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MOTORSPORT NEWS

RICCIARDO'S



LUCKY BREAK

CRAZY CANADIAN GRAND PRIX

FULL REPORT INSIDE

JUNE 11 2014 ■ EVERY WEDNESDAY £3.00

REVEALED: The full route for Britain's WRC counter

RALLY GB CHIEFS PROMISE BEST EVENT YET



By David Evans

Wales Rally GB chiefs reckon that this year's revised route will make for a classic event.

Britain's round of the World Rally Championship has been changed in order to benefit both fans and rally crews, packing virtually the same stage mileage as 2013 into one less day of competition.

New event chief Ben Taylor said: "Wales Rally GB is one of the truly great rounds on the world championship calendar. We are determined to build on the success of last year and ensure that this year's rally brings excitement to more people."

Full route revealed, p2-3



WRC

PLUS CONTROVERSIAL WRC SHOOT-OUT SET FOR APPROVAL P16

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BTCC TURKINGTON ON TOP
BMW MAN'S OULTON PARK DOUBLE P22



MOTORSPORT NEWS ISSUE JA2928 JUNE 11 2014

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A more compact format for Britain's

NEW RALLY IS FOCUSED



By David Evans

The route for this year's Wales Rally GB is officially unveiled today and – as predicted by Motorsport News last week – includes significant changes.

As expected, the Great Orme stage has been dropped along with the Thursday night loop, but what has been delivered has been described by organisers as one of the most fan-friendly routes in recent years.

Overwhelmed by spectators last year, route co-ordinator Andrew Kellitt has reconfigured the rally to offer fans more options with better access and better car parking availability.

Ben Taylor, the managing director of the November 13-16 event, said: "It is fair to say that we were caught out last year by the sheer number of people wanting to get into the stages; we haven't had that problem for many years. My message to everyone is that we have learned the lessons, we will have robust plans in place, and, by going ticket-only on the RallyFest stages, we will have a better control on the numbers."

RallyFest stages will run at Chirk Castle (Saturday) and Kinnel Park (Sunday).

Route revamp

The biggest route changes come in the woods, with a greater emphasis placed on the Clocaenog complex, which features on Saturday and Sunday. Last year's Friday-Saturday action is now merged into one day of mid-Wales action, with Dyfi, Gartheiniog and Hafren centred around a Newtown remote service.

With so much stage mileage on offer on Friday, the decision was made not to use Myherin – and Kellitt admits it wasn't an easy choice.

"There's no doubt that Myherin is a great stage," he said, "but if I'd left that in as well, I'd have ended up with a 210-kilometre (130-mile)

opening day, which would have been out of balance with the rest of the event. We're rather spoiled for choice in that area of mid-Wales."

The total competitive distance for this year's event is just two miles down on 2013 – 191 miles instead of 193 miles. But that action is packed into three instead of four days.

"There was a feeling from the manufacturers that the event was a little bit too stretched out last year," said Kellitt, "which is why one of the reasons why we have compacted it down for November. We've got night stages on Saturday and there wasn't any need to run them on Thursday; that allows us to avoid cars arriving back in service at 2300hrs or, if they've had a problem and had to retire, later than that. Some of them were coming in at 0300hrs last year in order to go out under Rally 2 regulations on Friday."

Apart from that opening loop, another criticism last year was that the days were finishing too early. This time the cars won't be back until 1824hrs on Friday and 2021hrs on Saturday.

Penmachno and Gwydyr are also absent from the itinerary. "Like Myherin, both of these

"Fans can move around"
Kellitt



HEADLINE NEWS

Photos: mcklein-imagedatabase.com

WRC round made to please spectators

GB ROUTE ON THE FANS



Improved access will boost the popular Chirk Castle RallyFest run



The new format has been devised to help the public

are great stages," said Kellitt, "but Penmachno isn't the easiest place to get into and the car parks are on the valley floor, which can cause issues in wet weather. Also, we have to remember that there is a trade-off between our rally and the Cambrian Rally, which runs a month before. The Cambrian will run mainly in these forests. We did consider running the Gwydyr stage from last year, but it was quite a long way to come for a relatively short stage."

Spectator access key

The Great Orme essentially ruled itself out of this year's itinerary due to the lack of availability of the car park on the top of the headland test.

The decision for the route revamp was driven by demand from fans in 2013.

Kellitt said: "Britain's round of the world championship has never had as many weekend spectators as it did last year. We never saw these numbers in

south Wales and before that, the rally started on a Sunday with spectator stages and then ran into the woods on Monday and Tuesday. What we've done this year is give people more options.

"Last year we ran Dyfi and Gartheiniog in quick succession, so people could only go there - this time they have Hafren and Sweet Lamb (Maesnant is a renamed southern loop of Hafren) as well. It's the same with Clocaenog, which is the forest stage closest to the major urban population centres; last year Clocaenog was busy on Thursday night and overwhelmed on Sunday. We realised then that we had to run two stages in those areas to, again, give people options.

"On Saturday, there's Clocaenog East and Main to choose from and on Sunday we have Alwen and Brenig. Also running on Saturday, there's Dyfnant - which can take a lot

of spectators and the Aberhirlant stage (called Penllyn last year) close to Bala which is a bit more of a specialised stage - it's that bit trickier to get to it, but again, we have a mile and a half more road to park cars on this year.

"There's plenty of time for spectators to move around and moving around isn't going to block up the event."

The event's powerstage is new and uses a stretch of road alongside Llyn Brenig competitively for the first time. The stage will provide a finale to the 2014 season.

RallyFest revamp

The two RallyFest stages have also been worked on, with twice as much car parking at Chirk Castle compared to last season - and a bigger focus on the stage infrastructure to move people around within the stage. The Kinmel test will have a corner and a jump built in to add further excitement for the final-

day fans. These two stages will be all-ticket (not included in the single day passes, but included in World Rally Pass) in an effort for the organisers to keep a check on numbers attending the popular stately home tests.

Taylor added: "Wales Rally GB is one of the great rounds on the world championship calendar. We are determined to build on the success of last year and ensure that this year's rally brings excitement to even more people. The 2014 event has been put together with the interests of both competitors and spectators in mind.

"We believe that this will provide a challenging test for the drivers and some fantastic viewing opportunities for the fans."

Ticketing for the event has yet to be confirmed beyond the £99 World Rally Pass which has been on sale all year.

The World Rally Pass offers access to all stages.

TIMETABLE

Wales Rally GB route

STAGE	LOCATION	TIME
Thursday November 13		
Ceremonial start	Colwyn Bay	1830
Friday November 14		
SS1	Gartheiniog 1 (9.06 miles)	0744
SS2	Dyfi 1 (13.67 miles)	0814
SS3	Hafren Sweet Lamb 1 (14.72 miles)	0926
SS4	Maesnant 1 (8.69 miles)	0959
Remoteservice	Newtown	1104
SS5	Gartheiniog 1 (9.06 miles)	1307
SS6	Dyfi 1 (13.67 miles)	1337
SS7	Hafren Sweet Lamb 1 (14.72 miles)	1449
SS8	Maesnant 1 (8.69 miles)	1522
Service	Deeside	1824
Saturday November 15		
SS9	Clocaenog East 1 (5.21 miles)	0741
SS10	Clocaenog Main 1 (18.69 miles)	0758
SS11	Aberhirlant 1 (9.63 miles)	0906
SS12	Dyfnant 1 (12.73 miles)	1002
SS13	Chirk Castle (1.57 miles)	1154
Seervice	Deeside	1312
SS14	Clocaenog East 2 (5.21 miles)	1453
SS15	Clocaenog Main 2 (18.69 miles)	1510
SS16	Aberhirlant 2 (9.63 miles)	1638
SS17	Dyfnant 2 (12.73 miles)	1734
Service	Deeside	2021
Sunday November 16		
SS18	Brenig 1 (6.52 miles)	0835
SS19	Alwen 1 (4.97 miles)	0902
SS20	Kinmel Park 1 (1.35 miles)	1000
SS21	Kinmel Park 2 (1.35 miles)	1008
SS22	Alwen 2 (4.97 miles)	1059
SS23	Brenig 2 (6.52 miles)	1200
Finish	Llandudno	1322



Forest stages will give spectators options

NEXT WEEK

DON'T MISS NEXT WEEK'S MN FOR AN EXCLUSIVE INSIGHT INTO HOW RALLY GB ORGANISERS DEVELOPED THE 2014 ROUTE

HOW OGIER FOUGHT BACK ON RALLY ITALY

PAGE 26

CANADIAN GP REPORT



BY TONY DODGINS

Red Bull's Aussie ace breaks his duck as the Mercedes start to crack

RICCIARDO

REELS IN ROSBERG FOR FIRST WIN



Ricciardo's dive past Pérez was crucial to his final charge

Early in the season Red Bull team principal Christian Horner said that it was feasible that Mercedes would win every race in 2014.

He was no doubt hoping that the four times champions, with their effective RB10 chassis but deficient power unit, would nick one somewhere. Not in his wildest dream would he have pictured it being Montreal, a power circuit with no long corners.

Mercedes has shown exemplary reliability, Lewis Hamilton's non-finish in the Melbourne season-opener notwithstanding. In Canada though, overheating issues shut down the MGU-K part of the Mercedes hybrid system. Without ERS harvesting thereafter, the brakes were suddenly doing all the work, overheated, and both Rosberg and Hamilton were severely compromised, Lewis terminally.

That opened the door to Daniel Ricciardo. The revelation of the season so far, the Aussie was deeply frustrated

to qualify sixth and leave 0.3s on the table when his third-placed team-mate was just 0.04s quicker. He was up to third by lap 48, with 22 to go, but unable to find a way around Sergio Pérez's Force India, which was that far up the order by dint of a long safety car-assisted opening stint on the option tyres and just the one pit stop.

But Pérez also had brake issues and Ricciardo bravely made a pass stick around the outside of Turn One. That released the Red Bull to hassle the hobbling Rosberg, who had no answer as Daniel swept by to score a hugely popular first win.

Qualifying

The qualifying hour was one of the best of the season. Hamilton had never before been outqualified by a team-mate around Montreal (see column p9), and there was no reason to suspect that would change this year.

In 2013 Lewis was half a second faster than Nico, albeit in the wet, and, on Thursday, Rosberg told everyone that brake feel and getting the front end into Circuit Gilles Villeneuve's rapid

change of direction chicanes and turns, was what a quick lap was all about. And, he conceded: "I'm not quite there with the braking and the problem is that changes in that area can take five months." Which, in your head, put an even thicker tick against the Lewis box.

There were those who suspected that the Montreal layout would play to the strengths of the Mercedes-engined cars to such an extent that the works team, Williams, McLaren and Force India could potentially claim the top eight slots on the grid, with Red Bull and Ferrari scrapping for the last two places in Q3.

Horner thought things might not be quite that drastic but did admit that getting a car onto the third row might be the limit. Sebastian Vettel had not been off the front row in Canada during his Red Bull career, but he was going to be this time.

As things turned out though, Vettel produced a stupendous lap to put the Red Bull third. In the final session of free practice on Saturday morning, Ricciardo had again been the quicker by some margin, almost four tenths clear of the four-time champion. But Sebastian found a better line through the sector two chicanes, managed to split the Mercs in that segment of the lap and headed a quartet of cars split by just four hundredths!

The second of them was Valtteri Bottas, who for most of practice was shaded by Williams team-mate Felipe Massa. Third in qualifying on a wet track last year though, the talented Finn got it together when it mattered.

At the end of FP3 on Saturday, there looked to be an outside chance of Williams challenging for the front row. Massa split the Mercs to finish 0.04s quicker than Rosberg and the Silver Arrows, uniquely, were unable to lap quicker on the option (supersoft) tyres. Mercedes appeared to be overheating the rears and both Hamilton and Rosberg lapped quicker on the prime.

"We looked at that and got a bit more out of them in qualifying," Rosberg explained after his stunning effort beat Hamilton by seven hundredths.

You wondered what that would do to Hamilton. The victory score coming to Canada was four-two in his favour but in Lewis's head it would have been six-nil: in Australia he was on pole and the car broke, then in Monaco he felt he was robbed, so there was the potential to have won them all. And yet... he was four points behind Nico in the championship and here he was, outqualified at a place he owned.

"I went wide in Turn Six and again in Turn Eight and Nico just did a better job today," he admitted.

As in Monaco, Nico was ahead after the first Q3 run. Had it occurred to him that if he dropped it again with Lewis behind him, nobody would ever believe it wasn't deliberate?

