042s
4	5	Proctor <sup>5</sup>	+4.707s
5	7	Chilton <sup>7</sup>	+6.421s
6	8	Ingram <sup>8</sup>	+12.419s
7	9	Morgan (M) <sup>9</sup>	+13.472s
8	12	Plato <sup>8</sup>	+14.198s
9	13	Cook <sup>8</sup>	+14.383s
10	10	Hill (M) <sup>10</sup>	+15.222s

11 (6) Smiley (M) (24kg) +15.945s; 12 (14) Simpson +18.370s; 13 (11) Moffat +19.053s; 14 (15) Oliphant (M) +19.522s; 15 (26) Neal +20.240s; 16 (27) Sutton +21.658s; 17 (22) Collard +25.319s; 18 (24) Jackson +27.875s; 19 (4) Turkington (M) (36kg) +31.096s; 20 (16) Boardley +33.045s; 21 (23) Thompson (M) +37.210s; 22 (20) Smith +40.688s; 23 (17) Rowbottom +41.175s; 24 (19) Blundell (M) +48.025s; 25 (21) Osborne +50.154s; 26 (29) Hamilton +50.175s; 27 (28) Crees +50.606s; R (30) Bushell 7 laps/electrical; R (25) Jelley (M) 5 laps/water leak; R (18) Goff 2 laps/steering.  
 Winner's average speed: 88.27mph. Fastest lap: Bushell 50.944s (89.53mph). Lap leaders: Jordan 1-24. (M) = medium tyre.

Round: 24 Laps: 27 Weather: warm and dry

POS	Q	DRIVER	TIME
1	1	Hill <sup>10</sup>	26m30.735s
2	2	Cook <sup>9</sup>	+1.107s
3	4	Morgan <sup>7</sup>	+2.253s
4	10	Smiley	+2.751s
5	5	Ingram (M) <sup>6</sup>	+7.601s
6	8	Cammish <sup>2</sup>	+10.361s
7	6	Chilton (M) <sup>5</sup>	+10.987s
8	3	Plato (M) <sup>8</sup>	+11.664s
9	12	Moffat (M)	+12.588s
10	19	Turkington	+13.209s

11 (15) Neal +14.650s; 12 (16) Sutton (M) +15.303s; 13 (14) Oliphant +16.004s; 14 (13) Butcher (42kg) +16.080s; 15 (18) Jackson (M) +17.421s; 16 (17) Collard +18.071s; 17 (29) Jelley +18.554s; 18 (23) Rowbottom (M) +18.883s; 19 (20) Boardley (M) +20.524s; 20 (21) Thompson +21.742s; 21 (24) Blundell +21.962s; 22 (25) Osborne +22.334s; 23 (22) Smith +23.652s; 24 (27) Crees (M) +24.930s; 25 (26) Hamilton +25.770s; 26 (30) Goff (M) -2 laps; R (28) Bushell 15 laps/lost wheel - damage; R (7) Proctor (M) (36kg) 1 lap/accident damage; R (9) Jordan (54kg) 0 laps/accident; R (1) Simpson 0 laps/accident.  
 Winner's average speed: 77.41mph. Fastest lap: Oliphant 51.137s (89.19mph). Lap leaders: Hill 1-27. (M) = medium tyre.

RACE SUCCESS BALLAST	54kg <sup>1</sup>	48kg <sup>2</sup>	42kg <sup>3</sup>	36kg <sup>4</sup>	30kg <sup>5</sup>
	24kg <sup>6</sup>	18kg <sup>7</sup>	12kg <sup>8</sup>	6kg <sup>9</sup>	6kg <sup>10</sup>

### CHAMPIONSHIP POINTS

#### DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	268
2	Andrew Jordan	258
3	Dan Cammish	257
4	Josh Cook	238
5	Rory Butcher	227
6	Tom Ingram	194
7	Ash Sutton	183
8	Matt Neal	174
9	Jason Plato	163
10	Tom Chilton	156

11 Sam Tordoff 147; 12 Adam Morgan 140; 13 Tom Oliphant 137; 14 Jake Hill 121; 15 Rob Collard 113; 16 Chris Smiley 107; 17 Stephen Jelley 84; 18 Aiden Moffat 63; 19 Ollie Jackson 55; 20 Senna Proctor 43; 21 Bobby Thompson 25; 22 Matt Simpson 24; 23 Jack Goff 18; 24 Daniel Rowbottom 4; 25 Michael Crees 4; 26 Carl Boardley 3; 27 Sam Osborne 2; 28 Mark Blundell 2; 29 Mike Bushell 1.

#### JACK SEARS TROPHY

POS	DRIVER	PTS
1	Butcher	433
2	Oliphant	389
3	Thompson	263
4	Rowbottom	257
5	Smith	218
6	Boardley	199
7	Crees	193
8	Blundell	184
9	Hamilton	183
10	Osborne	171

#### INDEPENDENTS

POS	DRIVER	PTS
1	Cook	336
2	Butcher	335
3	Chilton	259
4	Tordoff	256
5	Hill	236
6	Morgan	235
7	Smiley	210
8	Moffat	192
9	Jelley	183
10	Jackson	180

11 Thompson 116; 12 Simpson 113; 13 Rowbottom 102; 14 Goff 102; 15 Boardley 74; 16 Rob Smith 59; 17 Blundell 42; 18 Crees 37; 19 Nicolas Hamilton 37; 20 Osborne 29.



Turkington holds slender points lead



# BTCC REPORT: KNOCKHILL

## EXCLUSIVE ANALYSIS BY ROB AUSTIN



Photo: Jakob Ebrej, Mike Hills Speed Images

### MOTORSPORT NEWS WOODEN SPOON



#### TOM OLIPHANT

There was very little poor driving or mistakes to be found this weekend. Oliphant couldn't match the pace of his ballast-laden team-mates Colin Turkington and Andrew Jordan on Saturday, but still found himself in a good grid position of seventh. A jumped start earned him a drivethrough penalty, which ruined his opener. He was then only able to recover a single position in each of the following races in his works BMW while his team-mates raced at the front.

### MOTORSPORT NEWS STAR DRIVER



#### JAKE HILL

After earning himself the wooden spoon the last time he was first to cross the line after a messy race at Oulton Park in June, this weekend couldn't have been more different. He earned his opportunity to start at the front of the final race with a strong opening two events. With the pressure on, Hill made a great getaway, managed two safety car restarts well and didn't put a wheel wrong. This time he deserved to be first across the line.

## DRIVER ANALYSIS

### MATT NEAL

3/10

Team Dynamics Honda

Failed to bring the same lap time out of the Civic as his team-mate Dan Cammish in qualifying. He went on to find himself on the sidelines of race one after an incident with Ash Sutton. Although he managed to salvage a few points over the next two races, his weekend was already ruined.



### DAN CAMMISH

9/10

Team Dynamics Honda

Maxed out his Team Dynamics car in qualifying to secure an impressive front-row grid slot. He duly converted his Saturday efforts into two podiums and followed that up with a very solid performance in a very fraught final race of the day. He has now closed the championship gap down to just 11 points.



### ANDREW JORDAN

8/10

WSR BMW 330i M Sport

His weekend may have ended in the gravel as he was forced to avoid the Subaru of Senna Proctor, but this was a very productive outing for Jordan that helped him to take a massive 20 points out of Turkington's lead. Third on the grid with 48kgs of ballast was an impressive start, added to with a second and a win.



### COLIN TURKINGTON

6/10

WSR BMW 330i M Sport

Turkington couldn't quite match the pace of his team-mate but looked set for another big haul of points until an incident with Rory Butcher in the second race left him facing the wrong way in the gravel. That was only his second non-score of the season. He recovered well but the damage was done.



### JASON PLATO

5/10

Power Maxed Vauxhall

On Saturday, it looked like Plato had good pace but a set-up error left him struggling in qualifying. He progressed well through the first two races and benefited from the reversed grid draw. Although he started strongly he was ultimately on the wrong, harder tyres to take advantage and got muscled out of a podium.

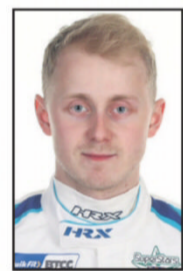


### ASH SUTTON

4/10

Team BMR Subaru Levorg

'Outpaced by his team-mate' is not something we are often able to write with regards to Ash Sutton but this was a tough weekend for him where nothing went to plan. He struggled in qualifying and then an incident with Matt Neal left him starting at the back for race two. That meant that 12th in race three was the highlight.

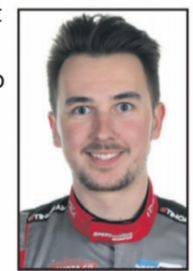


### TOM INGRAM

6/10

Speedworks Toyota

Couldn't quite get the new Toyota Corolla to hook up over the chicane on Saturday, which cost him dearly in lap time and left him to start Sunday's races from 11th on the grid. Overnight tweaks helped him progress well on Sunday to score valuable points thanks to three strong top 10 results.



### TOM CHILTON

6/10

Motorbase Ford Focus

Chilton has a good record at Knockhill and, when he secured a second-row grid spot, many expected him on the podium. But, despite good pace and a good fight, it seemed like every time he made a bit of progress something would happen and he would get shuffled back again. Very frustrating.



### JOSH COOK

7/10

BTC Racing Honda

There seems to be a pattern with Cook where he struggles on Saturday (only 20th on the grid) and leaves himself a load of work to do on Sunday to keep his title hopes alive. He somehow gets the work done though, appearing on the podium in race three and remarkably brought down the gap to the points lead.



### ADAM MORGAN

7/10

Ciceley Mercedes A-Class

Morgan had reasonable pace on Saturday, which he carried in to race one but from the start of race two he seemed to have found a bit extra in the car and started moving forwards, showing good pace in the Mercedes. The reversed grid draw helped him along the way and eventually he made his way on to the podium after the final race.



### AIDEN MOFFAT

6/10

Laser Tools Infiniti Q50

Bringing Ash Sutton in to help develop the Infiniti proved beneficial to Moffat. It also helped him to better understand the front-wheel drive to rear-drive transition and for the first time the Q50 is a real contender. He delivered impressive pace and three solid performances, which showed there is more to come.

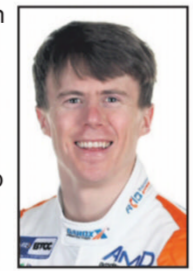


### RORY BUTCHER

8/10

AmDTuning.com Honda

Wow, did this man have some pace! Fastest by 0.24s on Saturday and even a missing gear couldn't stop him from winning race one. An incident with Turkington in race two blotted his copybook and got him a five-place grid penalty for race three which, combined with ballast, meant scoring points at all was hard work.



### MIKE BUSHELL

5/10

AmDTuning.com Honda

After the tragic circumstances that led to Bushell's late call up, everyone wanted him to do well. Sadly it wasn't to be. Carrying 45kgs, he was unable to shine in qualifying and unfortunate race-one damage meant he had to revisit the pitlane in race two. He does leave Knockhill as the new lap record holder.

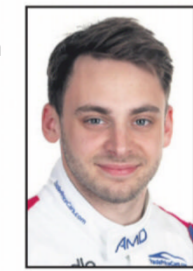


### JAKE HILL

9/10

Trade Price Cars Audi S3

Hill was unlucky to be picked on in qualifying, having his fastest lap removed for a track limits infringement, but drove two solid races to earn the opportunity of the reversed grid pole position. It was an opportunity he seized with both hands and Hill put in a great drive to convert it in to his first ever win at this level.



### SENNA PROCTOR

8/10

Team BMR Subaru Levorg

An impressive weekend for the Subaru driver. He had outpaced his team-mate and was fighting for podiums. A stunning lap meant he started from his joint best ever grid spot of fifth, a position he maintained to the flag of race one. Even with ballast for race two, his pace got him very close to a podium.



## SUPPORTS

*'Hanafin won from 12th on the grid'*  
Ginetta Junior drama, below



## Hedley just misses out on a hat-trick

### Ginetta Junior

By Stephen Lickorish

James Hedley has been the driver to beat in Ginetta Junior this season. And Knockhill was a perfect demonstration of that as he just missed out on taking a hat-trick of wins.

His first triumph was fortunate as he profited from an engine failure for title rival Will Martin, before he then left it late to claim the race two spoils.

Casper Stevenson led for much of the way, after passing Martin at the hairpin, until the next-to last lap when Hedley pounced.

"I saw they [Stevenson and Zak O'Sullivan] were backing each other up and I tried the switchback and luckily it worked," said a delighted Hedley.

Hedley led throughout the finale but was penalised after edging O'Sullivan off the track as he defended from a stream of cars.

That promoted Lorcan Hanafin to take his maiden win, despite a difficult start to the weekend, leaving him 12th on the grid.

"Qualifying didn't go to plan as a diff mount snapped so I only had two laps," he explained. "I was coming through [from 12th] and flying – I lost a few places, then gained them back. I thought 'I've got nothing to lose here so I may as well go for it'."

## Burns keeps lead as King has eventful weekend

### Ginetta GT4 Supercup

By Stephen Brunson

Despite not having the fastest car over the course of the weekend, Will Burns left Knockhill with his Ginetta GT4 Supercup points lead largely intact.

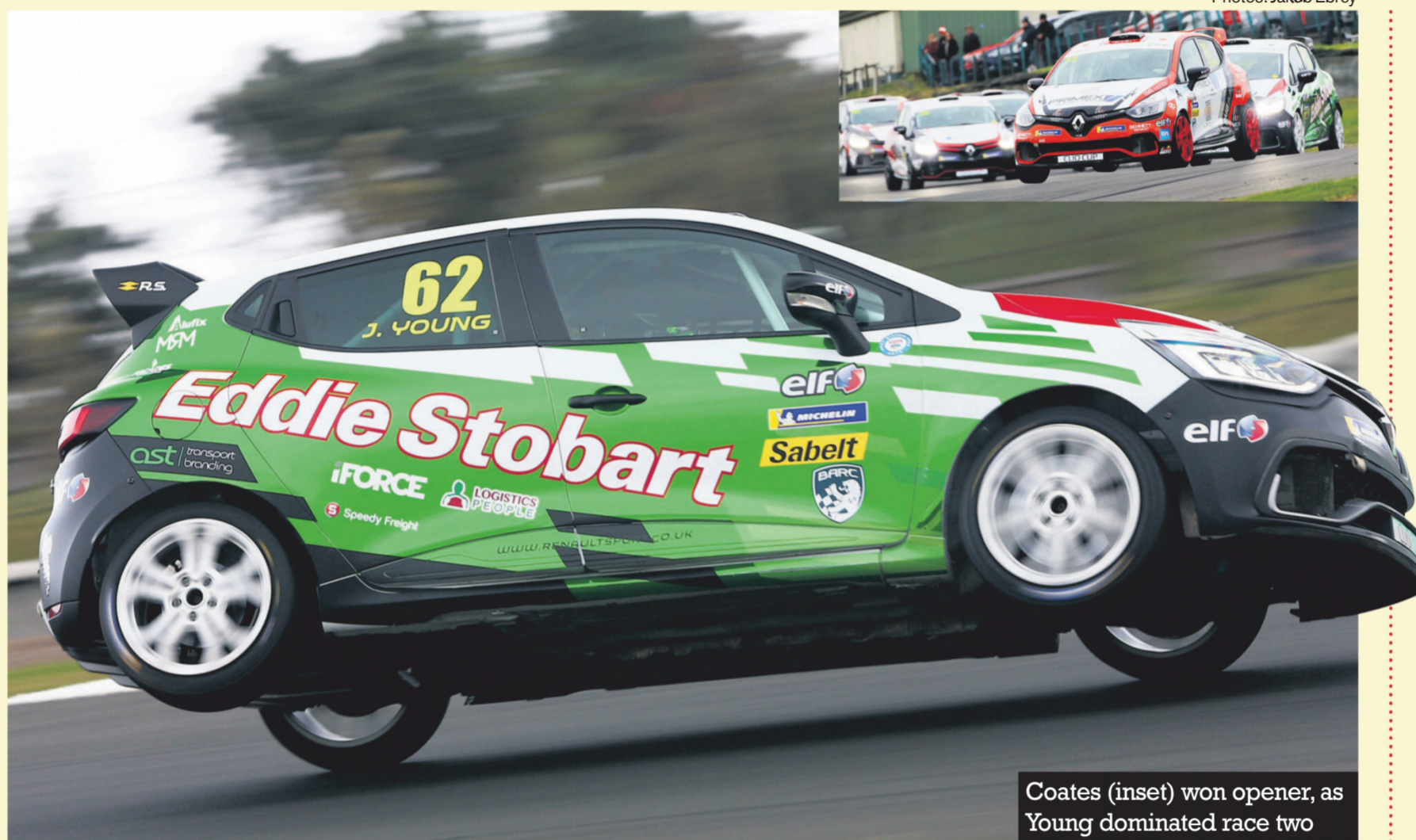
The form man was Elite Motorsport's Harry King, but a combination of error and bad luck meant the teenager was unable to reclaim the championship advantage.

King took Saturday's first race at a relative canter, either side of a safety car intervention after a scary pitwall crash for Dan Kirby.

Burns finished second and looked likely to trail home King in race two until the latter received a 10-second jump-start penalty. King's pace gave him second on corrected time, but another safety car period after Nathan Heathcote rammied the back of Reece Somerfield put paid to any major points haul.

The bunching up of the pack and limited remaining time meant King dropped to ninth, with Burns taking on-the-road victory after King slid off exiting the chicane.

The two title rivals disputed the final podium position in race three, won by Burns' team-mate and boss Rob Boston, with Burns eventually taking it post-race after King was handed a 0.2s penalty for gaining an unfair advantage.



Coates (inset) won opener, as Young dominated race two

# YOUNG ON FLYING FORM AS TITLE BATTLE CLOSES UP

## Only four points separate Young and Coates with two events remaining

### Renault UK Clio Cup

By Stephen Lickorish

**Four points. After 14 races that is all there is separating Max Coates and Jack Young in this year's Renault UK Clio Cup title fight. While the Clio Cup may have the smallest entries among the British Touring Car Championship's support series, it also has the smallest gap between the top two in the standings.**

Coates and Young again shared the spoils at Knockhill but, unusually, they didn't come to blows on-track this time. There was, however, a red flag that may well have proved critical to the outcome of the opening contest.

Coates led throughout from pole but Young was on his tail. Despite MRM driver Young starting sixth after a penalty that lingered from his last-lap tangle with his arch-rival at Thruxton, he was up to second within two laps.

A safety car, when Ben Colburn's Clio was stranded, meant Young was soon right on Coates's bumper.

But on the restart Young made a slight mistake and dropped back. It wasn't long before he was ready to challenge again – until another error at the chicane.

He was just starting to close in when the race was red-flagged after Tyler Lidsey was seemingly stranded at the hairpin following an opportunistic dive from Finlay Robinson. The clerk of the course had to make a split-second decision and threw the red flag – although Lidsey drove off seconds later.

That left Young frustrated as he believed he had the pace to pass Coates and it denied another entertaining battle between the pair.

"I've no idea why they red-flagged it!" Young said. "I was flying through the field, catching Max and then I made a wee mistake. But I was catching him again and I would've liked to win it."

Coates was delighted to win after missing out at Thruxton. "He made a mistake and that was it – it gave me a gap," he said. "I didn't expect Jack to be through by lap two! But we led every lap and he couldn't get past me."

In race two it was Young's turn to lead throughout after making a brilliant start. Coates made a "rubbish" getaway and appeared to struggle for pace in the opening stages, Brett Lidsey passing him at the chicane, while Jamie Bond later made slight contact at Duffus.

But Coates grew stronger as the race went on and pounced to take second when Lidsey ran wide into the McIntyre's gravel with a third of the race remaining.

"It just didn't seem as quick as yesterday, I'm not sure why," Coates admitted.

It all sets up an intriguing finale to the season with Young adding: "Four points [gap] out of seven rounds shows how competitive the championship is."

## Maloney misfortune hands Alvarez a shot at the crown

### British Formula 4

By Stephen Brunson

Double R Racing's Sebastian Alvarez made crucial inroads into Zane Maloney's British Formula 4 points lead after a trio of podiums at Knockhill last weekend.

Maloney extended what had been a 37-point cushion over Alvarez coming into the weekend with victory in Saturday's opening encounter, but left Scotland just 15 ahead following a suspected broken driveshaft ahead of the final race.

Despite not setting the fastest time in qualifying, Maloney lined up on pole as all four Arden cars, both Fortec drivers and Luke Browning's Richardson Racing machine were penalised, each for having mechanics work on the cars during a red-flag stoppage.

Maloney led off the line into Duffus for the first time but had to defend heavily from Double R's Louis Foster as the pair braked for McIntyre's. Foster kept the pressure on until a mistake exiting the chicane dropped him to fifth, and another spin at the same corner caused the first of two safety car periods.

Separate incidents for Alex Connor and Mariano Martinez meant Maloney barely had time to build any kind of lead as the race ended behind the safety car, with JHR's Josh Skelton beating Alvarez for second.

Alvarez fought back in race two and finished a close second to race winner Carter Williams, while Maloney could only manage eighth despite running third early on.

Maloney clinched the rookie title as a matter of course and looked set to rebuild his overall points lead from pole



Maloney won opener, before the woe

in Sunday's final encounter, had his car not packed up on the way to the grid.

As a result, Foster inherited pole position which he duly converted into his fourth victory of the season, beating team-mate Alvarez by just under a second. Skelton backed up his race one podium with third place, while a dejected Maloney was left empty-handed.

## RESULTS

### Renault UK Clio Cup

(17 laps) 1 Max Coates (Team Hard); 2 Jack Young (MRM) +0.669s; 3 Brett Lidsey (MRM); 4 Jamie Bond (Team Hard); 5 Ethan Hammerton (Team Hard); 6 Luke Warr (Specialized Motorsport). Fastest lap Young 56.068s (81.34mph). Pole Coates. Starters 9. **Race 2 (19 laps)** 1 Young; 2 Coates +4.005s; 3 Bond; 4 Lidsey; 5 Hammerton; 6 Ben Colburn (Westbourne). FL Bond 56.128s (81.26mph). P Young. S 9. **Points (after 14/18 rounds)** 1 Coates 288; 2 Young 284; 3 Bond 248; 4 Lidsey 235; 5 Hammerton 196; 6 Colburn 185.

### Ginetta Junior (12 laps)

1 James Hedley (Elite Motorsport); 2 Casper Stevenson (Richardson Racing) +1.480s; 3 Zak O'Sullivan (R Racing); 4 James Taylor (Elite); 5 Ben Kasperczak (Privateer); 6 Joel Pearson (Elite). FL Will Martin 1m01.414s (74.26mph). P Martin. S 19. **Race 2 (17 laps)** 1 Hedley; 2 O'Sullivan +0.445s; 3 Stevenson; 4 Taylor; 5 Gustav Burton (Douglas Motorsport); 6 Tom Emson (Elite). FL O'Sullivan 1m01.407s (74.27mph). P Martin. S 19. **Race 3 (16 laps)** 1 Lorcan Hanafin (Douglas); 2 O'Sullivan +2.520s; 3 Hedley; 4 Burton; 5 Ethan Hawkey (Richardson); 6 Taylor. FL Burton 1m01.466s (74.20mph). P Hedley. S 19. **Points (after 20/26 rounds)** 1 Hedley 559; 2 O'Sullivan 503; 3 Martin 395; 4 Stevenson 382; 5 Hanafin 313; 6 Burton 308.

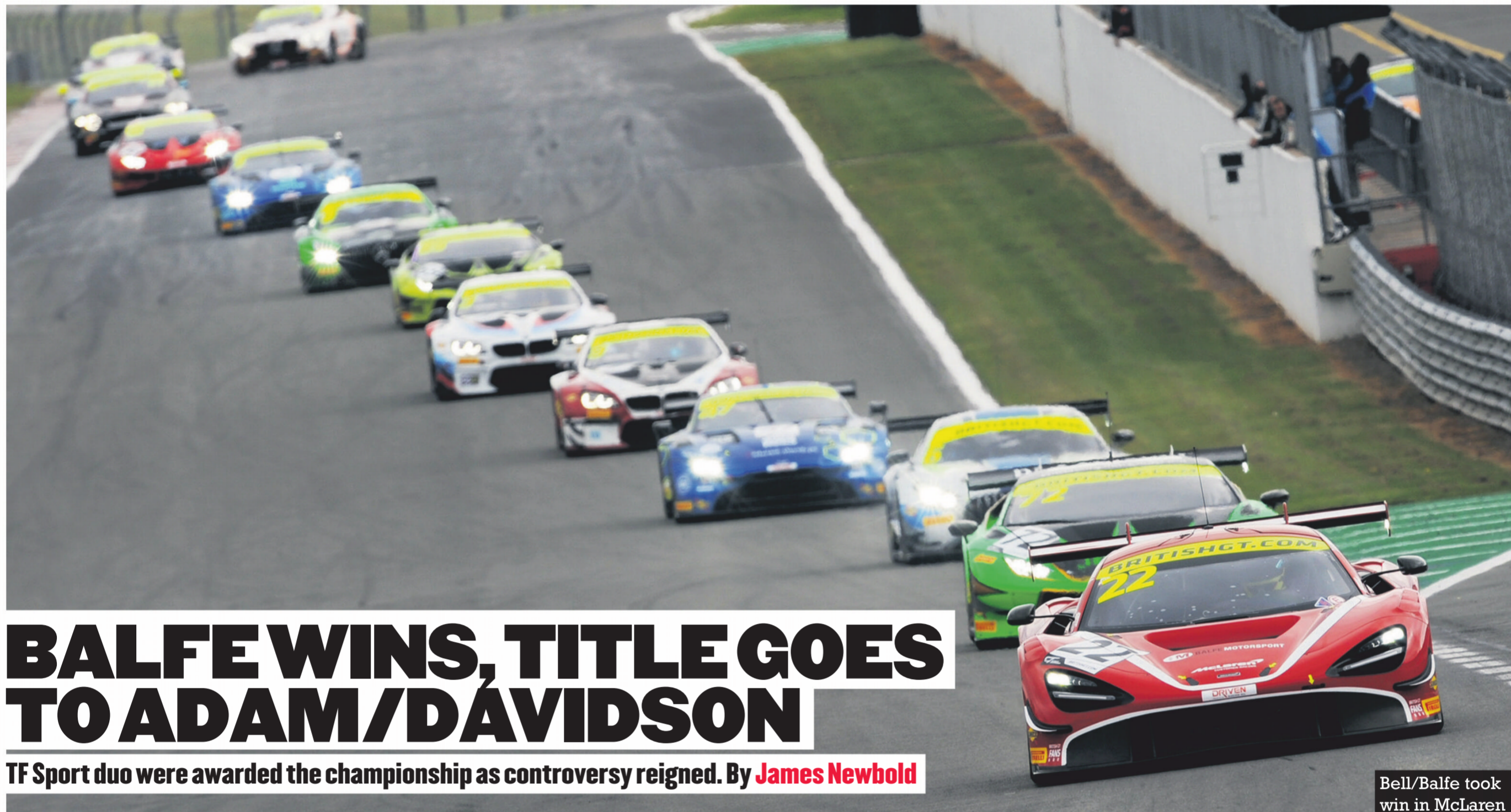
### Ginetta GT4 Supercup

(18 laps) 1 Harry King (Elite Motorsport); 2 Will Burns (Rob Boston Racing) +1.430s; 3 Tom Hibbert (Triple M Motorsport); 4 Rob Boston (Rob Boston Racing); 5 Carlito Miracco (Privateer); 6 Fin Green (TCR). FL King 50.562s (90.20mph). P King. S 14. **Race 2 (26 laps)** 1 Burns; 2 Boston +3.499s; 3 Hibbert; 4 Miracco; 5 Green; 6 Colin White (CWS Motorsport). FL King 50.483s (90.34mph). P King. S 14. **Race 3 (26 laps)** 1 Boston; 2 Miracco +9.231s; 3 Burns; 4 King; 5 Hibbert; 6 Green. FL Boston 50.765s (89.84mph). P Miracco. S 13. **Points (after 17/23 rounds)** 1 Burns 451; 2 King 431; 3 Hibbert 405; 4 Reece Somerfield (Elite) 316; 5 Miracco 273; 6 Michael Epps (Team Hard) 262.