"Ha, very funny! No, it didn't..." Just two hundredths behind Bottas, Massa was fifth, one hundredth quicker than Ricciardo, who was beating himself up for a scrappy lap despite being so close.

Daniel had cured an initial turn-in weakness but felt that the car was

over-rotating in the turns as he got on the gas, but a set-up change for his last run still left him with a taily RB10 and he was deeply frustrated that 0.04s was the difference between sixth and third.

Ferrari had an engine upgrade and a new floor but seventh was the best that Fernando Alonso could do. There was brief hope when Fernando topped FP1 on Friday morning but, he said, "all that proves is that we take a different approach to Fridays (read fuel loads) than our rivals."

Alonso was fully four tenths quicker than Kimi Räikkönen, whose Maranello woes continue. Communication has never been Kimi's strong suit and David Lloyd has been moved from the test team to join Antonio Spagnola in an attempt to improve that.

Splitting the Maranello cars were Jean-Eric Vergne's Toro Rosso – an excellent lap that delighted the Frenchman – and Jenson Button's McLaren, as the Force Indias missed out on Q3.

Race

It's a short run to the first corner in Montreal, but that didn't deter Hamilton from making a bid to take the lead when he got better traction than Rosberg off the line.

Momentarily it looked as if he would be able to chop across into Turn One but Rosberg was there, and after a brief lock-up, held on. He hung Lewis out to dry on the outside as he took the line for Turn Two, allowing Vettel's Red Bull to pinch second place.



Massa narrowly missed Vettel's Red Bull after scary late accident

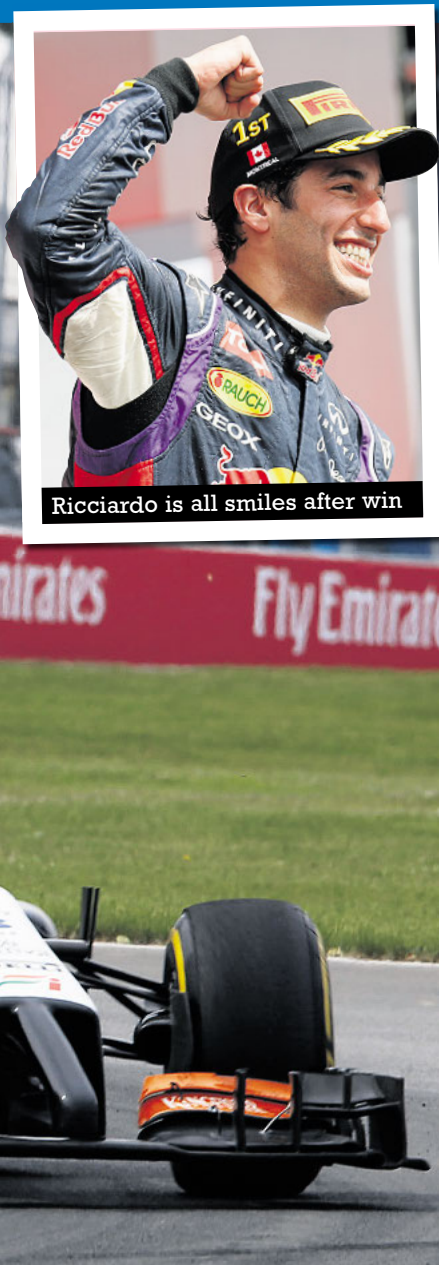
'If you'd have offered him fourth he'd have taken it'
Jenson Button's late charge rated, p7



ROUND 07



Photos: LAT



Ricciardo is all smiles after win

option tyre stint. With the first stops approaching he had a 2s margin over his team-mate with Pérez – now third – a further 20s behind. Nico retained his advantage after the first stops, which Mercedes completed while maintaining a 3s advantage over Pérez, but once onto the prime tyre, it was evident that the number 44 Merc was faster.

Hamilton began to apply the pressure, causing Rosberg to lock up on lap 25 and go straight on at the final chicane. As Lewis hadn't been challenging at the time, Nico wasn't obliged to cede position after rejoining.

Just over halfway through the 70 laps, both Mercs slowed by around 3s a lap, both Hamilton and Rosberg reported simultaneous loss of power.

"They were the same power units racing at the same pace and running at exactly the same temperatures," Toto Wolff explained. "In the MGU-K we saw temperatures higher than expected and then it shut down. We told both drivers to manage the brakes because when you lose the electric motor you also lose the electric braking and so the brakes were overheating."

That was the cue for an agitated radio call from Rosberg: "What brake balance is my team-mate running?"

Rosberg was finding it increasingly difficult to keep Hamilton behind him and was told that his brake balance was more forward than Lewis's. When they made their second stops 20 laps later, Nico had a problem with the front left and Lewis, who pitted a lap later, jumped him. But his lead was short-lived as he ran straight on at the second chicane and then his brake pedal went to the floor.

"When you come into the pits and stop the car, the temperatures rise and when he went out the pedal just went down completely," Wolff explained. "Nico was lucky not to have that as well."

Indeed he was. But that greater front bias probably helped. Nico's immediate problem was that, down 160bhp without the MGU-K, he was vulnerable on the return straight in sector three. He knew he had to drive blistering opening sectors to keep his pursuers out of DRS range and protect himself. He did it superbly, repeatedly setting quickest sector one times.

He was helped, too, by the fact that it was the one-stopping Pérez, protecting his tyres, who now ran second after Hamilton's retirement. Massa's Williams had led for a brief couple of laps, the team investigating the possibility of running him through on just the one stop after a tardy first pit visit when there was a problem with the gun on the right-front tyre change. Williams abandoned that idea when tyre degradation increased and Felipe rejoined seventh after his second stop, just behind team-mate Bottas.

The order was now Rosberg, Pérez, Ricciardo, who had jumped Red Bull team-mate Vettel after an excellent 'in' lap at the second stops, Hülkenberg, Bottas, Massa and Alonso.

Bottas was also in trouble with rising temperatures and Williams told him to cede to Massa, with Alonso also passing.

Frustrated behind Pérez, Ricciardo finally pulled off a fine move around the

outside of the Force India at Turn One with four laps to go as Sergio radioed in that he was running out of brakes. The team told him to reset the brake by wire system as Vettel started to attack.

Once clear of the Force India, Ricciardo reeled in Rosberg's defenceless Mercedes and swept by with the aid of DRS on the run down to the final chicane on lap 68. A lap later, Vettel made it a Red Bull one-three as he got inside Pérez at the same place.

Moments later Ricciardo's first grand prix win was confirmed when Massa's last lap attempt to separate Pérez from fourth place went badly wrong into Turn One and brought out another safety car.

Pérez moved left to defend just as Felipe tried to pinch him onto the outside line, the pair made contact and cannoned heavily into the tyre barrier. Massa missed collecting Vettel's Red Bull, which was turning into T1, by mere inches, in what was a scary moment.

"I saw something white in my mirror, opened the steering and then watched Felipe fly by," Vettel said.

The Williams data measured 27G on impact and both Massa and Pérez had hospital checks before, happily, being discharged. Both teams were called to the stewards office and Pérez held responsible for changing line. He got a five place grid penalty in Austria.

At Williams, Rob Smedley was not happy: "We showed them the data from that lap and one before. Felipe, at high speed because he's well into the tow, braked about 5m earlier than the lap before. We showed evidence from the side shot where, if you take Felipe and Sebastian through the braking phase, the distance between them is exactly the same, but you see that Pérez is backing towards Felipe."

"We showed them evidence from the radio transcript where they (Force India) say to him about his brake problem, 'carry on if you can and if you can't, pit.' Which says to me that it's a fairly terminal problem. Why you leave a car out with that sort of problem is a bit beyond me. We had to call it quits with Valtteri and back him off to save brakes because it can be dangerous. Lewis Hamilton because of his problems, brakes and engine, had to stop the car. That's a guy fighting for the world championship. So I'm a bit peeved."

Force India team boss Bob Fearnley, however, defended his team.

"The brakes weren't an issue, it was an electrical fault and we had to do a reset. That cost us the position to Ricciardo and in the process of doing it we lost the Vettel one. It was a Force India element not a Mercedes one."

Ricciardo, his smile wider than ever, couldn't believe that the Australian national anthem was played for him. It probably won't be the last time either..

Rosberg smiled too, as he contemplated a 22-point advantage over his team-mate in the championship after a fabulous damage limitation drive. Vettel, sportingly, seemed genuinely pleased for his young team-mate, if a little miffed that better strategy had not been employed to help his own cause. Canada seldom disappoints and this one was right up there with the best of them. ■

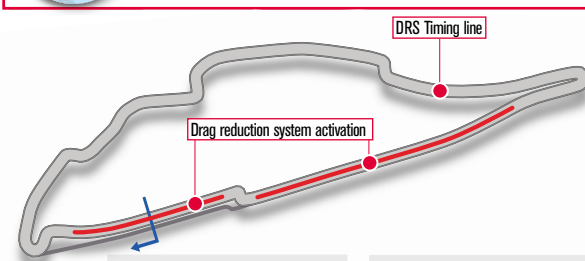


Loss of rear brakes ended Hamilton's victory chances

RACE FACTS

Results © 2014 Formula One Administration Ltd

CANADA
Circuit: Circuit Gilles-Villeneuve **Lap:** 2.71 miles
Race distance: 189.685 miles **Laps:** 70
Lap record: 1m 13.622s (Rubens Barrichello, 2004)
2012 winner: Sebastian Vettel (Red Bull)



Date: June 8
Weather: Sunny, eh

Track temp: 45-47C
Ambient temp: 27-29C

TYRE CHOICE

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RESULTS

FIA Formula One World Championship, round 7/19

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Daniel Ricciardo	AUS	Red Bull-Renault	1h 39m 12.830s
2	Nico Rosberg	GER	Mercedes	+4.236s
3	Sebastian Vettel	GER	Red Bull-Renault	+5.247s
4	Jenson Button	GBR	McLaren-Mercedes	+11.755s
5	Nico Hülkenberg	GER	Force India-Mercedes	+12.843s
6	Fernando Alonso	ESP	Ferrari	+14.869s
7	Valtteri Bottas	FIN	Williams-Mercedes	+23.578s
8	Jean-Eric Vergne	FRA	Scuderia Toro Rosso-Renault	+28.026s
9	Kevin Magnussen	DEN	McLaren-Mercedes	+29.254s
10	Kimi Räikkönen	FIN	Ferrari	+52.678s
11	Sergio Pérez	MEX	Force India-Mercedes	L69/accident
12	Felipe Massa	BRA	Williams-Mercedes	L69/accident
13	Adrian Sutil	GER	Sauber-Ferrari	+1 lap
R	Esteban Gutiérrez	MEX	Sauber-Ferrari	L64/ERS
R	Romain Grosjean	FRA	Lotus-Renault	L59/Rear wing
R	Daniil Kvyat	RUS	Scuderia Toro Rosso-Renault	L47/drivetrain
R	Lewis Hamilton	GBR	Mercedes	L46/no brakes
R	Kamui Kobayashi	JPN	Caterham-Renault	L23/suspension
R	Pastor Maldonado	VEN	Lotus-Renault	L21/power unit
R	Marcus Ericsson	SWE	Caterham-Renault	L7/turbo
R	Max Chilton	GBR	Marussia-Ferrari	L0/accident
R	Jules Bianchi	FRA	Marussia-Ferrari	L0/accident

Winner's average speed: 114.713mph. Lap leaders: 1-17 Rosberg; 18 Hamilton; 19-43 Rosberg; 44-45 Hamilton; 46-47 Massa; 48-67 Rosberg; 68-70 Ricciardo.