### British Formula 4

(19 laps) 1 Zane Maloney (Carlin); 2 Josh Skelton (JHR) +0.678s; 3 Sebastian Alvarez (Double R); 4 Carter Williams (JHR); 5 Roberto Faria (Fortec); 6 Bart Horsten (Arden). FL Skelton 49.702s (91.76mph). P Maloney. S 13. **Race 2 (24 laps)** 1 Williams; 2 Alvarez +0.626s; 3 Skelton; 4 Luke Browning (Richardson); 5 Louis Foster (Double R); 6 Tommy Foster (Arden). FL Skelton 49.513s (92.11mph). P Williams. S 13. **Race 3 (23 laps)** 1 L Foster; 2 Alvarez +0.978s; 3 Skelton; 4 Browning; 5 Williams; 6 T Foster. FL Horsten 49.536s (92.07mph). P Maloney. S 13. **Points (after 24/30 rounds)** 1 Maloney 339; 2 Alvarez 324; 3 Skelton 278.5; 4 L Foster 272; 5 Horsten 209.5; 6 Williams 204.

# BRITISH GT: DONINGTON PARK



## BALFE WINS, TITLE GOES TO ADAM/DAVIDSON

TF Sport duo were awarded the championship as controversy reigned. By James Newbold

Bell/Balfe took win in McLaren

**A**side from race winners Rob Bell and Shaun Balfe, nobody knew whether they should be celebrating as British GT's 300th race drew to a close.

Barwell Motorsport's Jonny Cocker and Sam De Haan crossed the line in fourth as the provisional 2019 champions, but with an investigation hanging over contact between Jonny Adam and Dennis Lind at the Old Hairpin, the traditional post-race celebrations were conspicuous by their absence.

Tension on the track gave way to a cagey waiting game outside the stewards' office, where it was eventually decided that Lind had gained an unfair advantage and would be docked five seconds, promoting Adam and TF Sport team-mate Graham Davidson to fifth position. After an appeal from Lind's WPI Motorsport team was

heard and dismissed, Davidson thus became the fourth different driver to partner Adam to a British GT title and the first to do so with the new-for-2019 Aston Martin Vantage GT3.

"A win is a win, but I don't know how I feel. Relief mostly," he said. "I really looked forward to hanging over that security fencing to cheer Jonny over the line, so I feel a bit robbed of that. But we'll make up for it in Las Vegas."

It was an ending hardly befitting of a superb three-way scrap between TF and Barwell, and the latter's hopes diminished early on when pre-race points leaders Phil Keen and Adam Balon dropped out of contention.

Balon had started second to poleman Balfe, but as the McLaren romped away into a dominant lead – 27 seconds by the pitstops, more than enough to negate his 15s success penalty carried over from Brands Hatch – Balon soon dropped to fourth behind Ian Loggie's RAM Racing

Mercedes and Angus Fender's Century Motorsport BMW.

Matters then came to a head when Balon was baulked by the KTM of Mike McCollum exiting the Old Hairpin on lap 11, allowing Davidson through. As Dominic Paul's BMW – which later retired with a water leak – sought to take advantage and made it three-wide into the Schwantz left-hander, Balon was caught in the middle and made slight contact with McCollum. Although able to continue, his pace was massively hobbled and he was over a minute off the lead by the pitstops.

"I chose the wrong side," said a disappointed Balon. "It didn't feel like a big tap at the time, but unfortunately it bent the steering and bent the toe-link, which then failed when Keeny went out."

Keen rejoined after losing six laps to repairs, but his long wait for a British GT title goes on.

With a 20s success penalty looming

over him, Davidson then turned his attentions to building a buffer over De Haan, who came into the race 5.5 points in arrears but with no success seconds to worry about. For much of the stint it looked like Adam would emerge behind Cocker, but Davidson – who had been forced onto the grass at Schwantz when Loggie rejoined from a grassy moment of his own at the Old Hairpin – delivered the goods to just keep Adam ahead.

"I told the team not to speak to me too much," said Davidson, his confidence restored after problems with the gearbox internals were fixed in time for Sunday morning warm-up. "I didn't know I'd built the gap until I got out of the car and the guys started to clap."

At this point TF Sport looked to have the title in the bag, with Cocker needing to clear Adam and the BMW Fender handed over to Jack Mitchell in order to make up the points deficit. But it had reckoned without the arrival of the safety car with

half an hour to go, required when Connor O'Brien's Optimum GT4 Aston speared across the grass at the Craner Curves and left Aron Taylor-Smith's Mustang with nowhere to go, which brought factory Lamborghini driver Lind into contention.

It wasn't long before he made his presence known. After passing Cocker, he ran into the back of Adam at Goddards and dropped behind Cocker again, only to re-pass at the Melbourne Loop and latch back onto Adam's tail. With just four minutes to go and negotiating GT4 traffic at the Old Hairpin, Lind again touched the rear of the Aston and pushed it off-line. As Adam – now with the diffuser pushed up into the wheel-arch and rubbing against his left-rear tyre – gathered it together, Lind eased off, allowing Cocker to pass them both into McLeans.

Lind then followed Cocker around the outside and demoted Adam to sixth, which gave Cocker and De Haan the title

## BRITISH F3 & SUPPORTS

A championship campaign without a single retirement proved to be the key to Clement Novalak clinching the 2019 BRDC British Formula 3 title at the Donington Park finale last weekend.

The Carlin driver came into the meeting with a comfortable 52-point buffer over his nearest challenger Johnathan Hoggard, courtesy of two wins and a further six podiums.

Despite not taking a win since Silverstone in June, consistency meant Novalak had finished every race inside the top 10 and more of the same would guarantee him the title.

Hoggard did all he could to prevent that though, as the Fortec driver qualified on pole for races one and three as Novalak could only manage sixth and ninth respectively.

In the opener, Hoggard romped to a dominant victory from Kiern Jewiss and team-mate Manuel Maldonado as Novalak climbed to fourth.

It meant the 18-year-old only needed to finish ahead of Hoggard in the full-reversed

grid second race on Sunday morning to be crowned champion.

"I think P4 was a good result and we just need to focus on doing the same tomorrow," said Novalak. "We'll see how it goes but hopefully it goes our way."

It did go his way, but not before a moment of controversy as he and Hoggard made contact going through Starkey's Bridge which put them both on the grass.

Hoggard was forced to pit to remove grass from his radiators as Novalak cruised home in 12th to secure the title.

"We put in a protest however it was seen [by the stewards] that there was no further action [needed]," said Hoggard after the race.

"If that's what they said, that's what they said. You've just got to take it as it is, there's nothing more I can do."

Up at the front tension was also running high between the Chris Dittmann Racing drivers of Ayrton Simmons and Nazim Azman.

The former, who had ended up in the

Redgate gravel trap on the opening lap of race one after contact with Ulysse de Pauw, had made his way up to second by lap three.

He lunged for the lead into the Melbourne Hairpin on lap nine of 12 and although he couldn't make the move stick he tried again one tour later in the same spot.

But once more Azman held firm to take his second win of the season from Simmons and Neil Verhagen.

Just as in race one, Hoggard led home Jewiss in the final outing of the season, but had to defend much harder from the Douglas Motorsport driver after a small lock-up at the Melbourne Hairpin put him on the back foot.

Verhagen completed the podium again as Novalak ended his title-winning campaign with sixth.

It wasn't just the British F3 title that was decided last weekend, as Scott McKenna clinched the Ginetta GT5 Challenge championship in the opening encounter

after just a single lap of racing.

The 17-year-old had made his way up to second behind Geri Nicosia when the safety car was called on lap two for a multi-car crash at Coppice.

"I've never been so happy to see a safety car board in my life," said a relieved McKenna after the race finished under yellows.

With the title wrapped up he sat out the remaining two races which were tight three-way affairs between Nicosia, Gordie Mutch and Josh Malin.

Nicosia doubled up in the second after withstanding race-long pressure and was on course for a hat-trick mid-way through race three, but Mutch overtook him at McLeans and took the final win of the year.

Owen Walton claimed the VW Cup title aboard his Audi TT, beating Mark Wakefield and Martin Depper.

Wakefield won race one in his Golf and went into the final race just two points behind Walton, who could only manage

sixth in the opener.

But any hopes of Wakefield winning the title disappeared before the race even began, as a technical problem meant he had to come into the pits for a reset.

Forced to start from the pits, he could only climb to sixth with Walton fourth as Ruaridh Clark took the win.

A last-lap collision cost Nathan Harrison the lead of the JCW Mini Challenge championship.

He'd finished second to main rival James Gornall in the opener and was on course for the runner-spot again in the second behind Dan Zelos.

But heading into the Melbourne Hairpin for the final time Rory Cuff first made contact with Gornall then clattered into the rear of Harrison.

It dropped Harrison to last and means Gornall goes to the final round at Snetterton with a 19-point lead.

Stefan Mackley

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Cocker (69) finished fourth but Lind (18) was given a penalty post-race



Champions: Adam (1) and Davidson celebrate

## RESULTS

### GT3 (75 laps)

1 Shaun Balfe/Rob Bell (Balfe Motorsport McLaren 720S); 2 Ian Loggie/Callum Macleod (RAM Racing Mercedes-AMG GT3) +2.728s; 3 Angus Fender/Jack Mitchell (Century Motorsport BMW M6); 4 Sam De Haan/Jonny Cocker (Barwell Motorsport Lamborghini Huracan Evo); 5 Graham Davidson/Jonny Adam (TF Sport Aston Martin Vantage GT3); 6 Michael Igoe/Dennis Lind (WPI Motorsport Lamborghini). Fastest lap Nicki Thiim (TF Sport Aston Martin) 1m27.896s (101.87mph). Pole Balfe/Bell. Starters 15.

### Points (after 9/9 rounds)

1 Adam/Davidson 131; 2 De Haan/Cocker 128.5; 3 Bell/Balfe 126; 4 Adam Balon/Phil Keen (Barwell Motorsport Lamborghini) 122; 5 Macleod/Loggie 100.5; 6 Bradley Ellis/Ollie Wilkinson (Optimum Motorsport Aston Martin) 91.5.

### GT4 (70 laps)

1 Richard Williams/Sennan Fielding (Steller Performance Audi R8 LMS); 2 Scott Maxwell/Seb Priaulx (Multimatic Motorsport Ford Mustang) +1.543s; 3 Tom Canning/Ash Hand (TF Sport Aston Martin Vantage GT4); 4 Kelvin Fletcher/Martin Plowman (Beechdean AMR Aston Martin); 5 Patrik Matthesen/Mike Robinson (Optimum Motorsport Aston Martin); 6 Patrick Kibble/Josh Price (TF Sport Aston Martin). FL Canning 1m35.886s (93.38mph). P Williams/Fielding. S 23.

### Points (after 9/9 rounds)

1 Canning/Hand 140; 2 Maxwell/Priaulx 132.5; 3 Callum Pointon/Dean Macdonald (HHC Motorsport McLaren 570S GT4) 112; 4 Lewis Proctor/Jordan Collard (Tolman McLaren) 99; 5 Fletcher/Plowman 98.5; 6 James Dorlin/Josh Smith (Tolman McLaren) 84.5.

on the road before the stewards acted.

Meanwhile at the front, Bell was 19s up on Callum Macleod – the RAM Mercedes profiting from a 10s-success penalty for Fender and Mitchell – when the safety car intervened, but the first series win for the 720S was never in much doubt with Keen acting as an impromptu buffer between them.

Balfe's first series win since 2003 lifted them to third in the points, just five shy of Adam/Davidson, and gives credence to his assessment that the title fight might have been different had the season started at Snetterton after electrical issues forced their withdrawal from Oulton Park.

But it was truly TF Sport's day, as Adam's knack for winning titles at Donington continued.

"Actually as a circuit, I'm not that fond of it," he admitted. "But somehow I love a Donington decider, so keep bringing them!"

# CANNING AND HAND FINISH ON TOP

Seb Priaulx and Scott Maxwell came up 1.5s short of victory and the GT4 title as third proved just enough for Tom Canning and Ash Hand to claim the spoils in a double success for TF Sport and Aston Martin.

Having not scored any points since winning on debut at Snetterton, the Steller Performance Audi of Sennan Fielding and Richard Williams went some way to making up for the fuel problem that robbed them of a podium in June's Donington race by converting pole into victory.

This was despite Priaulx's valiant efforts in the closing laps to snatch the place that would have secured Multimatic Motorsport the title.

Williams led for most of the first stint, until impressive 17-year-old Canning pounced on a small mistake at the Old Hairpin. However, the pre-event championship leaders had a 10-second success penalty to serve, which meant Fielding was always

going to resume ahead, while Hand had Priaulx – the winner in the year's first visit to Donington – looming large in his mirrors before the safety car condensed the pack.

An aggressive move at the restart from Dennis Lind's GT3 Lamborghini at McLeans meant the door was left open for Priaulx to pass into Coppice.

Although he had Aston stablemate Martin Plowman dutifully following behind in fourth, the last few laps were nervy for Hand but he was confident Fielding could hold on to the lead.

"It was out of our hands," admitted Hand. "But we always knew the Audi was going to win, it was fast all weekend, so we had that in our head and did as much as we could. All we had to do was stay behind the Mustang and that's what we did."

After a disastrous start to the year at Oulton Park in which they failed to score any points due to accident damage in both races, Canning and

Hand have since been a model of consistency, closing the year with three podiums in a row after a hard-fought win at Spa thrust them into the title fight. But they had to rely on Multimatic losing big points at Brands Hatch for not earthing the car before refuelling, which ultimately proved costly.

"It's bittersweet," reflected Maxwell. "On track we executed and, almost every single race, we had the ultimate result we figured the car could get but we had two podiums taken away for minor technical infractions. We lost the championship not on the track, we lost it off the track."

Behind them in fourth, Beechdean AMR's Plowman and Kelvin Fletcher completed Aston's joy by sealing the Pro-Am championship, which was largely a formality after Michael O'Brien and Graham Johnson retired with engine problems on their Balfe McLaren at Brands Hatch.

## GINETTA G40 CUP

Two championship protagonists going into the final race tied on points. An outside contender in with a shot of the title. A last-lap pass and then re-pass deciding where the accolade would go.

The only way the 2019 Ginetta G40 Cup script could have been even more dramatic is if the final pass had taken place on the last corner instead of the penultimate.

Not that it mattered, as it was still a highly fitting end to an incredible season and come the podium celebrations the embrace between Chris Salkeld and Rob Keogh was testament to a hard-fought and respectful championship battle.

"This means the world to me," said an emotional Salkeld after claiming the title.

"At the beginning of the year, after Oulton Park and Snetterton, I never thought it would come to this. The fightback has been sensational. I've come back from 50 points behind and to take it on the penultimate corner on the last lap of the last race is incredible."

Salkeld was the man to beat heading into the meeting and held a slender points advantage over Keogh with Daniel Morris an outside contender.

Keogh, the 2015 GRDC+ champion, used his years of experience to take pole

for the first two races before romping to the win in the opening race along with the fastest lap, which put him three points to the good over Salkeld.

"Until it's the last race I'm not really thinking about it [the championship], I'm not doing the maths," he said.

Salkeld had to settle for third which ended a run of eight consecutive finishes in the top two. He'd lost the runner-up spot to Morris three laps from home after his bonnet partially came up, blocking his view and meaning he decided to play it safe. It was an approach that was ultimately to prove crucial.

In race two Morris led the way and as Keogh looked for a way through, he ran wide at the Fogarty Esses giving second to Salkeld. It meant heading into the final race both Keogh and Salkeld were tied on points with the driver finishing ahead becoming champion. Neither could afford not to finish however, as poleman Morris was still in with an outside chance of taking the title.

Keogh's title aspirations almost ended at Redgate after being forced through the gravel and dropping to eighth. "I had the mist on then," he claimed, as he surged back into third by the start of lap three.

With Morris streaking clear, Keogh moved



L-r: Salkeld, Morris and Keogh

into second at Redgate and appeared to have the beating of Salkeld. But there was one final twist, as Salkeld forced his way back up the inside at the Melbourne Hairpin as the two cars traded paint.

While Salkeld was elated, Keogh was crestfallen albeit pleased for his rival.

"Going into the Melbourne loop I thought I was far enough ahead but he went for a huge lunge. In hindsight I should have hugged the grass," he admitted.

"It was a great race and I hope it [Salkeld's overtaking move] doesn't go to the stewards. "Half of me is gutted and the other half thinks that was probably the best race I have had."

If ever there was an advertisement for hard, fair and respectful club motorsport, this was it.

Stefan Mackley



Novalak clinched the British F3 title after finishing every race this season

## RESULTS

**BRDC British F3 Race 1 (all 12 laps)** 1 Johnathan Hoggard (Fortec); 2 Kiem Jewiss (Douglas Motorsport) +0.607s; 3 Manuel Maldonado (Fortec); 4 Clement Novalak (Carlin); 5 Sasakorn Chaimongkol (Hillspeed); 6 Neil Verhagen (Double R).

Fastest lap Hoggard 1m24.968s (105.38mph). Pole Hoggard. Starters 15. **Race 2** 1 Nazim Azman (Chris Dittmann Racing); 2 Ayrton Simmons (Chris Dittmann Racing) +0.432s; 3 Verhagen; 4 Chaimongkol; 5 Jewiss; 6 Lucas Petersson (Carlin). FL

Hoggard 1m25.165s (105.14mph). P Kris Wright (Fortec). S 15. **Race 3** 1 Hoggard; 2 Jewiss +0.719s; 3 Verhagen; 4 Maldonado; 5 Chaimongkol; 6 Novalak. FL Jewiss 1m25.479s (104.75mph). P Hoggard. S 15.

**Points (after 24/24 rounds)** 1 Novalak 505; 2 Hoggard 482; 3 Simmons 450; 4 Jewiss 438; 5 Verhagen 357; 6 Maldonado 348.

**Ginetta GT5 Challenge Race 1 & 2:** Geri Nicosia **Race 3:** Gordie Mutch

**VW Cup Race 1:** Mark Wakefield (Golf) **Race 2:** Ruairidh Clark (Scirocco)

**Mini Challenge JCW Race 1:** James Gornall **Race 2:** Dan Zelos

**Ginetta G40 Cup Race 1:** Rob Keogh **Race 2 & 3:** Daniel Morris

**BRSCC Sports & Saloon Car Trophy Race 1 & 2:** Lewis Kent (Hyundai i30 N TCR)

# GOODWOOD REVIVAL REPORT

## LOTUS, FERRARI AND LISTER



Wills (24) won breathless Sussex Trophy showdown

### Sam Hancock shines in epic duel at the

**D**river at the Goodwood Revival often compete in three or even four races. Sam Hancock featured solely in the Sussex Trophy race for 1955 to 1960 world championship sports-racing cars, so it speaks volumes that he was comfortably the star of the entire meeting.

He missed out on the spoils to Roger Wills by just 0.275 seconds in the 25-minute encounter, but he dared overtaking manoeuvres in the Ferrari 246S Dino that are seldom seen.

In the race-long three-way fight with Wills and the Lister Knobbly of Jon Minshaw, the Ferrari was comfortably slowest in a straight line so Hancock made St Mary's his hunting ground. He flung the car down the inside, around the outside – whatever took his fancy – to set up a grandstand finish.

Polesitter Wills' charge was paused when Geraint Owen hit his Knobbly backwards into the tyres on the approach to Woodcote. After the lengthy safety car delay, just four minutes remained. Hancock bided his time at the restart and left it all until the last lap to make a play for the win.

He sent the Ferrari to the inside line on the approach to the St Mary's left-hander, just about kept the car on the asphalt on the exit and dived past for first place. Wills put his Lotus 15's superior straightline performance to good use down the Lavant Straight to repass, and defended sufficiently into Woodcote and then the chicane to thwart a last-ditch

effort from Hancock to win the thriller.

An exuberant exit by the Ferrari gave Minshaw a chance on the run to the flag, and just 0.1s split the pair for a photo finish in Hancock's favour, ahead of the Lister Costin of David Hart. Less than a second covered the quartet.

"It was such a great David-and-Goliath battle," Wills buzzed. "Hancock just had some amazing moves... I couldn't figure out where he was coming from!"

A "gutted" Hancock added: "We all used the big characteristics of our cars to the best advantage."

Gary Pearson also starred over the weekend, re-asserting his credentials as Goodwood's most successful driver in the Motor Circuit's second life, thanks to wins 13 and 14.

The first came in the curtain-raising Kinrara Trophy twilight race. Whereas in 2018 his Ferrari 250 GTO blew its clutch at the launch, this time he and Andrew Smith were comfortable victors. Pearson converted Smith's pole to lead into Madgwick, while Darren Turner hung the Aston Martin DB4 GT he shared with Simon Hadfield around the outside to deprive Chris Milner of second in his Jaguar E-type.

Turner gave chase but Pearson upped his pace before the pit window to stretch his advantage to nearly eight seconds before diving in. Smith immediately got down to lap record pace and never looked under threat.

Hadfield consolidated second, while a late safety car – caused by Jack Young shunting his E-type at Woodcote – gave Remo Lips the respite he needed to hang on for third in the Ferrari started impressively by David Franklin.

## GOODWOOD HIGHLIGHTS BY MATT KEW AND KEVIN TURNER

### McLAREN AMENDS



Ex-Formula 1 driver Karun Chandhok had a frustrating run in the Whitsun Trophy for late-period sports-prototypes last year. His race was thwarted by a broken gear linkage, but after a couple of trips to the pits he rejoined at the back of the field and posted the meeting's fastest lap in the John Bladon-owned McLaren M1A. This time around Chandhok made amends and delivered on that promised pace. Using the 5998cc at his disposal, he led from pole to win over Mike Whitaker's Lola T70, which fought back past Historic Formula Ford 1600 champion Cameron Jackson aboard a comparatively lithe Crossle Mk5S.



### 'CLARK' BEATS 'BRABHAM'

The ex-Innes Ireland/Jim Clark Lotus 18 of Sam Wilson won the 2.5-litre 1954-60 Formula 1 race, setting fastest lap along the way. Poleman Wilson lost out to Gary Pearson, driving Rudi Friedrichs' Cooper T53, and Nick Padmore's Lotus 16 at the start, but overtook both at Lavant Corner on the first lap before pulling away. Pearson finished second, while Padmore retired. That left Tom Dark's Cooper T51 to complete the podium after starting seventh and fighting a fine duel with James Davison's Lotus 18. The Maserati 250F of Marino Franchitti was the first front-engined finisher in seventh overall.

The remarkable history of one of the automotive industry's greatest designs was celebrated with special Sixty Years of the Mini parades over the three-day event. More than 150 examples, covering many of the different variations and specials, hit the track. Billy Monger drove Nick Swift's adapted Cooper S, which won the special Betty Richmond Trophy race at Goodwood in April. Other on-track demonstrations marked Sir Stirling Moss's 90th birthday, 60 years since the Cooper Car Company won the Formula 1 world championship, and 75 years since the D-Day landings.

### MINI HORDES INVADE



Unable to source a Ferrari or Jaguar sports car in New Zealand during the 1950s, racer Arthur Kennard took his Austin-Healey and dropped in the 283-cubic-inch engine and gearbox from a Chevrolet Corvette. He then won the 1958 Ken Wharton Memorial Trophy, the support race for the New Zealand Grand Prix. After a 1967 crash, from which insurers considered the Healey hot rod to be a write-off, it lay dormant until a 14-year restoration. The car made its Revival debut last weekend in the hands of Michael Lyons, who qualified sixth for the Freddie March Memorial Trophy. Unfortunately, engine trouble forced a non-finish.



### HEALEY NEEDS VETTE

Photos: LAT, Gary Hawkins, Richard Styles

# STAR IN LAST-LAP FIGHT

## Goodwood Revival. By Matt Kew

Having been chucked out of qualifying for failing scrutineering, the 250 GT SWB shared by Joe Macari and nine-time Le Mans 24 Hours winner Tom Kristensen tore from last to fourth, TK being the only driver able to approach the GTO's times in the closing stages.

Pearson closed the weekend with another victory in the Freddie March Memorial race, stroking his ex-Jim Clark Jaguar D-type to a win ahead of the similar car of brother John.

When second-starting Lukas Halusa was forced to take an early bath in his 300S owing to an ailing engine, Richard Wilson took the Maserati mantle – finishing third in his ex-Carroll Shelby/Jim Hall 250S ahead of James Cottingham in the Ferrari 500 TRC.

The Royal Automobile Club Tourist Trophy has long been heralded as the blue-riband race of the event. Although it was another AC Cobra-dominated affair, this year it met the expectations.

Shaun Lynn's visit to the Woodcote tyre wall turned the race on its head as the pitlane closed during the resultant safety car period. That meant the cars of early stoppers Darren Turner (hopping out for Oliver Bryant), Chris Wilson (swapping for top qualifier Andre Lotterer) and Bill Shepherd (handing over to Romain Dumas) were given a huge advantage.

During the second phase of the race, Lotterer was able to overhaul Dumas for the lead on the approach to Fordwater to secure victory.

The Bryant Cobra's TT duck continued as Oliver crashed at Madgwick having just overcome Dumas, promoting the Lister Costin Coupe of Frederic Wakeman and Benoit Treluyer to third – accounting for

eight Le Mans victories on the podium.