FASTEST LAP | FELIPE MASSA 1M 18.504S

ON LAP 58 (AVERAGE SPEED: 124.264MPH)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Nico Rosberg	1m 14.874s	12	Kevin Magnussen	1m 16.310s
2	Lewis Hamilton	1m 14.953s	13	Sergio Pérez	1m 16.472s
3	Sebastian Vettel	1m 15.548s	14	Romain Grosjean	1m 16.687s
4	Valtteri Bottas	1m 15.550s	15	Daniil Kvyat	1m 16.713s
5	Felipe Massa	1m 15.578s	16	Adrian Sutil	1m 17.314s
6	Daniel Ricciardo	1m 15.589s	17	Pastor Maldonado	1m 18.328s
7	Fernando Alonso	1m 15.814s	18	Max Chilton	1m 18.348s
8	Jean-Eric Vergne	1m 16.162	19	Jules Bianchi	1m 18.359s
9	Jenson Button	1m 16.182s	20	Marcus Ericsson	1m 19.820s
10	Kimi Räikkönen	1m 16.310s	21	Kamui Kobayashi	1m 19.278s*
11	Nico Hülkenberg	1m 16.300s	22	Esteban Gutiérrez	no time**

* five-place penalty for gearbox change ** required to start from pit lane for modifying car in Parc Fermé



Two Mercedes were much faster than rivals, but failed

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Nico Rosberg	140	1	Mercedes AMG	258
2	Lewis Hamilton	118	2	Infiniti Red Bull Racing	139
3	Daniel Ricciardo	79	3	Scuderia Ferrari	87
4	Fernando Alonso	69	4	Shara Force India	77
5	Sebastian Vettel	60	5	McLaren Mercedes	66
6	Nico Hülkenberg	57	6	Williams Martini Racing	58
7	Jenson Button	43	7	Scuderia Toro Rosso	12
8	Valtteri Bottas	40	8	Lotus F1 Team	8
9	Kevin Magnussen	23	9	Marussia F1 Team	2
10	Sergio Pérez	20	10	Sauber F1 Team	0

NEXT RACE

Will the hills be alive with the sound of a celebrating Daniel Ricciardo again?

AUSTRIAN GRAND PRIX
 JUNE 22

READ MN'S EXCLUSIVE DRIVER RATINGS P7

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Saturday 21st June & Sunday 22nd June 2014

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Camping: £5 per person per night



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DRIVER ANALYSIS



BY TONY DODGINS

ROUND



SEBASTIAN VETTEL RED BULL

Looked like he was going to have to play second fiddle to his team-mate in qualifying for the fifth time in seven races until he pulled out a fantastic lap to take an unexpected third on the grid. Frustrated behind Force Indias in race but came away with a podium.



8/10

FERNANDO ALONSO FERRARI

Put quickest time on Friday morning down to different approach to practice and Ferrari never a threat in Canada. Thought he might be able to grab a podium when he caught front-running gaggle, but soon realised that overtaking was not on the agenda. Quiet. For him.



7/10

LEWIS HAMILTON MERCEDES

Did the intensity of the battle with Rosberg prompt the Q3 mistakes that meant he was outqualified for the first time by a team-mate in Canada? Looking to make amends on Sunday but eliminated by brake failure. How costly might that be?



8/10

DANIEL RICCIARDO RED BULL

Deeply frustrated to qualify sixth, just 0.04s from Vettel's third place. Great 'in' lap helped to jump Vettel at second stop, pass of Pérez into Turn One was first class and first GP win is no more than he deserved after a run of consistently excellent races.



9/10

KIMI RAIKKONEN FERRARI

Only just scraped into the top ten at a circuit that Ferrari suspected would be ill-suited to the F14 T. Finished there too after another off spin at the hairpin. It's got to be more complex than it appears – a driver of his quality doesn't do that unassisted.



6/10

NICO ROSBERG MERCEDES

A Monaco/Montreal pole double against Hamilton in the same car! The only things preventing a maximum were the slower pace than Lewis on prime tyres and the straight-on moment at the last chicane. Coped brilliantly in tricky circumstances for a hugely valuable 18 points.



9/10

ROMAIN GROSJEAN 6/10

LOTUS

Could not get the Lotus into the top ten in any of the practice sessions, qualifying or race. Poor straight-line speed was a factor of the weekend and only slight positive was seeing a Renault-engined car win the race. Problem is, the Lotus is no Red Bull.



PASTOR MALDONADO 5/10

LOTUS

Struggled more than Grosjean to make Lotus anything better than a top 15 car but felt he could have competed in Q2 before hit by a loss of power. Same thing happened on Sunday and put him out after after 21 laps, when contemplating a one-stopper.



ADRIAN SUTIL 6/10

SAUBER

No joy to report here. He was 13th in FP1, 16th in FP2, 17th in FP3, qualified 16th and then finished 13th as the Swiss team continues its struggles this season. The car just is not quick enough and the budget behind it, equally, is not substantial enough.



ESTEBAN GUTIERREZ 4/10

SAUBER

Lost much of first Friday session to a technical issue and complained of a snappy car. Proved it with a shunt on Saturday that put him out of qualifying. Pit lane start. Pitted twice under safety car and even enjoyed himself until a terminal power loss.



JENSON BUTTON 8/10

McLAREN

If you'd offered him fourth on Thursday, he'd have snapped your arm off. Needed to look after rears on the option tyre and did that well on Sunday. Flying on primes, he picked up four places in closing laps as he outfumbled Alonso/Hülkenberg and profited from Perez/Massa shunt.



KEVIN MAGNUSSEN 7/10

McLAREN

First time in Montreal, obviously, and loved the track. Started the weekend targeting points as McLaren didn't appear as strong as hoped. Early lap 14 stop for primes and achieved his goal with a good run to ninth, but lacked pace to harry Vergne in the closing stages.



JEAN-ERIC VERGNE 9/10

TORO ROSSO

Excellent showing, which he reckons could be the best of his F1 career to date. Qualified the car a great eighth on the grid and also jumped Alonso's Ferrari off the start. Long overdue his second score of the year and he's looking forward to some Toro Rosso updates in Austria.



DANIL KVYAT 6/10

TORO ROSSO

Lost much of FP2 to a technical problem but was eighth quickest in FP3, giving cause for optimism. Brake problems then spoiled his qualifying run and in the race he dropped it at Turn One on cold tyres before stopping out on track on lap 48 with no drive.



MARUSSIA MAX CHILTON 6/10

MARUSSIA

Only 0.35s from Gutiérrez's Sauber in FP2 before qualifying quickest of the Marussia/Caterham four, a hundredth clear of Bianchi. Blamed Jules for first lap shunt that was a blow to team, but stewards disagreed. The 25-race finishing run had to end somewhere...

JULES BIANCHI 6/10

MARUSSIA

Lost time after he clobbered the Turn Four wall in FP1, which cost him FP2. Recovered well on Saturday but was back in the Turn Four wall even harder on lap one of the race after contact with team-mate Chilton. Diplomacy needed from Messrs Booth and Lowdon?



Photos: LAT

Montreal is a popular track for new F1 winners. Daniel Ricciardo became the sixth to break his duck there. Gilles Villeneuve was first in 1978, followed by Thierry Boutsen, Jean Alesi (above in 1995), Lewis Hamilton and Robert Kubica

FELIPE MASSA 8/10

WILLIAMS MARTINI

Poor Felipe. Looked to have the upper hand on Bottas during practice but was pipped in qualifying when he thought fifth could have been third. Slow first stop and frustrating race ended in hairy fashion after tangle with Pérez. Once more, strong points went begging for him.



VALTTERI BOTTAS 8/10

WILLIAMS MARTINI

Cautiously optimistic about podium chances here after team made aero and mechanical mods to address Monaco tyre warm-up problems. Qualified a strong fourth but his race was compromised by undercut strategy that failed, then ERS/brake temperature issues cost him further.



CATERHAM F1 TEAM KAMUI KOBAYASHI 4/10

Nightmare. Had to give first session up to Alexander Rossi, then 1.5s from Marussia in FP2 complaining about lack of tyre temperature, braking feel and grip. Suspension problem at rear after first safety car prompted early retirement.

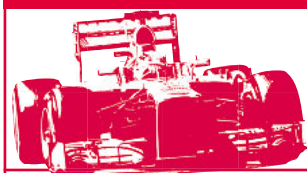
MARCUS ERICSSON 3/10

Problems with braking and tyre warm-up on Friday, then lost the car in Turn Nine on his last qualifying run in Q1. Power unit not pulling on formation lap and posted first retirement after safety car when he pulled off with a turbo issue.

RACING NEWS

Photos: LAT

F1 ROUND UP



Canada's deal

Organisers of the Canadian Grand Prix last week inked a new ten year deal to continue hosting Formula One races, worth an estimated £130m. F1 will continue to race in Montreal after funding deals from the federal government and Montreal's tourism organisation and city treasury. The Circuit Gilles Villeneuve will undergo £19m of regeneration as part of the deal. Montreal Mayor Denis Coderre said: "This caps many months of negotiations. F1 is part of Montreal's signature."

Newey to stay

Adrian Newey has committed his immediate future to Red Bull Racing, but will gradually step back from his Formula One duties. Newey agreed a new contract with the Milton Keynes-based team last week, but will only be involved in day-to-day F1 duties for 2015. That means RB11 – the planned 2015 car – could be his last F1 project. He is then expected to become an advisor and work on other projects. RBR boss Christian Horner said: "It's great that we've come to an agreement to advise and mentor the team going forward. There are some exciting new projects that will be announced in due course."

Nico's relief

Nico Rosberg has spoken of his relief at salvaging second place in a troubled Canadian GP. Rosberg managed to stroke his Mercedes home in second despite hybrid failure. "When you lose ERS it doesn't harvest anymore and the rear brakes overheat," he said. "It was massively difficult as I had to cool them and lose speed on the straights. I was doing qualifying laps all the time?"

Get a room

A bizarre row broke out briefly between Mercedes and Red Bull Racing over hotel rooms for the forthcoming Austrian GP. Mercedes head Toto Wolff said the team had been kicked out of hotel near the Red Bull Ring, owned by Red Bull advisor Dr Helmut Markko and forced to find alternative lodgings over 40 miles away from the Red Bull-owned track. Markko denied it saying: "Mercedes made the cancellation. We even found Lewis [Hamilton] a room in a top hotel nearby..." There was no word if it Hamilton's room is close to his good friend Nico Rosberg's...

MASSA HITS OUT AT PEREZ PENALTY

Williams ace says Mexican deserves tougher sanction after crash

By Rob Ladbrook

Felipe Massa has called for a harsher punishment to be dished out to Sergio Pérez after the pair escaped injury in a frightening 190mph accident during the closing stages of the Canadian Grand Prix.

Martini Williams driver Massa collided with Pérez's Force India as the two fought over fourth place during the closing stages of the race in Montreal. Massa was flying on fresher tyres after his late stop and made an attempt to dive inside of Pérez into Turn One with two laps to go. But the Brazilian caught the left-rear wheel of the Force India as Pérez attempted to shut the door. Both cars then speared into the barriers at high speed.

Williams said that Massa's impact measured at 27g on the car's telemetry and both Massa and Pérez were taken to the circuit medical centre and then hospital for routine scans and checks. Both were discharged and returned to the circuit on Sunday evening.

Race stewards decided to hand Pérez a five-place grid penalty

Massa went to hospital

for the Austrian GP after deciding he had "changed his racing line" on approach to the turn as Massa tried to attack.

Massa said he had talked to Pérez about the incident and branded the Mexican's driving as "dangerous".

"I talked to him [Pérez] in the medical centre. I was so disappointed in him," said Massa. "I said that he needs to learn. I wanted to put myself in my place, because I had a huge crash and thought I was going to get hurt."

"It's not the first time he's turned into somebody under braking. He didn't say anything to me, he just turned and left but I hope he learns from this."

"We are doing 300kmh [190mph] there and if there had been another car in front it would have been a very bad accident. He was dangerous and we could easily have crashed into Sebastian Vettel. Five places is not enough."

Pérez added: "I was defending my position into Turn One when I suddenly got hit from behind. I'm really sad for the team because we had an amazing race and our one-stop strategy worked perfectly. I had an electrical issue with the car that I had to reset but the podium was possible."



Massa blamed Pérez for last-lap Canadian GP shunt



Massa's Williams was destroyed in impact



Pérez walked away after heavy collision with wall

Performance more important than points, says McLaren's Button

Jenson Button reckons the improved feel of his McLaren is more important than the fourth place he scored in Canada on Sunday. Button climbed up the order during the race after a disappointing qualifying session for the Woking team, in which it was one of the slowest of the Mercedes-powered squads.

Despite that Button wormed his way up from ninth place to snatch fourth

on the final lap, handing the team its first top five finish since the season-opener in Melbourne in March.

"Some races you get lucky, some you put yourself in the



Button says car is improving

right position and things happen," said Button. "But in terms of how the car feels, that's a lot more important than this fourth place."

"There is progress being made and the feel of the car here was the best it's been all year, with less downforce. There's more coming and the next couple of races should be where we see real progress to getting back to the front. These points are helpful, they'll spur us on."