Although engine trouble ended their race prematurely, the Tojeiro of Olivier Hart and Nic Minassian proved the surprise new package. From second on the grid, Minassian had led by 2.5s over the TVR Griffith 400 of Mike Whitaker after the early battling as Wilson gradually fell down the order. Mike Jordan then guided the TVR to fourth.

Saturday's racing began with a frenetic scrap for Fordwater Trophy honours between Robert Barrie and Nick Swift. In rare scenes, it was Barrie's Lotus Elan S1 that proved to be the 'power' car as Swift's Mini Marcos was far faster through the corners.

Despite Swift taking the lead briefly at St Mary's, the Elan's extra grunt took Barrie clear once more. After 20 minutes they were nigh on inseparable, but Barrie defended his line into the chicane to win from Swift by 0.5s, with polesitter Josh Files bringing his comparatively large Triumph TR4 home in third.

Despite a brief scare as he skated on oil and clipped the gravel at Lavant, Andy Middlehurst was an otherwise composed winner of the Glover Trophy for 1.5-litre grand prix cars. Joe Colasacco's visit to the pits denied a repeat of the epic Ferrari 1512 and Lotus 25 battle that played out last year. Simon Diffey finished runner-up in the Lotus 20/22.

In the Goodwood Trophy for 1930-51 GP and Voiturette cars, Alta 2 Litre Single Seater pilot Gareth Burnett dominated to the tune of 40s over Nick Topliss's ERA A-type.

Similarly, Peter de la Roche was the runaway victor of the 500cc Formula 3 Earl of March bout.



LMP1 pros Lotterer and Dumas battled for TT spoils

## ALL-BENTLEY BATTLE



Aston Martin's 1959 world sportscar championship success was remembered with a special on-track display, complete with fake pit fire! Aston Martin, Porsche and Ferrari arrived at the 1959 season finale fighting for the title and Stirling Moss led the way in the early stages in the Aston DBR1 he shared with Roy Salvadori, but a pit fire put the car out. Moss was switched to the Carroll Shelby/Jack Fairman machine and charged through to win to secure the crown. Examples of the key cars from that race took to the track last weekend, with legends Sir Jackie Stewart and Tom Kristensen among the drivers.

## ASTON SUCCESS CELEBRATED



Bentley's centenary was celebrated with the Brooklands Trophy, with all the cars having to start with their hoods erected before pitting to take them down. Martin Overington's supercharged 4.5-litre 'Blower' grabbed the lead on the first lap and held on despite a six-car lead battle in which the other positions changed regularly. Gregor Fiske's similar car stayed out the longest and recorded some rapid laps, but a poor pitstop dropped him from contention. Overington's stop was too short and he received a one-second penalty, but still won from Oliver Llewellyn (4.5-litre), Ben Collings (Speed Model) and the remarkable Parkward Saloon of Patrick Blakeney-Edwards.

## WENDLINGER GETS BUG



Karl Wendlinger became the latest star of topflight motorsport to join the historic racing fraternity, making his Goodwood Revival debut last weekend. With 41 grand prix starts to his name and back-to-back Le Mans 24 Hours class successes from 1999 and 2000, the Austrian made his career in high-downforce and agile machinery. To share the Studebaker Silver Hawk with ex-British Touring Car driver Patrick Watts for the St Mary's Trophy made for a total culture shock. Its thunderous 5.7-litre engine produces a low-stressed 360bhp. But, now 50, Wendlinger found an instant affinity with the Yank Tank. He was five seconds ahead of Emanuele Pirro at the flag, but the Studebaker was excluded for illegal roller rockers.

## WINNERS

**Sussex Trophy for sports-racing cars raced between 1955 and 1960**  
Roger Wills (Lotus 15)

**Kinrara Trophy for GT cars of three-litres and over raced up to 1963**  
Gary Pearson/Andrew Smith (Ferrari 250 GTD)

**Freddie March Memorial Trophy for Sportscars from 1952 to 1955**  
Gary Pearson (Jaguar D-type)

**RAC TT Celebration for closed-cockpit GT cars and prototypes from 1960 to 1964**  
Christopher Wilson/Andre Lotterer (AC Cobra)

**Fordwater Trophy for road-going sports and GT cars raced between 1960 and 1966**  
Robert Barrie (Lotus Elan S1)

**Glover Trophy for 1.5-litre grand prix cars raced between 1961 and 1965**  
Andy Middlehurst (Lotus 25)

**Goodwood Trophy for grand prix and voiturette cars raced between 1930 and 1951**  
Gareth Burnett (Alta 2 Litre Single Seater)

**Earl of March Trophy for 500cc Formula 3 cars raced between 1948 and 1959**  
Peter de la Roche (Cooper-JAP Mk5)

**St Mary's Trophy for saloon cars raced between 1950 and 1959**  
Part 1: Emanuele Pirro (Alfa Romeo Giulietta T)  
Part 2: Mike Jordan (Austin A40)  
Combined: Nicolas Minassian/Mike Jordan (Austin A40)

**Whitsun Trophy for unlimited sports-prototypes raced up to 1966**  
Karun Chandhok (McLaren M1A)

**Brooklands Trophy for pre-war Bentley sportscars**  
Martin Overington (4.5-litre 'Blower')

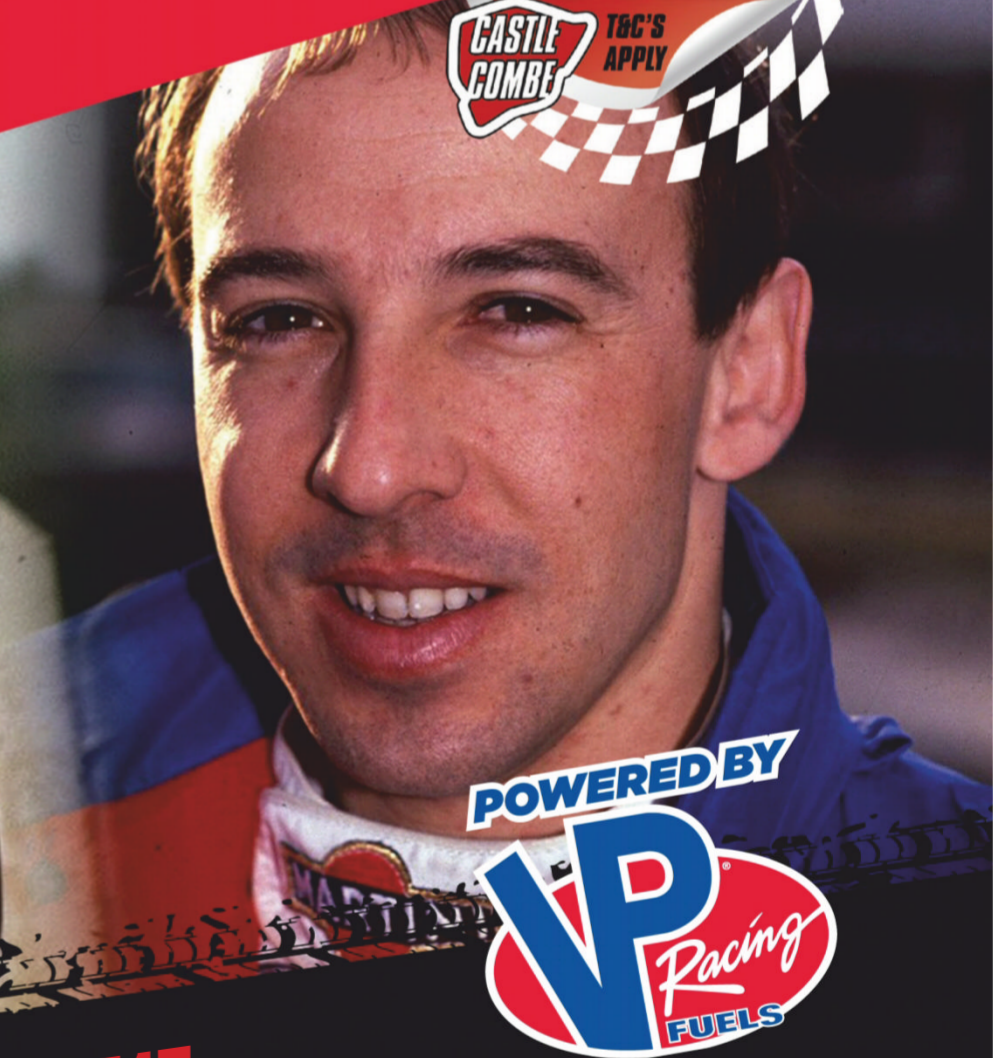
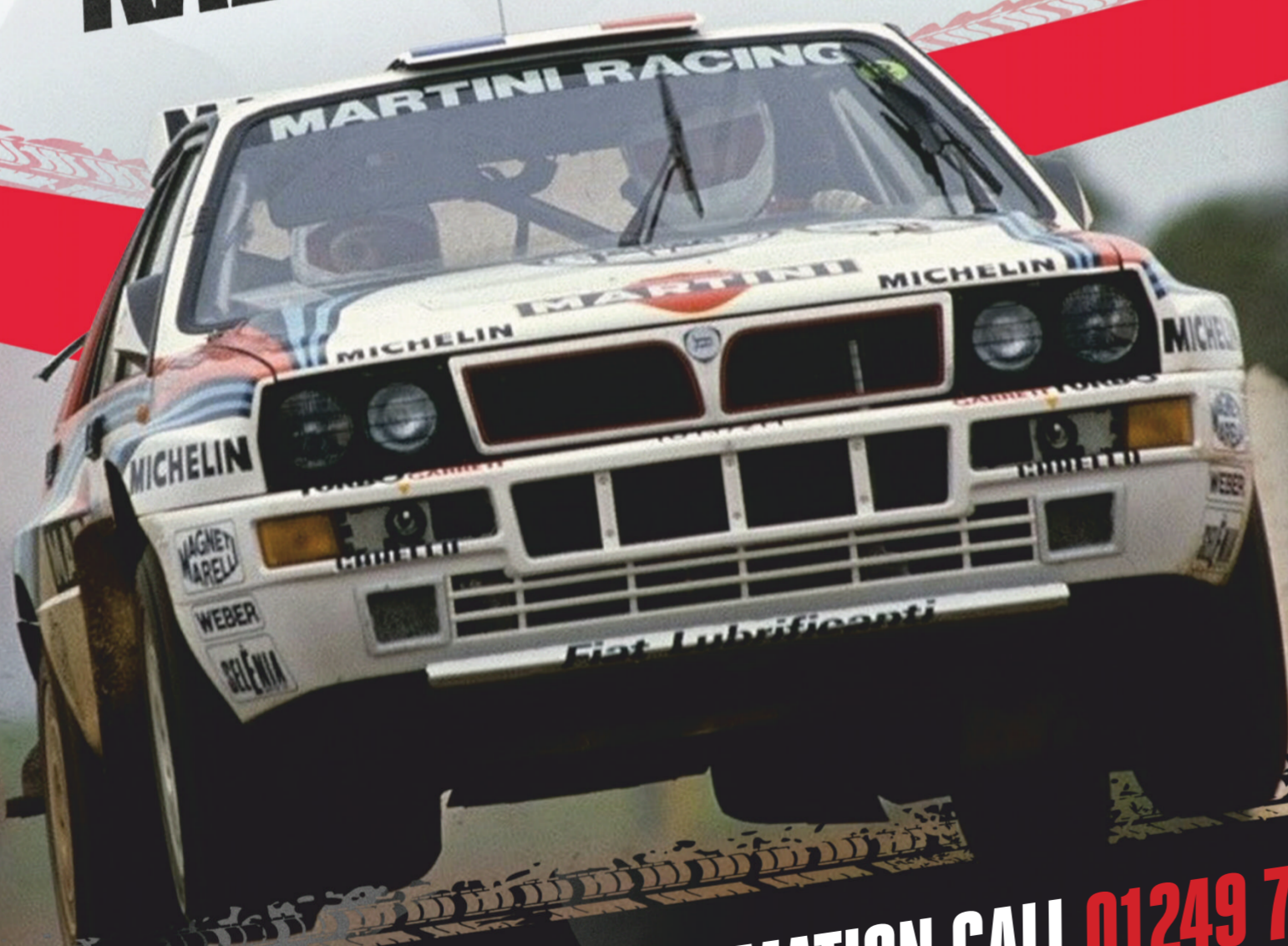
**Richmond and Gordon Trophies for 2.5-litre grand prix cars raced between 1954 and 1960**  
Sam Wilson (Lotus 18)



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# RACING REPORTS

**SILVERSTONE: BRSCC BY ELLIOT WOOD**
**SEPTEMBER 14-15**

Photos: Mick Walker



Foster (177) and Martin (11) both had success



Griffiths (16) and Dailly shared honours

**WINNERS**
**National Formula Ford 1600**  
 Race 1: Michael Eastwell (Spectrum 011C)  
 Race 2: Joey Foster (Firman RFR17)  
 Race 3: Rory Smith (Medina JL18)

**Fun Cup**  
 2: Rent Dominos  
 (Chris Hart/Henry Dawes)

**Mazda MX-5 Supercup**  
 Race 1: Aidan Hills  
 Races 2 & 3: Luke Herbert

**BMW Compact Cup**  
 Race 1: Tom Griffiths  
 Race 2: Steven Dailly

**Civic Cup**  
 Races 1 & 2: Lee Deegan (EP3)

**OSS Championship**  
 Races 1, 2 & 3:  
 Mike Jenvey (Jenvey-Gunn TS6)

## MARTIN'S CROWN AS FOSTER WINS ON RETURN

**Team Dolan's Ross Martin won National Formula Ford 1600's Triple Crown title at Silverstone National after three typically dramatic races.**

Kevin Mills Racing's Michael Eastwell (Spectrum 011C) continued his successful championship return with victory from pole in race one. He lost the lead at the start to Cliff Dempsey Racing's Jonathan Browne (Ray GR19), but reclaimed it at Brooklands on the same lap.

Eastwell's KMR team-mate Michael Moyers, racing as a warm-up for November's Walter Hayes Trophy, kept the pressure on and finished 0.066s short of victory. A five-way fight for third was won by the Ray

of CDR's Spike Kohlbecker.

Also racing for WHT preparation was Don Hardman Racing's Joey Foster. His race one effort lasted three laps before a radiator cap failure sent engine temperatures in his Firman RFR17 dangerously high, leaving him last on the race two grid. The engine may have been worse off from the failure, but Foster wasn't and climbed through the field in style to take a popular win.

Having spent some of this year recovering from surgery in between working on a FF1600 car, it was an emotional win for team boss Don Hardman, who described it as equal to winning the FFord Festival.

Foster charted only three laps again in the reversed-grid race three, which was

fought out between B-M Racing's Rory Smith and the Van Diemen of Martin.

Smith's team-mate Tom McArthur started from pole but conceded the lead to Martin in a four-wide Brooklands move. He was then usurped by Smith, seconds before McArthur went wheels up in a race-ending collision with Browne and Foster.

The resultant safety-car period actually separated the field, with Smith and Martin galloping away. Moyers and Eastwell finished third and fourth, also well clear of fifth-placed Kohlbecker, who conceded the Triple Crown title to Martin.

Rivalling the FF1600 sprints was the four-hour **Fun Cup** race, where 2 Rent Dominos (Chris Hart/Henry Dawes)

and JPR Axiometrics (Kristian Rose/Chris Weatherill/Chris Dovell) fought hard in a race free of safety cars.

For 78 of the 201 laps, the top two were separated by less than a second, the tense on-track battle only paused by pitstops.

"It was just flat out for four hours: exhausting," said winner Dawes.

"It's four corners, and it's so much harder than somewhere like Oulton Park, because the concentration's so much harder. You can have a whole stint and make up five seconds, and lose it in a pitstop."

Aidan Hills took first blood in the **Mazda MX-5 Supercup** against Jack Harding and Luke Herbert. Fluffed braking at Becketts cost Hills a second win, with Herbert defending hard to beat Harding.

Jack Sycamore infiltrated their lead battle in race three, but Herbert prevailed again.

David May set a slick lap to take **BMW Compact Cup** pole, but after some panel rubbing left an oil slick in race one. That put Tom Griffiths and Steven Dailly alone up front, and it was Griffiths who took victory. A repeat result was on the cards in race two until Dailly got his nose inside at Luffield on the final lap to prevail by 0.035s. Both drivers celebrated wildly as they crossed the line.

Lee Deegan commanded both **Civic Cup** races, despite starting the second from 10th place.

Similar dominance came in the **OSS** triple-header courtesy of Mike Jenvey in his self-developed Jenvey-Gunn TS6.

**OULTON PARK: 750MC BY ANNA DUXBURY**
**SEPTEMBER 14**

## NO HOLDING BACK WALL IN TIGHT LOCOST CONTESTS

**Louis Wall and Thomas Gadd shared the honours in the Locost championship at Oulton Park.**

Karl Ruijsenaars took his first pole in the series but it was second-on-the-grid Wall who initially led off the line and became embroiled in a tight three-way fight for the win with Murray Shepherd and Gadd. Wall came through to take victory in the final moments of the last lap, a mere eight hundredths of a second ahead of Gadd.

Gadd was to find success in the second race, however, despite the best attempts of Wall and Mark Burton. Burton had dropped down from his starting position of third at the beginning of the race but quickly made his way back up the field, sweeping from fourth to second in one lap. It was another tense charge to the chequered flag as Burton made a final dive around the outside and both Burton and Wall crossed the line 0.21s behind Gadd in a near dead-heat. The entire top six finished within a second of the winner.

Joe Stables was crowned 2019 Class B and overall **Bikesports** champion despite starting close to the back of the grid after a troubled qualifying for his Radical SR3. He fought his way up to fifth in both races and wrapped up the championship with one round

still to go. The first Bikesports race opened with contact between Charles Hall and Josh Smith and, with the championship leaders taking a trip into the gravel at Cascades, it became a battle between Joe Lock (Radical PR6) and Scott Mittell for the win. Mittell took the honours after making a move around Old Hall and continued his streak of strong results by finishing second to Josh Smith in the race later in the day.

Carl Swift and Robert Baker won the **Club Enduro** race in their SEAT Leon Eurocup by a margin of 4s from Rory Hinde and Owen Fitzgerald, taking the lead early on in the two-hour race after the retirements of polesitter Leon Bidgway (Lotus Exige) and the BMW M4 of Luke Sedzikowski and David Whitmore. Class B victory went to the Honda NSX of Christopher Nylan and Simon Wallis, while Class C honours looked to go to John Munro and Nick Dougill until their Mazda MX-5 pulled into the garage a few laps from the finish, leaving Andrew Lightstead and Imran Khan to take the win.

In the first **BMW Car Club Racing Championship** race, Michael Cutt took victory from pole while behind Rick Kerry fought off a last-lap attack from Michael Pensavalle through Cascades and Lakeside for second. In

**WINNERS**
**Locost Championship**  
 Race 1: Louis Wall  
 Race 2: Thomas Gadd

**Bikesports**  
 Race 1: Scott Mittell (Mittell MC 41R)  
 Race 2: Josh Smith (Radical PR6)

**Club Enduro Championship**  
 Carl Swift/Robert Baker (SEAT Leon Eurocup)

**BMW Car Club Racing Championship**  
 Race 1: Michael Cutt (E36 M3)  
 Race 2: Michael Pensavalle (M3)

**Sport Specials**  
 Races 1 & 2: Andy Hiley (Chronos HR1S)

the second race of the day, Pensavalle was more successful, beating the E46 M3 of Jasver Sapra for the win, while Kerry and Cutt finished with only 0.3s between them for third.

It was two from two for Andy Hiley in the **Sport Specials** championship, with the entire podium replicating itself for the second race. In the opening encounter it was the battle for second that was closest as Paul Boyd (Eclipse SM1) made his way up from ninth to take the position from Martin Gambling on the final lap. It was even closer in the second race, with both Boyd and Gambling crossing the line 1.71s behind Hiley.

Photos: Steve Jones



Wall (44) made a quick getaway and edged thrilling opening encounter



Swift and Baker teamed up in SEAT Leon to claim two-hour Club Enduro



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# RACING REPORTS

**MONDELLO PARK: LEINSTER TROPHY BY LEO NULTY**
**SEPTEMBER 14-15**

## RABBITT POUNCES TO CLAIM LEINSTER TROPHY

**Barry Rabbitt is ever the opportunist and when poleman for the Leinster Trophy race Stephen Daly stalled on the line, he aimed his Formula Renault car through the gap.**

From row three, Rabbitt emerged from the cloud of spray at Turn 1 in second and drove around the outside of Paul O'Connell's World Series Dallara for the lead at Turn 4. Paul Dagg climbed to second but couldn't make any impression on the leader. Daly meanwhile was on a charge, scything through the pack to second and chasing down Rabbitt before a late safety car neutralised the race. That's how it finished with a delighted Rabbitt becoming a two-time winner of one of the most famous trophies in Irish Motorsport.

Matthew Nicholl, already crowned as **Ginetta Junior** champion, took the opening race, but retired in the closing stages of race two, handing Karl O'Brien the win.

Dan Polley got the jump on **Formula Vee** poleman Anthony Cross and got his head down to rebuff a last-corner challenge for the win. In a wet race two, Tim Murray displaced Polley to take an impressive maiden victory.

Brian Hearty took the opening **Formula Sheane** race as fellow front-row occupant Richard Kearney was swamped by the pack. Kearney's recovery drive to second clinched him the 2019 title.

In race two, Hearty led away but soon came under pressure from Kearney and Sean Hynes. In one of the races of the weekend, the trio took turns at the front with Kearney finally settling the issue with a

switchback at the final corner as Hynes and Hearty touched.

Michael Cullen took pole for the **Irish Stryker** race in a borrowed car but a broken throttle cable sidelined him early on. This left Stephen Ross clear for the win. In race two, with the rain coming down, Cullen eased away from pole and crossed the line well ahead of Adrian Deasy, with Greg Kelly third.

Jackie Cochrane's Sunbeam Tiger made its usual tardy start from **HRCA** pole, with Brendan Keane's Mallock streaking into the lead. But order was soon restored as Cochrane took his customary pair of victories.

Kevin Doran did the double in the **Fiesta ST** class with Erik Holstein recovering from a shunt in race one to clinch the championship with fourth in race two, from the back. In the **Zetec** class, William Kellett tracked down the guesting Peter Barrable before grabbing the lead into Turn 7A and going on for the win. Barrable returned the compliment in race two, with new champion Kellett next across the line.

Paul O'Connell launched his WSR Dallara off row two to grab a glorious lead of the opening **BOSS** race before the F3-mounted front-row occupants Stephen Daly and Paul Dagg elbowed their way through. As predicted, they streaked away from the pack. Daly was on form though and crossed the line almost five seconds ahead of Dagg with O'Connell a distant third.

Pat McBennett took the shortened first **Closed-Wheel Libre** race, with Shane Murphy retiring and handing Barry English the **SEAT Supercup**

### WINNERS

**Leinster Trophy**  
Barry Rabbitt (Tatuus Formula Renault)

**Ginetta Junior**  
Race 1: Matthew Nicholl  
Race 2: Karl O'Brien

**Formula Vee**  
Race 1: Dan Polley (LOH Sheane)  
Race 2: Tim Murray (Leystone)

**Formula Sheane**  
Race 1: Brian Hearty  
Race 2: Richard Kearney

**Irish Strykers**  
Race 1: Stephen Ross (Raw Stryker)  
Race 2: Michael Cullen (Raw Stryker)

**HRCA**  
Races 1 & 2: Jackie Cochrane (Sunbeam Tiger)

**Fiesta ST**  
Races 1 & 2: Kevin Doran

**Fiesta Zetec**  
Race 1: William Kellett  
Race 2: Peter Barrable

**BOSS Ireland**  
Stephen Daly (Dallara F308)

**Closed-Wheel Libre**  
Race 1: Pat McBennett (Lotus Elise)  
Race 2: Roger McMahon (Alfa Romeo 147)

**SEAT Supercup**  
Race 1: Barry English  
Race 2: Shane Murphy

**Irish Touring Car Championship**  
Race 1: Ciaran Denvir (Honda Civic)  
Race 2: Keith Campbell (VW Corrado)

**Irish Supercars**  
Races 1, 2 & 3: Alan Watkins

**Future Classics**  
Races 1 & 2: Aidan Byrne (Toyota Celica)

Photos: Michael Chester



Rabbitt used Tatuus Formula Renault car to overcome quicker machinery



Guesting Barrable came within a second of double Fiesta Zetec success

## CASTLE COMBE: CCRC BY GRAHAM KEILLOH

**SEPTEMBER 14**

Photos: Ollie Read



Thornton-Norris dragged Colt home



Smith claimed Mini Se7en championship

### WINNERS

**CCRC Saloons**  
Alex Kite (Audi TT)

**Mini Se7en**  
Race 1: Joe Thompson  
Race 2: Jeff Smith

**CCRC Formula Ford**  
Josh Fisher (Van Diemen JL14)

**CCRC GT**  
Kevin Jones (Noble M12 RSR)

**CCRC Hot Hatch**  
Craig Tomkinson

(Vauxhall Nova)

**Sports vs Saloons**  
Jamie Sturges (VW Golf TCR)

**Mini Miglia**  
Races 1 & 2: Sam Summerhayes

**Morgan Challenge**  
Race 1: Andrew Thompson (Morgan ARV6)  
Race 2: Bill Lancashire (Morgan +8)

## DRAMATIC CONCLUSION TO SALOON TITLE RACE

**Simon Thornton-Norris knew a finish plus fastest lap in the Castle Combe Saloon Championship season-closer would wrap up his overall title. He got these, but in bizarre circumstances.**

At the race's one-third distance Thornton-Norris had a failure on his Mitsubishi Colt's front-right. "Driveshaft, suspension, steering arm – something broke on the rumble strip on the exit of the chicane," he explained. "My heart sank at that point. Every time I steered right it went left; every time I hit the brakes it ground like you were grinding them against the floor."

He soldiered on at much-reduced

pace, finishing four laps down in the 15-lap contest. But, aided by his two Class B rivals, Neil Greenland and Mark Wyatt, retiring earlier with driveshaft failures, it was enough.

"Very unorthodox!" Thornton-Norris concluded. "But with these things points are points if you can get across the line and I knew that. If I'd come second I'd be gutted."

It left Matt Parr, who won Class C comfortably in his Peugeot 106, pipped to title honours. Only a broken driveshaft in the May Day round denied Parr a 2019 victory clean sweep and the title. "I did everything that I could," he said. "Just a shame that it did go the way it did. But well done, Simon, we had a good battle all year. I

did see him slowing down and there was a glimmer of hope in my head. I was praying, though I wouldn't wish bad luck on anyone. Fair play, he limped it round." Alex Kite's Audi TT won the race.

The **Mini Se7en** title was also on the line in its season finale. Joe Thompson, son of multiple-champion Paul, aimed for two wins to beat ex-British Touring Car racer Jeff Smith. Thompson beat Smith in race one, then did the same on the road in race two, but had a 10-second jump-start penalty.