Alonso focuses on positives as Ferrari fights

The Ferrari F1 team is staying positive despite an anonymous weekend in Canada.

The Scuderia brought a new aerodynamic package and engine software updates to Montreal in the hope of unlocking extra speed along the Circuit Gilles Villeneuve's long straights. Some of Ferrari's upgrades were not used due to the track temperature in excess of 40 degrees.

Despite the upgrade package both F14Ts struggled to match the pace of the Mercedes-engined cars and Red Bull Racing, which enjoyed an upswing in form due to

new Renault software. The Ferraris also struggled with heavy rear tyre wear.

Fernando Alonso finished a middling sixth with Kimi Räikkönen in tenth after a spin meant he got caught in traffic.

Alonso said: "We picked up some lucky points, but we're not happy as our aim is to do better than this. My pace wasn't good and I wasn't happy with the balance of the car. But what Red Bull did in this race shows how quickly things can turn around. We made some steps forward, especially with aerodynamics."

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'James Dodd claimed a dominant double win'
Super Tourers thrill at Oulton, p25



MN'S EYES IN THE F1 PADDOCK

TONY DODGINS

"Nico calmly played down his pole position"



MERC SUFFERS DOUBLE FAILURE



Both Mercedes had same hybrid failure

Second DNF slows Hamilton charge

Lewis Hamilton isn't downtrodden in his hopes of fighting for this year's world championship, despite his second retirement of the campaign putting him further adrift of the points summit.

While Hamilton was forced to retire after his rear brakes failed, Mercedes team-mate Nico Rosberg nursed his F1 W05 to the flag in second place to extend his lead at the top of the standings to 22 points ahead of the Briton.

Hamilton said: "I did the best I could but it just wasn't my day. That's two DNFs for me already this year and none for Nico, so I have a points gap to recover again. When you think about it it's potentially 50 points gone so I hope we don't have any more. In truth I've had a lot of work to do since the first race this year and I came back from retirement in Australia and I'm sure I'll come back from this too."

Hamilton is positive



Mercedes has promised a review of its technical systems in the wake of the hybrid failure that cost both of its cars the chance of victory in the Canadian Grand Prix.

The Mercedes AMG Petronas team was gunning for a sixth one-two finish in succession. It was enjoying a clear advantage over the rest of the field as both Nico Rosberg and Lewis Hamilton lapped nearly 1.5second faster than the pack during the early stages of the race.

But the team lost its advantage when the Motor Generator Unit-Kinetic [MGU-K] components on both cars failed on the same lap. The loss of hybrid power stripped the Silver Arrows of 160bhp each

and placed a heavier strain on the car's rear brakes. The resistance of the harvesting generator on the rear axle means F1 teams have fitted smaller, thinner rear brakes – with callipers down from six-piston to four piston models for this year. Without the MGU-K Hamilton, who had run a greater brake bias towards the rear than Rosberg, suffered a complete failure of his rear brakes which led to his second retirement of the year.

The team urged Rosberg to alter his bias to the front as much as possible and the German nursed his car to the flag in second place.

Mercedes head Toto Wolff said: "Both drivers did a fantastic job until the MGU-K

failed, which also led to Lewis's retirement. We must stick together as a team and go away and analyse this and understand what happened and come out of this situation even stronger."

Team technical chief Paddy Lowe added: "It was a near simultaneous failure caused by an issue with the high-voltage Control Electrics which manage the MGU-K. Both cars lost hybrid power, which placed a greater strain on the rear brakes. It was incredible that Nico managed to retain position for so long in that situation – making up time in sectors one and two to defend in the final one. We'll regroup and bounce back."

THE FASTEST NEWS ROUND-UP



FIA World Touring Car Championship leader José María López and series debutant Ma Qing Hua split the wins in last weekend's rounds in Moscow. López survived a first turn tap from the hard-charging

Gabriele Tarquini to control race one from pole in his Citroen. Sébastien Loeb was third. Citroen stand-in Qiang Hua then became the first Chinese driver to ever win a WTCC round when he held off Yvan Muller to win from pole in the reversed grid second event. Loeb was fifth. Tom Chilton was the most consistent Briton in fifth and sixth while Lada had



Carpenter's Texas win

a difficult weekend. Rob Huff took its best finish with tenth in race one...

Dale Earnhardt Jr scored a late win in the NASCAR Sprint Cup race at Pocono. He passed Brad Keselowski when the latter got a plastic bag stuck in his radiator...

Ed Carpenter won the IndyCar round at Texas ahead of Will Power and Juan Pablo Montoya. Briton Jack Hawksworth was 15th...

Millennium Motorsport has withdrawn from this weekend's Le Mans 24 Hours. The British LMP2 team was due to run a single Oreca-Nissan 03 for John Martin, Oliver Turvey and Fabien Giroix but was forced to succumb to funding problems...

Haas F1 debut pushed back year

Gene Haas has confirmed that his new Formula One team will not join the grid until the 2016 season.

The NASCAR team owner has been granted a licence to join F1 by the FIA, with an option for the project to begin in either 2015 or '16. Haas has remained adamant that he will build his own team from scratch instead of buying out a current outfit, and that the team will be based in America with technical facilities in Europe.

Haas told Forbes during an interview: "Trust me, I really wanted to go [to F1 in 2015]. The first year is always going to be tough but I think that by waiting a year we will probably only have six months of it being really tough because we will be better prepared. By waiting we will be a better team because we have more time to plan. It's 100 per cent better to do that than come in and struggle to make the races."

"The plan is still to launch in 2016 and we are fully committed to that timeframe. I don't think there's any doubt whatsoever."

Ricciardo shocked to win first grand prix

Daniel Ricciardo says his maiden F1 win feels 'surreal' after a last gasp breakthrough in Canada.

Aussie ace Ricciardo took the lead of the race with just three laps remaining when Nico Rosberg lost his hybrid boost. It means Ricciardo took his first F1 career win just moments after leading his first race lap.

"It's totally surreal and just really cool," he said. "It's not like I had time to understand I was going to win, that's why it's taking a while to comprehend."

Epic Chilton finishing run comes to an end

Max Chilton has described the Canadian Grand Prix as a race to forget after both Marussias failed to make it past turn three of the race after taking each other out.

In the wake of Jules Bianchi scoring the team's first points in Formula One with a ninth place at Monaco last time out, a collision between the two cars – sparked by a sideways Chilton – heavily damaged both MR03s.

Chilton, who was handed a three-place grid penalty for

Austria for clipping the rear of Bianchi and sending him into the wall, said: "We were side-by-side into turn three and I was half down the inside and braked at a point where I knew I could get around the corner. He [Bianchi] braked later and got in front of me and there was nothing I could have done. It's been a weekend to forget really."

Chilton lost his 100 per cent F1 finishing record. He had finished every one of his 25 starts prior to Canada.

AGREE/DISAGREE?
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RACING NEWS

Motorbase eyes a switch to BMW cars

The Motorbase Performance British Touring Car Championship team is evaluating a switch to a BMW for next season's competition.

The Wrotham-based outfit, which runs the two Airwaves Racing Ford Focus machines of Mat Jackson and Fabrizio Giovanardi – as well as the Crabbie's Racing Ford Focus of Jack Clarke – has previously run the German machines when it fielded two BMW 320s from 2008 to 2010 before switching to the Blue Oval's cars. The eBay Motors team runs three BMW 125i M Sport cars for Colin Turkington, Nick Foster and Rob Collard.

Team head David Bartrum said: "We have a car in the workshop at the moment and we have it on the jig. Or course we would look at it, but if we did it, it would have to be with a 320. That's the perfect shape for this championship, isn't it? We are only looking at the project for the moment and we want to see what the rulebook is going to do first, but I have always been an admirer of BMWs."



Motorbase has run 3 Series

Smith targets Clio return after roll

Rob Smith will return to action in the Renault UK Clio Cup at Croft in two week's time after missing the rounds at Oulton Park following a barrel roll in testing.

The Team Pyro driver went off the road at Druids during Friday's practice and his hatchback dug into the grass and rolled. Smith was taken to the medical centre and then to hospital with concussion.

He was advised not to race by medical staff.

Team boss Mark Hunt said: "The car is a real mess and it would not be economical to rebuild it. I am just pleased that Rob is OK, and we have a new car which will be out again at Croft."

The Pyro team was left with more work when Mike Bushell rolled his example at Island Bend during Saturday qualifying for the seventh round. His machine was repaired in time for the afternoon's race and he went on to finish in fourth place.

Photos: Jakob Ebrey



Hizzy's chicane is under scrutiny



Palmer has plans for change

BTCC TO ASSESS OULTON CHANGES

MotorSport Vision to evaluate Knickerbrook chicane redesign

By Matt James

British Touring Car Championship boss Alan Gow says he is going to hold fire on dropping the Oulton Park International layout from the schedule until track bosses decide on possible alterations to the Knickerbrook chicane.

The BTCC used the full 2.69-mile track for the first time in 18 years last weekend, and it was roundly criticised by drivers (*see story right*). But circuit owner MotorSport Vision has already begun an investigation into the configuration of the switchback and Gow says he will wait for the outcome.

Track boss Jonathan Palmer said: "We have been thinking about the Knickerbrook area for a while. When the chicane was put in [in 1992] it was a quick remedy to a problem, but there wasn't much thought put in to the design.

"It doesn't really offer an overtaking spot unless someone messes up the entry or runs on to the grass. What we would like is a proper 90-degree right-hander leading on to a reprofiled left-hander, which would then provide a real chance for drivers to pass. We will run ideas through our simulator to see what the best options are before we determine any change. It would require a six-figure investment to alter it, but it is something

that is very much on the radar for us.

"The Island hairpin does provide racing that can sometimes be too robust, and maybe the BTCC needs to look at its regulations too, but there are things we can do in terms of layout."

Three processional BTCC races at Oulton Park last weekend led to the criticism, and Gow said that he realised he had made an error:

"Hands up, it was my mistake and it hasn't worked," he said. "We lost an overtaking place at the hairpin, but I know Jonathan has plans to look at the layout and I will see what he has planned before we make any decisions about the future of the layout on the calendar."

Neal tipped to fight back after disaster

Honda Yuasa Racing technical director Barry Plowman says that Matt Neal is not out of the hunt for this season's British Touring Car Championship despite a dreadful weekend on the Oulton Park International Circuit last weekend.

Neal went in to the weekend in fourth place in the standings but, after two lowly finishes in the opening two races and a crash in the third, he only netted six points across the three events in Cheshire. He has dropped to sixth in the rankings and is 67 adrift of new table-topper, eBay BMW man Colin Turkington.

Plowman said that Neal had



Honda ace Neal endured a torrid weekend at Oulton

the experience to turn the situation around. "Matt is OK after the race three crash but he was pretty cheesed off and left the track immediately. It is hard for him in the championship, but the thing is that we have been in situations like this before and we have bounced back. I am certain we can do that again. It is changing all the time. Andy [Jordan] was comfortable at the head of the championship

coming to Oulton Park and now he has dropped down to third, so it can all switch about so quickly. One weekend you are up, one weekend you are down."

Plowman also praised the performance of Gordon Shedden, whose second place in the third race of the weekend has kept him in the title hunt. "Gordon is driving maturely this year. He is thinking about the long game," said Plowman.

Cleland makes mad dash for Vectra spares

Double touring car champion John Cleland was fortunate to compete at last weekend's double-header HSCC Touring Car Trophy races at Oulton Park after breaking his suspension during qualifying.

Cleland, 61, only managed two laps but set the quickest time to start race one on pole position. But after breaking a front wishbone mount, he managed to source a spare for

the 1997 Vauxhall Vectra from Milton Keynes. He returned with the part in time for the races, in which he scored two second-place finishes to James Dodd. "It is the only spare mount available in the world and it was lucky that it was on the sister, ex-Derek Warwick car," Cleland said. "I got it from the chap I bought the car off, who was with the other car when I called. It was a race against time and I met him in Coventry. It was worth the trip to maintain my title lead."



Cleland got to race

▶ HOW TURKINGTON FOUGHT TO THE BTCC SUMMIT AT OULTON

▶ PAGE 22

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'Colin Turkington has daylight in the points'
BMW man strikes at Oulton, p22



Photos: Jakob Ebrey

BTCC CHIEFS CUT START EDGE OF REAR-DRIVE CARS



Rear-wheel-drive cars have become the class leaders

The fast-starting rear-wheel-drive cars in the British Touring Car Championship have been reined in with the introduction of a mandated first gear ratio.

The eBay Motors BMWs of Colin Turkington, Rob Collard and Nick Foster, along with the Rob Austin Racing Audis of Hunter Abbott and Rob Austin, will now have to use a stipulated Xtrac-supplied first gear which will take away the car's inherent start line gains.

Turkington took two wins at Oulton Park to move in to the title lead and rear-wheel-drive cars filled the top three slots

during race two. Series boss Alan Gow explained: "This ruling has no effect on the race pace or lap times of the rear-wheel-drive cars – it merely balances out the start so that both front-wheel-drive and rear-wheel-drive accelerate off the line at similar rates."

The move has angered eBay Motors boss Dick Bennetts, who says that the rear-wheel-drive cars lose out to front-drive machine in other areas that aren't so obvious. "I think this is a knee-jerk reaction," explained the team principal. "MG and Honda have had one-two

finishes this year and nothing has happened, but as soon as we get one, there's this. It is certainly going to hurt us. It puts more strain on the transmission and, added to that there is the cost – ratios aren't cheap."

Rob Austin agreed. He said: "This has happened because the rear-drive teams are in the minority. The front-wheel-drive cars have advantages in other areas, and the racing's been great this year, so I don't see the need. It is flattering that [the front-wheel-drive teams] are so concerned about our performance though..."

Scott sure Team BMR can be a regular winner

Team BMR boss Warren Scott says his new team can win more races in the British Touring Car Championship after the squad scored its maiden victory at Oulton Park last weekend.

Aron Smith powered the VW CC to a victory from pole position in the reversed grid third race to climb up to ninth in the points table. Scott, who bought the team last season from what had been started as Team Hard, also runs cars for Alain Menu, Jack Goff and drives one himself.

"It feels brilliant," said team boss Scott. "We weren't sure a win would happen so quickly. We knew the base was there and it was just a question of getting the most from it. Aron, Alain and Jack are all very quick, and they have put in some fantastic lap times but it is such a tight championship that you have to have a bit of luck on your side and we had



Smith scored his second win

that at Oulton Park. I think we can win again. If we can do it at Oulton, then I think we can do it anywhere. We will enjoy this one and then look forward, but there are certainly more wins for us on the horizon."

Smith's win was the first in the top flight of British touring cars for Volkswagen. The German firm last won a race outright in the BTCC when there was a separate race for classes C and D at Mallory Park in 1980.

Turkington cautious despite Croft history

British Touring Car Championship points leader Colin Turkington says he is wary about predicting glory at the next rounds of the season at Croft – even though he is the series' most successful driver ever around the North Yorkshire venue.

Turkington, who took a brace of wins at Oulton Park last weekend to move into a nine-point series lead, has been victorious eight times at the Croft Circuit and he says it will favour his rear-wheel-drive eBay Motors BMW 125iM Sport.

"Croft has been a good one for us in the past but you

can never turn up and think you are going to be mega, because weather can change and getting the car set-up can be tough. We should be very competitive there, but there is no guarantee that we are going to blitz it because the whole of the grid is just super-competitive this year.

"I hope we do well there, but it is tough. The strategy in the first three meetings was just to be consistent because Thruxton and Donington Park have always been tricky for us, and now is our time to strike."

Turkington led home teammate Rob Collard in the opening race of the weekend, which marked the first one-two for the NGTC BMW 125iM Sport, which eBay Motors introduced at the beginning of the 2013 season.

Turkington leads



Buxton is unhappy at support

SV Racing slams lack of technical support during Clio Cup campaign

Bosses of leading Renault UK Clio Cup squad SV Racing have criticised championship bosses for not providing enough technical assistance for teams throughout race weekends.

Clio racer Ash Hand suffered electrical problems during last Friday's test day ahead of the race weekend at Oulton Park. Hand retired with accident damage on the opening lap of race one and only managed

three laps in race two. "When we had the electrical issue with Ash's car on Friday, there was no on-site technical assistance from Cosworth and nobody to help fix the issue," SV Racing boss Danny Buxton said.

"The cars cannot be plugged in to assess data. Teams rely on Cosworth. This is a warning shot that it has to improve otherwise more teams and drivers are going to have second

thoughts. There's less assistance now than there was on the old Mk3 Clio Cup car."

A Renault spokesperson said: "Cosworth provided telephone support on Friday morning and as soon as an engineer was available that day, they provided the part in the afternoon. We need to look into why the part had to be changed – whether it was the part itself or due to an external influence."

THE VOICE OF NATIONAL RACING

MATT JAMES

"I had ignored Plato's warning about the track"



Oulton's International layout stymied the races

It is not often that you hear the words "I made a mistake" from the British Touring Car Championship series boss Alan Gow. I wish he'd told me to sit down first.

Mind you, I was left with egg on my face too after last weekend's three BTCC races at Oulton Park. I had figured that the International layout would be a superb spectacle and I wrote as much in this space last week.

I ignored the warnings that Jason Plato had given me before the meeting. He had alerted me to the fact that by using the Shell hairpin, two potential overtaking slots would be lost. In my mind, I figured that the BTCC boys would be able to put on a show no matter what the circuit configuration. Just like Alan Gow, I was wrong.

But what last weekend's stalemate has uncovered is an even more interesting story that the circuit's owner, MotorSport Vision, is considering alterations to the Knickerbrook switchback. It was initially put in place after the death of Paul Warwick in a Formula 3000 race in July, 1991. It has been slightly modified (but only very slightly) since, and that's it. The chicane part of the Knickerbrook complex, dubbed Hizzy's, isn't tight enough to promote proper overtaking and owner Jonathan Palmer has realised that. He is looking at ways of altering the corner, and if he can find a suitable and financially viable alternative, it will be put in place.

Purists generally tend to hold their hands up in horror when any alteration is mentioned, but those who remember the old test of Knickerbrook have already lost a classic (ie: far too dangerous) corner, so any further change is likely to have less of an impact.

The Oulton Park meeting has become the jewel in the crown as far as the BTCC is concerned, and it is a shame that last weekend's races were so subdued. The crowd was the best that the Cheshire venue has ever seen for a touring car weekend, and Palmer said that the two-day attendance was pushing up towards 50,000.

Like last year, there were numerous campers on site and, despite the fickle weather, they had a great time. The throng for the pits walkabout and around the paddock awnings was well in excess of anything I have known, and it is a pleasure to see so many enjoying the sport.

The series is clearly experiencing a high at the moment, but clever promotion by the circuit helps too. If the full circuit can be amended ever so slightly to promote better racing, then it truly will be the race meeting that has everything.



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~~Malcolm Wilson - 21st March - 9:00pm~~
~~Somerset - 25th April - 9:00pm~~
~~Plains - 30th May - 9:00pm~~
Dukeries - 20th June - 9:00pm
Nicky Grist - 25th July - 9:00pm
Woodpecker - 12th Sept - 9:00pm
Trackrod - 10th Oct - 9:00pm
Cambrian - 31st Oct - 9:30pm

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RACING NEWS

Smith and Heaton take Zolder victories

William Smith and Henry Heaton shared a pair of victories in the Caterham Roadsport Championship outing at Zolder in Belgium last weekend.

Smith took a comfortable three second win over Chris Hutchinson in the opening race. Heaton had a tougher time in race two, holding off Jack Sales by 0.073s. Smith was third.

James Robinson claimed a double victory in the Caterham Supersport encounters. He headed Jonathan Mortimer on both occasions after Clive Roberts was excluded from race two.

Stephen Nuttall cruised to the flag in race one of the Caterham Tracksport Championship. He was almost four seconds ahead of Andres Sinclair with Pete Fortune third. Fortune hit back in race two to take victory ahead of Michael Coulten.

Aaron Head took both victories in a small Caterham Superlight R300 grid. Head and Danny Winstanley fought closely for race one honours in a race of their own. David Robinson was Head's closest rival in race two, separated by only 0.063s at the flag with Winstanley third.

Jamie White, Scott Kendall and Elliot Stafford completed the Mighty Minis podium on both occasions. White won race one with only 1.3s covering the trio, but cantered to race two victory.

Peter Drennan scored two wins from the three Irish GT Lights races. Alan Byrne won race three.

Gerry Taylor took two of the Porsche Championship wins at the track, with Richard Avery cantering to victory in the other by 24 seconds.



Robinson (1) took a double

MEADOWS AIMS FOR LEMANS WIN

British star promises an all-out push for a famous win at La Sarthe



Meadows: victory pledge

Porsche Carrera Cup GB ace Meadows is determined

By Rob Ladbrook

Porsche Carrera Cup GB star Michael Meadows wants to take the fight to the local heroes on his maiden appearance at Le Mans this weekend.

Double Carrera Cup GB champion Meadows headlines a 15-car entry from the British championship for the combined Anglo-French Carrera Cup support race for the 24 Hours of Le Mans.

The 45-minute race, which counts as a points round for both the British and French series, is expected to boast a capacity 62-car grid. It also features an invitation class for cars from Carrera Cup series worldwide.

Meadows, 27, has never raced on the 8.5-mile La Sarthe circuit before, but reckons he has what it takes to fight at the front.

"This will be the biggest race of my career to date," Meadows said. "Le Mans is simply a huge event, a huge stage, and doing well in the support events can really put you in the shop window. I aspire to compete in the 24 hours in my career, and I'm aiming to go and fight for the outright win."

"I've never driven the track before, but I've done quite a lot on the simulator to prepare. Technically it's not that hard to learn as it's a combination of being good on the brakes and carrying speed out of the turns on to the straights."

"Set-up will be crucial. You need high top speed without sacrificing grip through the more technical turns. Porsche has mandated a different rear wing gurney for this race, which will increase drag to stop us sitting on the rev limiter in sixth down the Mulsanne. That will also change the handling and balance of the car."

"There's some top quality names lining up, but it's drivers like [Porsche Supercup regulars] Kévin Estre and Nicolas Armindo I have to fight with. They know the circuit well. It's a championship round for both series but I'm going to go all-out attack – win it or bin it – to try and make my mark on the race."

LEADING ENTRIES

French/British Porsche Carrera Cup Le Mans, France

Michael Meadows (GBR)
Ben Barker (GBR)
Josh Webster (GBR)
Philipp Eng (AUT)
Kuba Giermaziak (POL)
Earl Bamber (NZL)
Connor de Phillippi (USA)
Kévin Estre (FRA)
Nicolas Armindo (FRA)
Tom Dillmann (FRA)
Nicki Thiim (DEN)
Côme Ledogar (FRA)
Maxime Jousse (FRA)
Michael Ammermüller (GER)
Christian Engelhart (GER)



Sharp will join Team LNT

Sharp to drive works Ginetta GT3

British GT regular Tom Sharp will make his debut in the European VdeV GT Endurance series later this month with the Ginetta factory team.

Sharp has been drafted in to share the factory Team LNT Ginetta G55 GT3 with company chairman Lawrence Tomlinson for the three hours of Dijon on June 29. Sharp replaces Mike Simpson, who is absent on holiday.

It will be former Ginetta GT Supercup runner-up Sharp's first outing with LNT. He regularly shares an IDL-backed G55 GT3 with Colin White in British GT.

White said: "It will be great for Tom to get some mileage with the works team and some experience of racing in Europe. He's a great young lad and a very quick driver."

Sharp added: "I tested at Dijon recently and love the track. The car has a better Balance of Performance break in VdeV so runs lower to the ground with less weight so you get the aero working more and can push harder. Getting used to the Michelin tyres is probably the biggest test."

"I want to do more racing in Europe so hopefully a strong weekend can open doors."

Brabham sidelined after roll at Oulton

Sam Brabham faces a race against time to find the backing to contest the next MSA Formula Ford Championship of Great Britain rounds at Croft after suffering a high-speed roll at Oulton Park last weekend.

The 19-year-old suffered a bent rear pushrod after bouncing over grass during the opening stages of race two in Cheshire. He continued racing until rain began to fall on the following lap, when he went off the track at the exit of Cascades. His car dug into the grass on the way up to the Shell Oils hairpin and rolled, damaging the rear suspension. He was unable to compete in Sunday's final race.

"The car isn't as bad as I first thought but we weren't planning on being there last weekend anyway," Brabham said. "We struggled with funding. This now makes it even more difficult ahead of Croft. Other financial options came too early to help us at Oulton so we're hopeful that it can materialise before the next rounds."