"It was just one of those things," Thompson said. "My foot slipped a little bit on the clutch and by then it had bitten and started to roll. I let a few

people go to show it wasn't on purpose. Quite a bit gutted. I still enjoyed myself out there and proved that we've got the pace."

Smith was sympathetic. "He dropped back, and they've still penalised him which is a shame," he noted. "His misfortune's my fortune. We've won it by I think two points. Pleased with that!"

Josh Fisher sealed his latest **Combe Formula Ford 1600** crown in the previous round, and he rounded off his campaign with another victory, just ahead of brother Felix. Though in keeping with the meeting's theme, both picked up 5s track-limit penalties! Josh insisted he felt "quite comfortable" in first while Felix behind was missing

fourth gear.

Kevin Jones in his Noble won the **Combe GT** race by half a minute from Barry Squibb's Mitsubishi Evo. Jamie Sturges, already this year's GT champion, took another class win in his VW Golf TCR then won the **Sports vs Saloons** race by 45s from Kite. Craig Tomkinson in his Vauxhall Nova won the **Hot Hatch** contest.

Sam Summerhayes won both **Mini Miglia** races, heading multi-car slipstreaming battles. Phil Harvey wrapped up the Mini Libre title with second place in class in race one, aided by rival Rob Davis becoming another broken-driveshaft victim. Andrew Thompson and Bill Lancashire shared the **Morgan Challenge** wins.

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## SPORTING SCENE WORLD RALLYCROSS: LATVIA

Photos: World RX, Tom Banks, STARD, Colin Casserley

## HANSEN BOUNCES BACK FROM EARLY WOE TO TAKE THE SPOILS

Peugeot driver produces the ultimate comeback to claim slender points lead. By Hal Ridge

Latvia's introduction to the World Rallycross Championship raised the bar for new events in the series, both in terms of track preparation and event promotion, when the country joined the roster in 2016.

The event that year was won by a certain Sebastien Loeb, the World Rally legend's first World RX victory. Back then, Loeb's spotter within the Team Peugeot Hansen squad was Swede Eric Faren who, since Peugeot took over Kenneth Hansen's outfit for 2018, has set up his own team.

With Peugeot withdrawing from the World RX series last year and Hansen reigniting his own Team Hansen MJP effort for this season, the Swede's sons Timmy and Kevin arrived at the ninth round of season in Riga last weekend tied for second in the standings, two points off the series leader Andreas Bakkerud.

But, with 14-time European Rallycross Champion Hansen absent from a top flight FIA rallycross round for the first time since July 2012 (due to filming for a Swedish reality television show in Greece), Faren was drafted back into the team to act as spotter for Timmy Hansen in Riga.

Of the three title contenders, it was Andreas Bakkerud who got off to the best start on the opening day, second fastest to Rokas Baciуска in Q1, while Kevin Hansen made a good getaway in his race from an outside grid slot to take the third best time.

Timmy Hansen meanwhile had a battle to the finish line with European Rallycross champion Robin Larsson that cost the Peugeot 208 driver time. The pair tussled again in the opening sequence of corners in their Q2 race, Hansen ending up in the wall at the Turn 2 apex after contact with Larsson and Krisztian Szabo, before retiring later in the same lap with broken rear suspension. Larsson was disqualified from the session for his part in the incident, while Hansen lay 15th overnight.

Meanwhile, Niclas Gronholm set the best time to climb into the top three, behind overnight leader Baciуска.

With the Riga circuit drenched by heavy rain on Sunday morning, Timmy Hansen made the best starts in Q3 and Q4 to win both of his races,

and take a pair of fastest times to climb all the way back to second. A mature second day from Bakkerud, in which he stayed out of trouble and shadowed Timmy Hansen to the finish in Q4, ensured the Norwegian top qualifier position. Baciуска meanwhile was left on the start line in Q3 and dropped to third in the Intermediate Classification, with Kevin Hansen fourth.

The rain had eased during Q4, but fell hard again before the semi-finals, every driver in semi-final one running deep into the first corner. Polesitter Bakkerud survived contact with a fast-starting Anton Marklund, then took the race lead into Turn 4 when Liam Doran left an Audi S1-sized door open for his RX Cartel colleague to fit into.

Baciуска had another slow start, then spun after first corner contact with Timo Scheider. Bakkerud won the race to secure pole for the final, the two Audis split by Gronholm's Hyundai at the finish.

Semi-final two was less dramatic, with Timmy Hansen beating his brother away from the line, Kevin then covering the rear of his sibling's Peugeot into Turn 1, shutting the door on Reinis Nitiss. The Latvian took an early joker, which would prove costly, getting held up by compatriot Janis Baumanis and neither made the final.

Bakkerud had increased his championship margin over Timmy Hansen to three points in qualifying, and it was that pair that lined up together on the front row for the final.

Again Hansen made a strong start, as Bakkerud dropped back into the pack, behind the GRX Hyundais of Gronholm and Timur Timerzyanov after the first corners.

Bakkerud passed Timerzyanov when the Russian made a mistake on lap one, Timerzyanov then taking his joker, while Kevin Hansen battled with Doran behind. Bakkerud also made a mistake in the same place as Timerzyanov, at Turn 8, on lap three and lost time, and although he climbed to second when Gronholm joked, Bakkerud would wind up third behind the Finn and winner Timmy Hansen. Therefore, for the



Hansen was only 15th in the overnight classification

second time in four years, Eric Faren was the winning spotter in Riga.

Kevin Hansen finished the final fourth, with Timerzyanov fifth and Doran sixth, after a spin.

The result moved Timmy Hansen into the series lead, by a single point from Bakkerud with just the final round in South Africa remaining.

But it's a shame that with no confirmation of the government funding the Riga event requires to run, it could be absent from the World RX calendar in 2020.

DA Racing team mates Jean-Baptiste and Andrea Dubourg finished first and second in the Euro RX Supercar final, ahead of Swede Peter Hedstrom. Russian Timur Shigabutdinov won the last round of the Super1600 championship in a Volland Racing Audi A1, but the title went the way of team-mate Aydar Nuriev, who claimed the crown in qualifying then promptly got spun at the first corner of his semi-final and didn't make the final cut.



Bakkerud had to settle for third

## RESULTS

## FIA World Rallycross

When: September 14-15 Where: Riga, Latvia Starters: 52

POS	DRIVER	CAR	TIME
1	Timmy Hansen	Peugeot 208	5m20.070s
2	Niclas Gronholm	Hyundai i20	+2.297s
3	Andreas Bakkerud	Audi S1	+2.670s
4	Kevin Hansen	Peugeot 208	+6.055s
5	Timur Timerzyanov	Hyundai i20	+8.773s
6	Liam Doran	Audi S1	+24.540s

**Euro RX Supercar (6 laps)** 1 Jean-Baptiste Dubourg (Peugeot 208) 5m28.001s; 2 Andrea Dubourg (208) +3.264s; 3 Peter Hedstrom (Volkswagen Polo); 4 Sebastian Eriksson (Volkswagen Beetle); 5 Sondre Evjen (Polo); 6 Linus Westman (Polo).

**Euro RX Super1600 (6 laps)** 1 Timur Shigabutdinov (Audi A1) 5m50.551s; 2 Arthur Egorov (A1) +0.684s; 3 Janno Ligur (Skoda Fabia); 4 Yuri Belevskiy (A1); 5 Egor Sanin (Renault Twingo); 6 Gergely Marton (A1).

## MOTORSPORT NEWS STAR DRIVER



## TIMMY HANSEN

Timmy Hansen's title aspirations were well and truly on the rocks as he retired from Q2 in Latvia, but perfect launches and performances in Q3 and Q4 to take fastest times and climb to second in qualifying were only bettered by the wins in the semi-final and final. If ever a driver was under pressure to produce a comeback performance, that was it, and Hansen delivered impeccably.

## MOTORSPORT NEWS WOODEN SPOON



## JANIS BAUMANIS

The two drivers with most support in Latvia were unquestionably local heroes Reinis Nitiss and Janis Baumanis. While Baumanis has featured on the World RX podium in 2019, and run near the front all year, he just couldn't recreate that performance at home, with only a single top 10 time. He didn't make the final, but neither did Nitiss, the latter getting stuck behind his compatriot, who was yet to joker, in the semi-finals.

## BriSCA F1



There was no stopping Harris at King's Lynn as he led all 25 laps of the final

## HARRIS ON TOP OF THE WORLD AS HE COMPLETELY DOMINATES BriSCA F1 FINAL

## BriSCA F1

By Colin Casserley

Organiser: Trackstar Where: King's Lynn When: September 14 Starters: 111.

Tom Harris dominated the BriSCA F1 World Championship at King's Lynn on Saturday night. He led every one of the 25 laps and crossed the line several car lengths ahead of second place man Ryan Harrison. It was a second world title for Harris to add to his previous triumph in 2013.

Starting on pole, Harris jumped into the lead at the drop of the green flag only for Frankie Wainman Jr to barge him wide on the first turn. Wainman carried so much momentum into the turn that he slung his car sideways to avoid hitting

the wall, but was collected by Paul Hines.

That allowed Harrison to move into second position with Dutchman Jelle Tesselaar in third spot. Wainman rejoined in fourth.

The race was brought to a halt following a rollover and, on the restart, Harris pulled away from the pack. Wainman worked his way back to second place only to suffer engine failure as he closed in on the leader. Harrison regained second and Craig Finnikin moved into third from his grid 14 starting spot in the closing stages.

Harris was over the moon, but knew he had an escape at the opening turn. He said: "I knew Wainman would have to try and take me out on the first lap. That was his best shot at winning, but we beefed up the car to withstand any attack.

"That did mean I had to adjust the car a bit to allow for the extra weight, so we were not sure how it would handle. The inside-rear tyre started to go away at the end and the car was jumping coming out the turns but luckily it held out. I would like to thank everyone who boos me, that makes me just go faster."

Second place man Harrison said: "I gave it my best shot; I got a great start and managed to avoid several cars spinning in front of me. I haven't traced much in the UK this year as I have been concentrating on racing my Sprint car in the USA so, for the limited track time I have had, I am happy with second."

## Results

1 Tom Harris; 2 Ryan Harrison; 3 Craig Finnikin; 4 Will Hunter; 5 Jelle Tesselaar; 6 Danny Wainman; 7 Bert de Vries; 8 Bradley Harrison; 9 William Humphries; 10 Lee Fairhurst.

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*MN does not always agree with opinions expressed in letters*

## MN SAYS...

# Title twists and dramatic conclusions

### It was a bumper weekend of motorsport and there was no shortage of drama

As you will have read over the previous pages of MN, there was a huge amount of motorsport taking place last weekend. Arguably too much, with the three highest-profile British series (British Touring Car Championship, British GT and British Rally Championship) all in action.

But there was a common theme surrounding many of those national and international motorsport events: dramatic title twists. Take Rally Turkey for example, Ott Tanak was starting to look a little out of reach for his World Rally Championship rivals. But one ECU failure and a victory for Sebastien Ogier later, and suddenly the title battle has been thrown wide open again ahead of Wales Rally GB next month.

It was a similar story in the BTCC. Colin Turkington was looking fairly comfortable at the head of the standings. But a win for Andrew Jordan and a hit from Rory Butcher mean things have closed right up again. And, as for British GT, the Donington decider proved as dramatic as ever.

Last weekend was a reminder there are no guarantees in motorsport. And we're in for a real treat as the WRC and BTCC title fights reach their conclusion.

**Stephen Lickorish, Deputy Editor (Twitter: @sdlickorish)**



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LETTERS@MOTORSPORT-NEWS.CO.UK

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



ART EDITOR MIKE STOKES'S  
FAVOURITE OF  
THE WEEK!

New meets old: Rich Cranston took this pic at an eclectic Donington Park test, where a GT3 McLaren shared the track with a Ford Mustang



Brian Gower watched Caterhams in action at Anglesey recently



David Harbey caught Peter Thurston about to crash at Prescott



Mike Bouts was at picturesque Eastnor Park for the Three Shires



Snetterton British Truck action. Picture sent in by Justin Ward



Wayne Rockett's Hyundai locks a wheel. By Yvonne Williams



Richard Salisbury's image of Richard Gough's Ford Escort



Mike Farmer also visited the recent hillclimb event at Prescott



ELMS drama at Silverstone recently, taken by Neil Ormston

GOT AN OPINION?

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

TV GUIDE



Vettel took victory at Singapore GP in 2012 on way to that season's title

Take a trip down memory lane with **F1 Classic Races** and the 2012 Singapore Grand Prix (Wednesday, 2100-2330hrs, Sky Sports F1), which was won by Red Bull's Sebastian Vettel.

Ahead of this weekend's latest **British Rallycross** round from Pembrey, tune in to see the previous event from Lydden Hill as the championship battle heats up (Thursday, 1300-1400hrs, BT Sport 1). Former champion Julian Godfrey

leads the way but Derek Tohill is hot on his heels with three rounds to go.

In the mood for more sideways action? Then fear not, as highlights from **World Rallycross** come from Latvia, the penultimate round of a wide-open championship battle (Thursday, 1400-1500hrs, BT Sport 1).

And finally, get your fill of **Australian Supercars** from Pukekohe Park Raceway in New Zealand (Friday, 2200-0000hrs, BT Sport 1).