Welsh Government set to help new circuit

The Welsh Government has entered into talks with developers of the proposed new Circuit of Wales facility with a view to arranging a loan to help finance the project.

Wales Online reported last week that Welsh Government officials had opened talks with circuit developer, the Heads of the Valleys Development Company, about the terms of a loan to help kick-start the construction of the new 3.5-mile race track in Ebbw Vale.

The report suggests that the Circuit of Wales was recently asked to provide financial guarantees to secure the rights to host MotoGP from 2016, which was one of the project's stated marquee events.

A spokesman said: "The Welsh

Government has agreed to enter into detailed discussions with the Heads of the Valleys Development Company to explore, in principle, the terms and conditions of a commercial loan that would allow the project to proceed to a stage where significant commercial funding could be attracted."

The report comes days after bosses behind the new development said the track wouldn't be ready in time to host the 2015 MotoGP event.

A spokesperson for Silverstone, which already hosts the British MotoGP round, said: "This announcement came as no surprise to the UK motorsport industry. We have made clear our desire to stage the event for many years to come."

Different British GT partner for Sir Chris

Sir Chris Hoy will have a new team-mate for the next British GT rounds as regular partner Alex Buncombe will tackle the Nürburgring 24 Hours.

The June 21/22 British race at Snetterton clashes with the German endurance event at the Nordschleife, with British crew Nissan Team RJN competing at both events.

Hoy's regular co-driver Buncombe will drive a Nissan GT-R GT3 for the team in Germany, partnered by Nick Heidfeld, Lucas Ordoñez and Florian Strauss.

RJN will also run a GT-R for Hoy in Norfolk, but will draft in another Nissan-backed professional driver to partner him. RJN chief Bob Neville said: "We're in talks with Nissan now about finding Chris



RJN will run in British GT (above) and at the Nürburgring 24

a suitably experienced team-mate, and Nissan has a huge pool of talent to choose from. We made a commitment to British GT and we'll still be at every round. It will be a very busy weekend for the team."

First choice racer Jann

Mardenborough has GP3 Series commitments in Austria that weekend while Ordoñez and Frenchman Jordan Tresson are also entered for the Nürburgring 24. The likely options would be Alex Brundle, Wolfgang Reip or Lucas Luhr.

RACING NEWS

Woodhead quits to focus on recovery

Ginetta GT4 Supercup racer Harry Woodhead is expected to miss the rest of the season after damaging knee ligaments in a recent cycling accident.

The 16-year-old, who claimed last season's Ginetta Junior Championship title, graduated into this year's Supercup with the Douglas Motorsport outfit.

He claimed a podium at Donington Park and another at Thruxton and is ninth in the points. Woodhead fell from his mountain bike while cycling through woodland. An MRI scan has revealed anterior cruciate ligament damage.

"It wasn't nice to find myself wrapped around a tree," Woodhead said. "My recovery is what's important. I'm not going to rush it but it would be nice if I could return for the final rounds of the season."

"We own the Ginetta race car but I'll keep my options open ahead of next year. I'd like to go down the GT racing route. There's a few more chances there and I've never aspired to race single-seaters."



Woodhead: on the sidelines

BOOST FOR CLASSIC FORD

Split grids for historic single-seater series as entry numbers go through the roof

By Rob Ladbrook

Organisers of the Luna Logistics Classic Formula Ford 1600 Championship are buying extra track time to cater for demand after a surge in interest in the class.

The series, which caters for all FF1600 cars built up to and before 1982, is enjoying its largest grids for a decade. During its last rounds on the Brands Hatch GP track, the championship attracted a 43-car grid and trialled a new split race format with separate qualifying, two 28-car heats and a final.

Organisers have committed

to buying extra sessions for the upcoming round at Oulton Park on August 16 and may increase track time at further rounds before the end of the year. "We're expecting a grid into the high 30s for Oulton. We'll run two heats, a repechage and a final to fit everybody in," said promoter Peter Hackett.

"It's been ten years since we've had a surge in grids. There's been a huge amount of work to get the numbers up, especially considering that we had seven-car grids just a few years ago."

"We've worked hard to get the right calendar. We've also increased the series from 12

rounds to 14 this year to give double-header races."

Hackett added that the championship was attracting interest from young talent from South America. The Jesus Saves Racing initiative – which is fielding Alex Ribiero's original Van Diemen RF79 in the series – has placed a string of young Brazilian drivers into the class, including last year's champion Adriano Medeiros and current racer Leandro Guedes. "We're getting enquiries from Brazilian karters looking to get involved in the class as it's cost effective and runs on UK circuits," said Hackett.



REMAINING ROUNDS

Luna Logistics Classic Formula Ford 1600 Championship

DATE	TRACK
Jun 14/15	Thruxton
Jul 26/27	Cadwell Park
Aug 16	Oulton Park
Sept 6/7	Brands Hatch Indy
Oct 5	Castle Combe*

*Races support the Castle Combe Carnival

Classic FF1600 has had a resurgence this season

Banned Wakefield seeks to chase further career chances with a switch to sportscar racing on foreign shores

Ginetta GT4 Supercup racer Josh Wakefield has targeted sportscar outings in Europe and the USA after opting not to return to British racing.

The 21-year-old former Renault UK Clio Cup racer switched to the

Ginetta series at the start of the season with the JHR squad. Wakefield was involved in an incident in race three at the opening weekend at Brands Hatch. He was handed three penalty points on his race licence,

which already contained nine points. His 12 points triggered a three-month ban.

"It's too late to be competitive in this year's Supercup," Wakefield said. "I have a few more options to explore within Europe and the

USA towards the end of the year or next season. I'm fed up with the British judicial system of giving responsibility to clerks who have no racing experience and who can't relate to a driver's point of view but who have power."

"My biggest issue was the new, wider front Supercup tyres this year. All drivers have struggled, it's also a softer compound. But the grid is now half a season ahead of me. I want to return to racing and prove a point."

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HISTORICS

DOWN THE PUB WITH

JAMES HADFIELD

Age: 21 Lives: Guildford
Son of historic ace Simon

His main focus is ice hockey

"I spend eight months of my year in Guildford playing ice hockey and at college and then go back home for the summer. I'm also at college studying architecture when I'm not playing and training. The season runs from September to mid-April and when it stops it is nice to be able to do some racing. It also gives me some time with dad, which is really nice."

He grew up around race cars

"Obviously dad's been racing for ages, but my experience is very limited. I was always in the workshop as a kid. I had a go in karts but never did it seriously. We built the Titan Formula Ford when I was 15, but never had chance to drive it because of the ice hockey, which took precedence over racing."

He started racing in 2012

"Two years ago I was finally able to get my licence, and had one race at Mallory with the modern cars. Last summer I got into doing proper Historic Formula Ford and my first race was at the Silverstone Classic. That was a bit daunting and I had a spin in the second race when I was doing quite well. We did the Croft weekend which was really good fun and then I did Oulton Park at the end of August."

He enjoys Historic Formula Ford

"I just want to enjoy some racing when there is a free slot. I play sport so I'm quite competitive and I don't like finishing down the order. I just want to do as well as I can and improve. Dad's got quite a few toys, but I think I need to prove myself in the Formula Ford first. This is some of the best fun you can have and it's great racing. I'm hoping to do a bit more racing this summer: probably three or four events. But I have to get the car ready, that's part of the deal."

He's an ice hockey pro

"I've played ice hockey since I was eight years-old and got picked up by a professional team when I was 17. From Swindon I got selected by Guildford, one of the top teams in the league we play in. I'm now in the second division in England."



Hadfield is a hockey star

PLATO'S STINGRAY RUN AT GOODWOOD

BTCC champ to pull double duty in Revival after signing up for TT race



Plato will race this classic Stingray at Goodwood

By Matt James

British Touring Car Championship star Jason Plato says he is looking forward to returning to the Goodwood Revival meeting this season, where he will handle two classics.

Plato, 46, had already agreed to drive alongside TV chef James Martin in an ex-Alan Mann Ford Prefect in the St

Mary's Trophy. He will also join the TT Revival line-up in a Corvette Stingray.

The works MG BTCC driver, who is fourth in the standings this year, will share the car with experienced historic racer Craig Davies.

Plato said: "Craig and I had spoken over the last few months about trying to do something, and it was all about whether he

could get an entry. I told him to stick my name down as his co-driver and apply, and it worked and he was accepted.

"At first, when the call came in, he said 'we are in'. My initial thoughts were that we would be in something like a Ford GT40. I asked him what we were in, and he said a Corvette Stingray.

Plato: double duty

The last thing I ever drove around there was Mike Knight's Corvette Stingray in the TT, and I scared myself stupid!

"I am doing the St Mary's Trophy in an ex-Alan Mann Ford Prefect, which is a superb car. I tested that yesterday (Tuesday). It is my favourite event of the year and I love it. I love sticking on all the period clobber. I am a closet dresser-upper."



Surtees won at Silverstone

Surtees is set to star at Silverstone

The racing career of John Surtees OBE will be celebrated at this year's Silverstone Classic on July 25-27, marking 50 years since he won the Formula One World Championship.

Surtees, 80, will be guest of honour at this year's BRDC Silverstone Classic Dinner on Friday evening, which will be compered by broadcaster Johnnie Walker. Surtees is the only man to win World titles on two- and four-wheels.

"Formula One started for me at Silverstone when I tested the Lotus 18 for Colin Chapman there," said Surtees. "It was then rather satisfying to get second place in the British Grand Prix in that first year of switching between two and four wheels in 1960."

Silverstone demo for Porsche 911 GT1

A Porsche 911 GT1 not raced since it was driven by Bob Wollek in 1998 will be one of the stars of the GT90 demo sessions at the Silverstone Classic on July 25-27.

Porsche expert Mark Sumpter has owned the ex-Larbre Compétition 911 GT1 since 2007 and has gradually restored it in period Hawaiian Tropic/PlayStation livery.

"I've never raced it, but I want to do the demonstration sessions at the Silverstone Classic," said Sumpter who will also race his Group C Porsche 962 and a classic 1965 two-litre 911 during the weekend. He will share the 911 with Adrian Slater.



Sumpter: restored 911 GT1



Rawe is tackling AMOC races in his replica DP214 machine

Rawe raves about classic Aston 214 replica

Aston Martin racer and enthusiast Robert Rawe is racing a replica of one of the most famous racing Aston Martins of the early 1960s after commissioning a replica of Project 214.

Based on the DB4 chassis, the two original DP214s were built in 1963 for GT racing but only one survived the era. Rawe, who has mainly raced Aston Martins, set out to create a replica of the original car and

raced it for the first time in 2013. This year he is tackling AMOC races, including the Innes Ireland Cup. "We started with a wreck of a DB4 road car, which had been in a farmyard for 30 years," said Rawe. "We worked from original drawings and picked the best people to do each element of the build. It's an exact replica of the DP214 and I'm thrilled to bits with it."

Jaguar XJR-14 to take on a packed Group C field on Le Mans debut

More than 25 Group C cars will race on Saturday morning at Le Mans ahead of the 24-hour race in a field topped by the sensational Jaguar XJR-14 of Bob Berridge.

The 1991 Silk Cut-liveried car,

one of the outstanding Group C cars, will make its Le Mans debut. The Jaguar team elected to race the proven XJR-12s in period rather than the XJR-14.

The grid for the 45-minute race includes Paul Stubber in a rare

Lola T711, which was effectively a Chevrolet Corvette GTP car built by Lola. Derek Bell will share Mark Sumpter's Porsche 962 while GT ace Michael Lyons will join father Frank in their Gebhardt.

'I hit a bank... but it was great fun'
Cortina man returns, below

Photos: LAT archive and Paul Lawrence



IN BRIEF

Barney back in Ford
Historic contenders Callum Barney and Ron Channon were back in action on the recent Severn Valley Historic Stages with a re-shelled Ford Cortina Mk1 GT. The fresh car replaced the one that was rolled on the Red Kite Stages in February. "It was still really a shakedown after the rebuild, but the car felt totally different, much more precise," said Barney.

Brooklands event
Mac Hulbert in the famous ERA R4D will head the entry for the speed trials element of this weekend's Brooklands Double Twelve Motorsport Festival. Hulbert is the current outright course record-holder on the Mercedes-Benz World circuit and will defend his crown at the event that marks 107 years since the opening of the original Brooklands track.

Scottish entries
Entries are now open for round three of the Mintex MSA British Historic Rally Championship, the Scottish Rally on June 27/28. The historic crews will cover 59 stage miles for an entry fee of £685 and the competitive action will include a three-quarter mile spectator stage at Heathhall on Friday evening. More details at scottishrally.co.uk.

Crosslé book
The long-awaited book on the story of Crosslé racing cars will be previewed at the Cultra Hillclimb on Saturday. The 640m course runs in the grounds of the Ulster Folk and Transport Museum. Written by Plum Tyndall, *Hidden Glory* is the extraordinary story of the Crosslé Car Company and the men and women behind the marque.

Veteran in Cortina
With a long career spanning both rallying and racing, Trevor Lewis debuted a Ford Cortina Mk1 GT on the Severn Valley Stages. "It was my first historic rally and I'd only had the car two weeks. I hit a bank and went over a ditch on stage four, but it was great," said Lewis, who has rallied Metro 6Rs and raced Porsches in the past.

Fell runner returns
Steve Forster will make a comeback on the DMACK Carlisle Stages after a long absence in a freshly built Ford Escort Mk2 Pinto. The Wigan driver, who is also a keen fell runner, plans to use the Carlisle event on June 21, including the Friday shakedown stage, as a test session.

Freeman's trophy
David Freeman won the annual St John Horsfall Trophy race at the Aston Martin meeting at Donington Park on Saturday in his 1936 Speed model. Former stockbroker Horsfall worked for MI5 during the Second World War and was a works Aston Martin driver in the 1930s. He was killed at Silverstone in 1949 when he rolled and is remembered each year by the Aston Martin Owners' Club.

Triumph in sight
Triumph TR7 V8 crew Peter Jones and Graham Joseph have a commanding lead in the Brian Dennis Motorsport Welsh Historic Rally Championship. After half of the eight events they head David Stokes/Guy Weaver by 50 points. The season resumes on the Nicky Grist Stages on July 12.

RALLY NEWS

Photos: www.mcklein-imagedatabase.com

WRC SHOOT-OUT PLAN SET FOR APPROVAL

Teams and WRC Promoter move closer to agreeing a future direction of format



A last day shoot-out could decide future WRC event

By David Evans

The future format of the World Rally Championship will be finalised in September – but further details of the plans have been leaked to Motorsport News.

The question of format was discussed at length at the WRC Commission meeting before last week's Rally Italy, with further meetings taking place in Sardinia as WRC Promoter met with the teams to hammer out the details.

MN has learned that three options were considered for 2015. One was to leave the format as it is now. Another was to end the event on Saturday night and then run a standalone stage, which would have extra points on offer for a limited number of top crews.

However, the plan which has reportedly received universal backing from the stakeholders involves the shoot-out between crews to decide

position on the final test, first outlined by MN in May 2013.

Fighting criticism

A senior source in the championship explained the thinking behind the shoot-out plan, which is now expected to become regulation at September's World Council meeting.

"This plan involves the least amount of format change for the rally organisers," said the source. "The format will remain as it is now: a ceremonial and maybe a superspecial on Thursday night, then normal days Friday and Saturday and a shorter day on Sunday.

"The final stage will be the battle between first and second for first place and so on down to ninth versus tenth for ninth place. Obviously, we understand

there was a lot of resistance to this plan, which is why we have worked hard to evolve it and to answer a lot of the early criticisms."

Further changes are expected to come in order to ensure a rally-long fight doesn't get forgotten. For example, in Italy, the biggest scrap on Sunday was between Mads Østberg in second and Jari-Matti Latvala in third – under the proposal Østberg would have sealed at least second spot in the penultimate test, before challenging for the win.

A bonus time system is planned to counter criticism that the fastest driver across the spread of the event could lose everything on the final stage. If, for example, the leader has been a tenth of a second per mile faster across the event than the driver in second place, that advantage

Nandan wants details

will be multiplied by the stage distance of the shoot out. So, if the final test was ten miles, the quicker driver would start with a one second advantage. To counter fears that drivers wouldn't push on the main rally and would wait for the final stage, bonus points will be offered at the end of each day.

Team reaction

M-Sport team principal Malcolm Wilson admitted he had been skeptical at the start, but said: "It's going in the right direction now. There are some other people who have to agree with it, but we're getting there. The teams are all working on how the points would theoretically be working and how it would be affecting the championship."

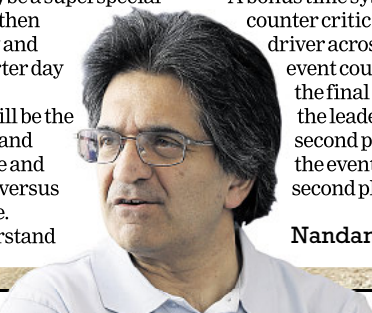
Hyundai's Michel Nandan added: "This is a good proposal, it can improve the show and make it more easy to present to television. Still, we need to do more simulations to make sure you are

not giving too much to the very fast drivers. This can make it more attractive. We want the cars close together and fighting and we need to know we can sell the television."

World Rally champion Sébastien Ogier added: "Initially, I was not really for the plan – it was not in the spirit of rally. But in the end nobody proposed a better idea and I agree that we need to have something to show live at the same time on Sunday and that would be nice."

But Citroën's Kris Meeke said: "I still think it's bullsh*t. Why do we have to change the DNA of the sport so radically? We're trying to make this sport easier for those on the fringes to get into and understand and we're now coming out with a complicated equation for those viewers to do before they can understand who might win."

Neither the FIA or WRC Promoter would comment on what they say are internal discussions.



▶ HOW THE VOLKSWAGEN BATTLE WAS SETTLED IN OGIER'S FAVOUR ▶▶▶ PAGE 26



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'Ogier climbed onto his Polo's roof once again'
French ace is back in front, p26



Photos: mcklein

OGIER HITS OUT AT RUNNING ORDER RULE

Ogier has criticised order rule, but others don't agree

Sébastien Ogier has become embroiled in a war of words with his fellow World Rally Championship drivers regarding the running order on gravel rallies this season.

Last week's Rally Italy was the event where Ogier was worst hit since the change of regulation and decision to bin the qualifying stage at the end of last season. The rule from the start of this year is that the championship leader runs first on the road on day one before the leading classification is

reversed for days two and three. Ogier dropped as low as tenth on Friday, but had recovered to second by the end of the opening day and ultimately won the rally.

Ogier said: "The FIA wants to make some sort of show from the rally by using this regulation, but, for me, this is the regulation for the loser. There are some drivers who are happy to win like this, but I am not one of them. I don't like this rule, it's stupid. I don't understand why they want to penalise the fastest guy in the

world championship and I don't understand what was wrong with the qualifying stage."

Ogier's comments drew a sharp response from Citroën's Mads Østberg, who finished second to the Frenchman in Sardinia. He said: "It's part of the game, where you start on a rally. Ogier talks about it all the time. Well, you [Ogier] are the fastest in the world; you can go first: f*** off!"

Østberg's team-mate Kris Meeke added: "Motorsport series all over the world are

using systems to handicap cars, be it weight or cutting engine power – we have the most natural handicapping system in the world and it makes sense to use it. The fight was so close on Friday, it's great for the spectacle of the sport."

The subject is set for discussion at August's WRC Commission meeting, with one proposed change being to run championship order on Friday, championship order reversed on Saturday and reversed rally order Sunday.

Latvala upbeat about title chance

Volkswagen driver Jari-Matti Latvala says his third place on last week's Rally Italy was a setback rather than killer blow to his World Rally Championship hopes.

The Finn is now 33 points adrift of his team-mate, Sébastien Ogier, who took the Rally Italy lead and collected the win after Latvala suffered a puncture during Saturday afternoon.

"I had this chance [to win again]," said Latvala. "I held it in my hands again and I let it slip. The main thing is that the championship is

still alive and we can recover. This was a good chance to get closer to him, but it didn't happen because of my mistake.

"It could have been worse, if I had tried to push harder and then gone off the road, I would have had zero points. If Ogier has a problem and if he doesn't finish a round then we are right there. We just have to keep pushing."

Ogier's fourth win from six starts this season moves him 72 points clear of his nearest non-Volkswagen rival, Mads Østberg.

Evans shows his best speed yet

M-Sport factory driver Elfyn Evans says last week's Rally Italy was his strongest showing in a Ford Fiesta RS WRC ever.

The Welshman pushed hard through the opening day and narrowed the gap between himself and the rally leader to 0.3 seconds per kilometre – the lowest the gap has ever been.

Typically modest, Evans pointed out that the championship leaders were struggling with conditions at the front of the field, but despite that he admitted he's enjoyed competing on an event in a World Rally Car for the second time.

"It's been good," he said. "It's good to come back somewhere and see what



Evans flew on gravel in his M-Sport Fiesta WRC

I've achieved since I was here for the first time [in a Fiesta RS WRC] last year. I've been pretty happy with the pace. We could have gone a bit harder on the second day, but that was just about getting more experience.

"Looking back to last

year, I have much more confidence and knowledge of what to expect now."

Team principal Malcolm Wilson added: "Once again, Elfyn has done exactly what we asked and he's shown his best speed yet on gravel."



Kubica shone on gravel surface

Kubica hails turnaround in form ahead of his first home event

Robert Kubica says his upturn in form has come at the perfect time as he prepares to take a World Rally Car home to Poland for the first time this month.

The Pole finished eighth overall despite damaging the front-right wheel of his Fiesta RS WRC on the final stage of Saturday afternoon. Despite the crash, Kubica said his pace on the Italian island was

his strongest ever on gravel.

Third fastest on two stages, Kubica was second quickest through the Loelle test.

Team principal Malcolm Wilson said Kubica's retirement from what would have been fifth place was unlucky: "I watched the onboards and you can just see him having a nibble into the side of the road. He's just after that little bit more room and

there was a rock there. It was really unfortunate."

Kubica added: "It wasn't a mistake from driving too fast; we just hit a stone we could not see. The most important thing is the way I drove all rally and that the car's feeling was good.

"Rally Poland will be very special for myself, Polish motorsport and for the Polish fans – of which there are a lot!"

VIEW FROM THE WORLD STAGE

JERRY WILLIAMS

"We had a 320-mile trip for a 0.8-mile stage"



WRC events need to be more compact to save

What a supreme irony. One week after Citroën boss Yves Matton called for a drastic cut in the costs of competing in the WRC we found ourselves in Sardinia.

So what was ironic about that? Simply that the event's Thursday involved a 320-mile round trip for one superspecial stage of 0.81 miles.

Thing was, that superspecial was around the streets of Cagliari, the island's capital. Obviously the city had fronted up some dosh, but did that and a reported 45,000 spectators really merit such a long trek?

Don't get me wrong, there was a lot good about Rally Sardinia. Its organisers have finally taken the plunge and shifted it from Olbia to Alghero on the other side of the island. This popular tourist resort has more of everything; hotels, eateries, bars, atmosphere, and more happening.

Getting to the stages involved a fair few miles. But that was always the case from Olbia. And it's no different on most WRC events.

And of course, if you've the resources of VW you could always drive down to Cagliari and fly back by private plane. Apparently that takes 19 minutes runway to runway. It's 140 minutes by road...

And, as Malcolm Wilson said on that long, boring Thursday: "What are we doing? Think of the cost. Everybody has to be here ... and 160 miles each way for a stage of less than a mile!"

It was a devastating point and the M-Sport chief was in total agreement with Matton: "There's no doubt about it. We have to get the costs down."

Interestingly he was certain that World Rally Cars could easily be cut by 20 per cent from their current £400,000 or so ... and be given a shot of extra power into the bargain.

But for Wilson, cutting time spent away is the key to making WRC events more cost-effective.

He'd like the actual competition to be cut to two days, which would mean the whole caboodle might be contained in just four days. At present it's often a full week from a team leaving its base to getting back there.

Now if you're a major WRC outfit – Wilson ran eight top cars in Sardinia – you need an awful lot of people. The cost of hotels, food, flights, ferries, vehicles, wages can soar as the days mount up.

That's why both he and Matton think WRC events need a haircut. And there could be a bonus. Cut the cost by 40 per cent and for sure you would attract more manufacturers into the sport.

Whatever, it's time we binned days of 300-plus miles for one stage of less than a mile.



AGREE/DISAGREE?
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DANSPORT////

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STEVE PEREZ & PAUL SPOONER
Win the 2014 Skoda Dukeries Rally



RALLY NEWS

Photo: mcklein-imagedatabase.com

HIRVONEN WALKS AWAY FROM HUGE INFERNO



Hirvonen and co-driver Lehtinen vacated the car

M-Sport is counting the cost of the fire that gutted Mikko Hirvonen's Ford Fiesta RS WRC on last week's Rally Italy.