LIVE TV

**TCR Europe: Barcelona**

■ **Race 1:** Saturday, 1730-1815hrs, Freesports (delayed)  
 ■ **Race 2:** Sunday, 1730-1815hrs, Freesports (delayed)

**NASCAR: Richmond**

■ **Race:** Sunday, 0000-0430hrs, Premier Sports 1

**IndyCar: Laguna Seca**

■ **Race:** Sunday, 1930-2300hrs, Sky Sports F1



Power won last time out in IndyCar

LIVE F1

**Singapore Grand Prix Sky Sports F1 HD**

■ **Drivers' press conference:** Thursday, 1300-1330hrs  
 ■ **Welcome to the weekend:** Thursday, 1630-1700hrs  
 ■ **FP1:** Friday, 0915-1115hrs  
 ■ **FP2:** Friday, 1315-1515hrs  
 ■ **FP3:** Saturday, 1045-1210hrs  
 ■ **Qualifying:** Saturday, 1300-1530hrs  
 ■ **Race:** Sunday, 1130-1600hrs  
 ■ **Highlights:** Sunday, 2300-0000hrs

**Channel 4 HD highlights**

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

LISTINGS

**RACING SATURDAY**

■ **Brands Hatch, Kent HSCC meeting:** Historic Formula Ford, Historic FF2000, Ford Escorts, Historic Touring Cars, 70s Road Sports, Classic F3/Classic FF2000 **Starts** racing from 1135hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

**SATURDAY/SUNDAY**

■ **Silverstone, Northants BRSCC meeting:** Ferrari Challenge, Ferrari Classic **Starts** Saturday, racing from 1520hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs **Admission** adult £20, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260  
 ■ **Thruxton, Hants CSCC meeting:** Tin Tops, Swinging Sixties, Future



Pritchard has a chance of retaining Motorsport UK Asphalt crown

Classics, Magnificent Sevens, Modern Classics, Special Saloon and Modsports, New Millennium, Open Series, Turbo Tin Tops **Starts** Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 1330hrs (qualifying from 0855hrs) **Admission** adult £13, under 15 free **Web** barc.net **Contact** 01264 882200  
 ■ **Donington Park, Leics MSVR meeting:** GT Cup, Toyo 7s, Radical SR1, Lotus Elise, Trackday Championship **Starts** Saturday, racing from 1210hrs (qualifying

from 0930hrs) Sunday, racing from 1130hrs (qualifying from 0930hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000  
 ■ **Croft, N Yorks BARC meeting:** Clubmans, Super Silhouettes, Clio Cup, Pickups, Classic FF1600, Citroen C1 **Starts** Saturday, racing from 1330hrs (qualifying from 0930hrs) Sunday, racing from 1200hrs **Admission** adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815

■ **Anglesey, NWales BARC meeting:** Classic VW/ BARC Saloons/Honda VTEC, Junior Saloons, Sports/Saloons, MaX5, Mighty Minis, Karts **Starts** Saturday, racing from 1540hrs (qualifying from 1000hrs) Sunday, racing from 0930hrs **Admission** adult £15, child free **Web** angleseycircuit.com **Contact** 01407 811400

**RALLY SATURDAY**

■ **Omagh, Co. Tyrone McKelvey Asbestos Bushwhacker Rally** **Starts** 0930hrs **Admission** free **Web** omaghmotorclub.co.uk  
 ■ **Castle Combe Circuit, Wilts Rallyday** **Starts** 0900hrs **Admission** adult £25, under 17 free, see website for packages

**Web** castlecombecircuit.co.uk

**SUNDAY**

■ **Otterburn Training Area, Northumberland The Fords Parts Cheviot Stages Rally** **Starts** 0830hrs **Admission** TBA **Web** cheviotstages.org.uk

**SPORTING SCENE SATURDAY/SUNDAY**

■ **Pembrey Circuit, Carm British Rallycross** **Starts** 0930hrs **Admission** adults £12, children under 14 free **Web** rallycrossbrx.com  
 ■ **Tullyroan, Ulster National Hot Rods** **Starts** 1630hrs/1300hrs **Admission** TBA **Web** nationalhotrod.com

*Details correct at time of press*

NEXT WEEK

OUT WEDNESDAY, SEPTEMBER 25

THE VOICE OF BRITISH MOTORSPORT  
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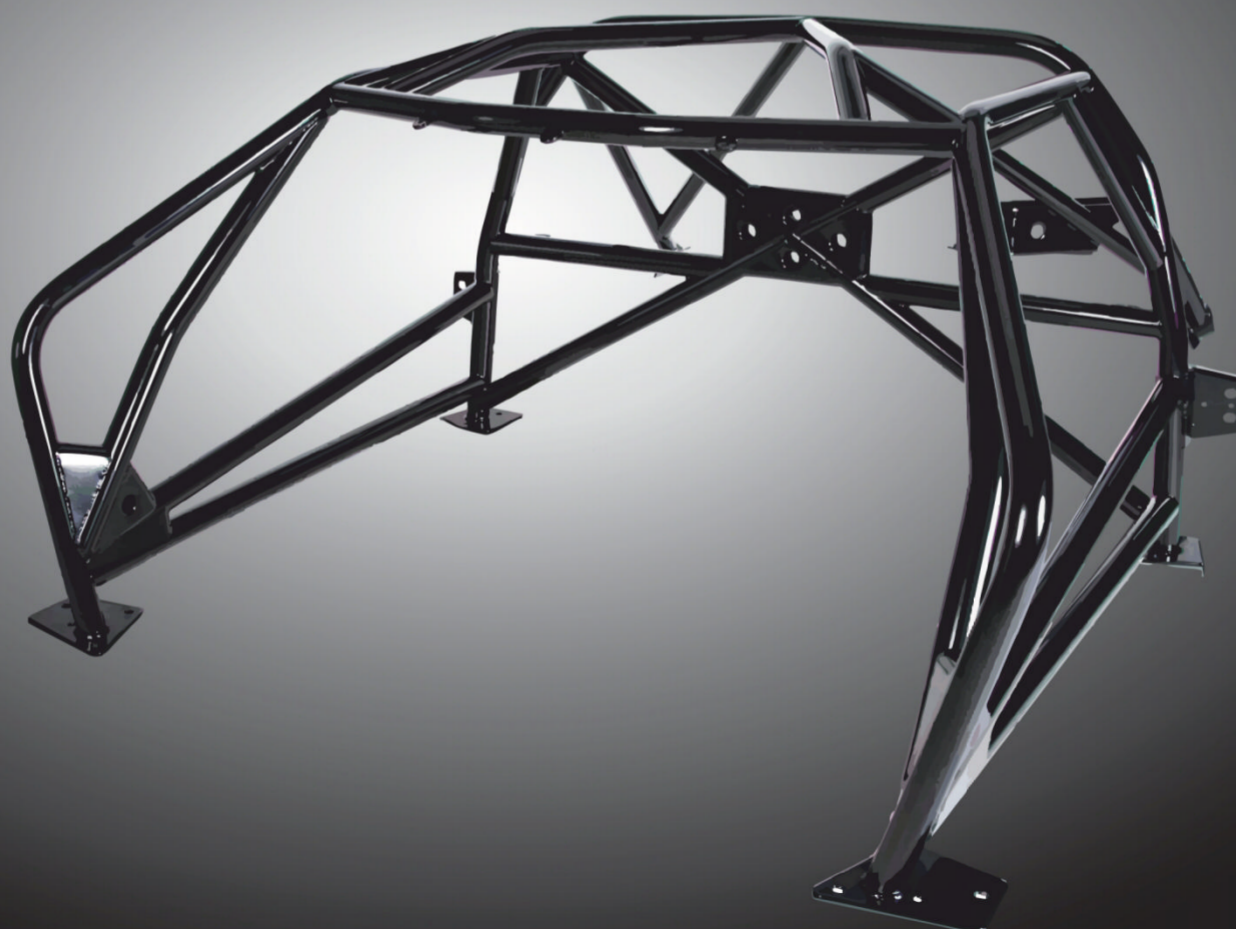
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LH 2:2 ratio **£214.50** **£257.40**

OEM style steering rack mounts pair **£16.80** **£20.16**  
Roller bearing top mount - spherical bearing, each **£49.50** **£59.40**  
Roller bearing top mount - roller bearing, each **£49.50** **£59.40**  
Roller bearing plastic dust covers pair **£9.50** **£11.40**  
Spherical bearing race type top mounts pair **£49.60** **£59.52**

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

OEM TCA's **£63.50** **£76.20**

### X-Flow ally radiator



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

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RS2000 (Pinto) ally radiator **£179.60** **£215.52**  
13/235 oil cooler **£50.10** **£60.12**

Lockable fuel filler cap assembly **£49.50** **£59.40**

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



WCP Interupter pump **£29.00** **£34.80**

WCP interupter fuel pump **£29.00** **£34.80**  
WCP solid state fuel pump **£19.00** **£22.80**  
WCP injection fuel pump from **£32.19** **£38.63**  
Bonnet pin kits, stainless **£5.00** **£6.00**  
Bonnet pin kits, alloy **£7.00** **£8.40**  
Aerocatch from **£31.00** **£37.20**  
Avanti map light from **£19.50** **£23.40**  
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Roll cage padding, 3ft, B1 fire rating **£6.00** **£7.20**



M16 Calipers from **£89.00** **£106.80**

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

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

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

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Bonnet bump stop pair **£6.20** **£7.44**  
Bonnet rail bump stop, set of 4 **£10.90** **£13.08**  
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Wiring loom bulkhead grommet **£6.90** **£8.28**  
Bonnet release cable grommet **£5.20** **£6.24**  
Steering column bulkhead grommet **£7.20** **£8.64**  
Handbrake backplate dust boots pair **£7.10** **£8.52**  
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Brake and clutch pedal pads pair **£8.00** **£9.60**  
Shock absorber top caps pair **£13.90** **£16.68**  
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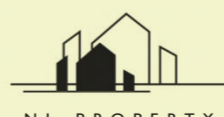
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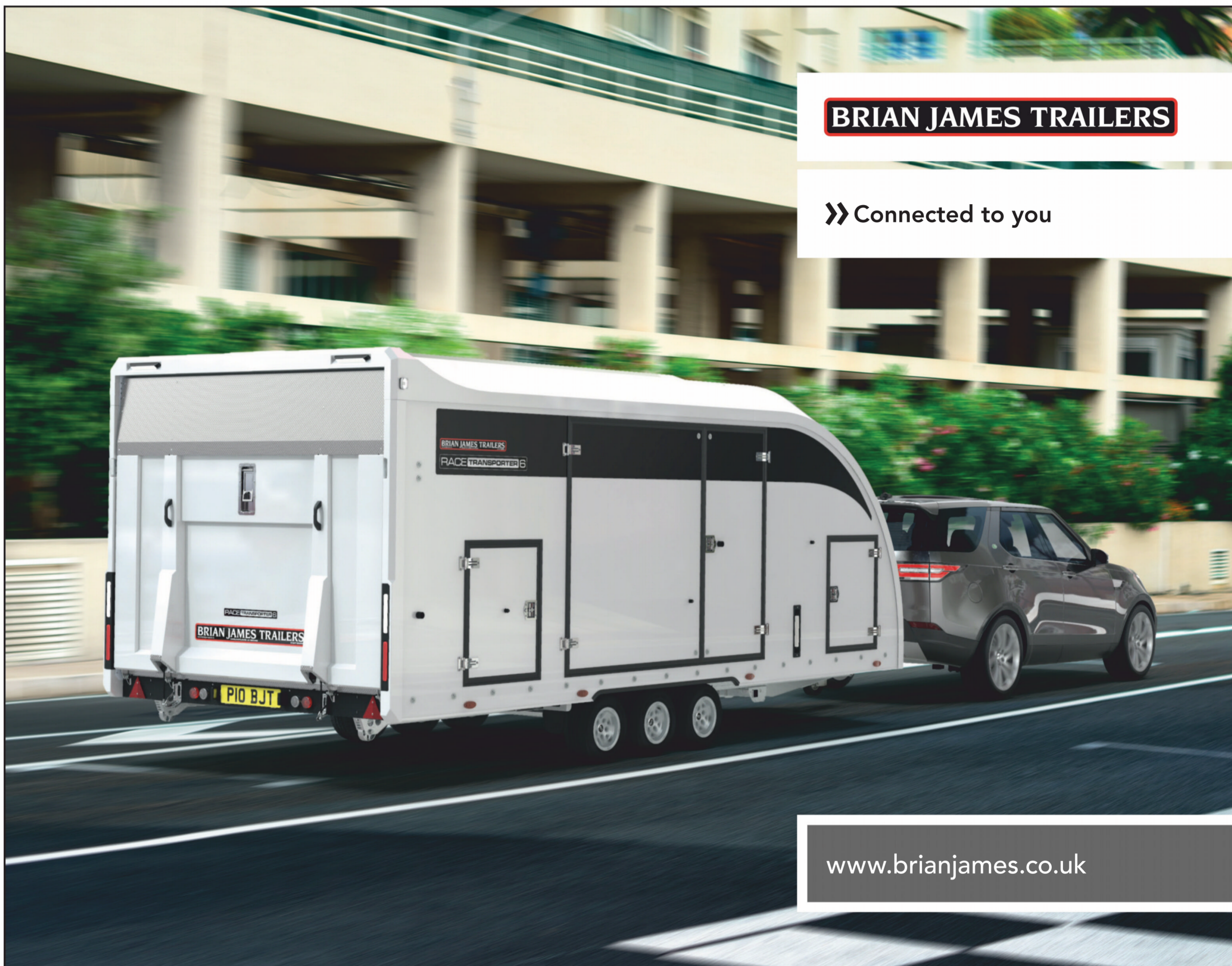


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