Team principal Malcolm Wilson said the cost of replacing the uninsured factory car would be 400,000 euros (£330,000).

"Obviously all of our cars are insured, but not for this kind of loss – we self-insure our cars for fire," said Wilson. "We stopped insuring against accidents and fire sometime ago now, when it became prohibitive. Obviously, there is a huge financial cost involved here, but the thing that matters is that Mikko and [co-driver] Jarmo Lehtinen

weren't harmed at all in the fire."

After initially fearing he would never find out the cause of the fire, Wilson said he had been contacted with information regarding a potential start of the blaze. "Somebody told me they saw flames

around the wheel of

the car when it was leaving the end of the stage," said Wilson. "It's

likely to have come from a damper pipe or brake line,

which is preferable to thinking it had come from a problem with the fuel tank or something."

Sébastien Ogier and Kris Meeke used their extinguishers, but to no avail. The car burned for an hour until the fire service arrived.



Hirvonen: lucky man

Rally tragedy leads to Government review

The Scottish Government has launched a review of motorsport spectator safety in the country following the death of three people on the Jim Clark Rally.

The British Rally Championship counter in the Scottish Borders was abandoned following the crash on the Swinton stage. Five spectators – one of whom remains in hospital – were injured in an earlier crash (MN, June 4).

The Scottish justice secretary Kenny MacAskill announced the review in parliament after a visit to the crash scene, where he was briefed by Police Scotland. "Spectator safety must always be paramount," said MacAskill. "The Scottish Government will commission a review of motorsport event safety in Scotland. The review will include Scottish Borders Council, Police Scotland, the Motor Sports Association, event organisers and other key stakeholders. It will include a review of the training of stewards, as well as all other safety-related controls."

MacAskill stressed that he saw the value of the Jim Clark Rally and other events in Scotland. "The Jim Clark Rally is a long-standing event that has been part of the local community for 44 years. It has a good safety record. It is a popular event that has brought enormous benefit to Berwickshire year after year."

SARDINIA BATTLES FOR RALLY ITALY'S FUTURE

Location switch could be on the cards after last week's troubled Island-based event

By David Evans

Despite another troubled event, Rally Italy general manager Antonio Turitto is still resisting calls to take his round off Sardinia and back to the mainland.

Last week's event was plagued by organisational issues, including being overwhelmed by spectators and having to cancel the Cagliari stage – for which the teams had made a 350-mile round trip on Thursday night. Both runs through the Monte Lerno test had to be stopped due to incidents and the number of spectators in the control zone at Friday's remote service in Badusso was said to be a cause for concern.

Among the drivers' primary gripes was the fact that road sections had to be timed at 50kph



The Cagliari street stage was swamped with eager spectators

(31mph), which meant the crews spent a total of six hours waiting at controls on Saturday.

Fan surprise

Talking to MN, Turitto said: "When we decided to run in

Cagliari, we didn't expect more than 10,000 fans. On the night we get 40,000 – if you tell me this when we decide to go then I say you are crazy. We didn't expect it."

The stage was stopped after the first two cars when fans spilled

onto the track: "The problem was that the people just kept coming from the back and pushing the people at the front."

The stage was restarted but stopped completely soon after. He added: "Next year we will have more seating for the fans in Cagliari and we hope to have stages on the way down and back from there. As for the drivers having to wait, the speed is set by law – but we will try to find more stages to make shorter liaison sections."

'A bit crazy'

Volkswagen and Citroën used planes to get its drivers back from the stage which started at 2100hrs local time.

"It's a bit crazy when you have to take a plane to the first stage," said Kris Meeke. "For me, this is a

nice rally, but the organisation's just not really up to it. It should go back to Sanremo and Tuscany, where it could be incredible."

One of the successful changes was moving the rally's base from Olbia to Alghero on the other side of the island. This was welcomed by the teams because there was a bigger population centre.

Meeke's calls for a move back to northern Italy were echoed elsewhere, but Turitto said it wouldn't be possible: "I live in Sanremo and I would like to work on the rally there, but there is not enough room in the town."

The FIA's WRC manager Michèle Mouton said: "The FIA is always pushing for events to go back to the mainland, that is our preference. Sanremo already has a rally, so it must have some room."

Breen to tackle two WRC rounds in Fiesta

Craig Breen will contest Rally Finland and Rally Germany in his own Ford Fiesta RS WRC.

The Irishman has been granted permission from Peugeot Sport – whom he is contracted to tackle the European championship – to drive the same privately entered Fiesta he used to finish ninth in Sweden earlier this year.

Breen said: "This will be my fifth time in Finland, which isn't bad for a 24-year-old! I'm not making any predictions. I have a test before the event to help me find my feet with the car and we'll see after that. Germany as well is great. I've only been there once in the Academy, but we went well."

Pons lines up three outings in top flight

Former factory Subaru and Citroën driver Xevi Pons will return to the World Rally Championship for a WRC2 programme next season.

Pons was back at the sport's highest level on Rally Italy and finished ninth in the RC2 class in a Mitsubishi Lancer E10. Pons, whose best result in the WRC is fourth, stepped away from the world championship in 2007. He will be back with a Fiesta R5 next year. As warm-up he intends to tackle the Ypres Rally later this month before WRC rounds in Germany, France and Spain.

Chardonnet delighted with successful first outing in Citroën DS3 R5

Citroën Racing is delighted with the World Rally Championship debut performance of its DS3 R5, which finished second in the WRC2 standings on last week's Rally Italy.

Driven by Sébastien Chardonnet, winner of last year's Citroën Top Driver series, the car ran without fault through the Alghero-based event and ended the event as the leading R5 car in the WRC2 standings behind

Lorenzo Bertelli's Fiesta RRC won. Chardonnet said: "The car was fantastic, perfect. I came to this rally wanting to go to the finish to make the kilometres and to find how competitive we are. We know the DS3 is competitive after a perfect rally."

The team treated the Italian event as an extended test, spending time working on the set-up mid-way through the event.

Deputy team principal

Marek Nawarecki added: "We can celebrate the superb debut of the DS3 R5.

"Sébastien produced a perfect performance and was able to share a lot of data with his engineers."

Rally Italy was also the first WRC event for Peugeot's 208 T16, which was run by privateer Karl Kruuda. The Estonian led WRC2 before suspension failure at the end of day one. He returned and finished fifth.



Chardonnet finished second on his debut in the new DS3 R5

RALLY NEWS

IN BRIEF

Neath Valley

Entries are open for the Neath Valley Stages, which runs on August 9 in the Margam and Rheola forests. The event is a round of the WWRs R.A.C. Rally Championship and the MSA Pirelli Welsh Rally Championship. It is organised by the Three Counties Car Club and entry details are at neathvalleystages.co.uk.

Francis clear

Luke Francis heads the Pirelli MSA Welsh Rally Championship points following his second win of the season on the Severn Valley Rally at the end of May. The Mitsubishi Lancer E9 driver is nine points clear of the Subaru Impreza-mounted Alex Allingham. Paul Davy is third.

Wolds Rally

Entries are still available for the Mablethorpe and District Motor Club's Wolds Rally on June 22. The event takes place at RAF Ludford Magna in Lincolnshire and is for two-wheel-drive cars only. There's space for 45 crews, and marshals are needed too. Details are at mablethorpedmc.co.uk.

Ulster update

The Ulster Rally will be based in County Fermanagh for a second year when it runs on August 15/16. The MSA British Rally Championship round moved to Enniskillen for 2013. "It's exciting to be back in the rallying heartland of Fermanagh and Tyrone," said clerk of the course Lewis Boyd. "We look forward to welcoming competitors and spectators from across the British Isles and Europe."

Marshal call

HERO, the Historic Endurance Rallying Organisation, is looking for marshals to help at the Summer Trial. The event is based around Celtic Manor Resort in Newport, South Wales and runs over three days starting from June 20. The event has attracted a strong entry, including the first Bristol 400 ever built. Those interested should call David or Anne McIntyre on 01685 723783.

Malton confirmed

The MEM Malton Forest Rally will take place on Sunday November 2 and will include six stages in the Cropton, Gale Rigg and Langdale forests. For the first time, the event will be based at Adderstone Field in Dalby Forest. This will enable a compact event with reduced public road mileage while maintaining the usual 40 miles of stages. Regulations will be published on August 1.

Top entry

The Lurgan Park Rally will run on Saturday June 28 and among the 50 entries is 11-time winner 'King of the Park' Kenny McKinstry. Irish Tarmac champion Garry Jennings and Circuit of Ireland National winner Declan Boyle have also signed up. The eight stages start at 1000hrs and conclude at 1630hrs.

Monaghan sprint

A one-day rally licence is available for one-off competitors at the Monaghan Motor Club rally sprint on Sunday. The event will take place at Rally School Ireland, Scotstown. There will be a minimum of four timed runs around the 1.46-mile course. The one-day licence must be booked with the motor club in advance of the event.

PEREZ PREDICTS HARD TITLE FIGHT

Dukeries Rally winner says upcoming events will be much tougher



Perez was the only headline entry on the Dukeries Rally

2014 POINTS

REIS BTRDA Rally Series		
POS	DRIVER	PTS
1	Russ Thompson	122
2	Matthew Robinson	120
3	Stephen Petch	111
4	Patrick Naylor	101
5	Roland Llewellyn	95
6	Steve Perez	83

After five of nine rounds, Drivers best six scores from their first eight events count

By James Bolton

Rainworth Skoda Dukeries Rally winner Steve Perez reckons the battle for the REIS BTRDA Rally Series will get even closer in the remaining events.

Last weekend's rally was the fifth of the nine-round season and Perez was largely unchallenged at the head of the

field and was the only Ford Focus WRC runner. But with Scottish frontrunners Euan Thorburn and David Bogie set to return to the series, Perez says the championship is still wide open.

"This was the hardest Dukeries I've done," said the Ford Focus WRC driver. "The weather made it very tricky. But the Scottish guys [Bogie

and Thorburn] will be back and Paul Bird will come back now that he's done Rally Barbados. It's going to be difficult to build momentum from now on."

Perez said he'd kept an eye on Stephen Petch's performance in the Ford Fiesta R5+, which he was debuting on the event. "That car can be competitive," said Perez. "It was Steve's first time in the car and his times

were close to mine. He was on the pace. The WRCS are getting older and that means the technology isn't as up to date and parts are getting rarer. With the new cars and the fact the Nicky Grist will be a well-supported event, you can see we'll have to work hard."

The Nicky Grist Stages takes place on July 12 and entries are now open.

Ibbotson's mammoth breakdown journey

British Cross Country Championship navigator Phil Ibbotson made it to last weekend's meeting just in time after a breakdown while travelling to the event on Friday afternoon.

Ibbotson was just 40 miles from Forrest Estate when a wheel bearing broke on his truck. He stripped down the hub at the roadside but it couldn't be repaired. A long journey back to Rochdale in a recovery vehicle followed with Ibbotson getting home at 0200hrs. He was up at 0400hrs to make the journey north again, arriving on site just as his driver Andy Powell had completed the recce run.

"I didn't want to let Andy down," said Ibbotson. "He could've done the event with someone else navigating but I was determined to get there. Sadly we retired late on day one with gearbox issues."

Walster wants more runs after Dukeries

Suzuki Swift driver Tom Walster says he is tempted to complete the final four rounds of the Morris Lubricants 1400S class after he made a winning debut on the Dukeries Rally.

The Nottingham driver entered the Rainworth Skoda Dukeries Rally last weekend to see how the car compared to the others in the class and ended up winning when the two frontrunners had problems.

"The car is about 50bhp down, although we've done a lot of work on the engine," said Walster, who was co-driven by Jeff Wade.

"It handles brilliantly. The car was originally built for me in 2006 but we had a lot



Walster claimed the Dukeries 1400S Class in his Suzuki Swift

of reliability problems at first. We barely got it off the trailer, it was a disaster actually. But now it's alright. We've not done a rally proper since the Rallye du Var in St Tropez five years ago. And it was Jeff's first

event so it's just gone brilliantly for us."

Walster's last full season was in 2009, when he drove a Renault Clio R3. He also entered a range of European events in the car. He ran a Ford Fiesta ST in 2008.

Cole signs up for Rally of the Midlands

Four-time REIS MSA Asphalt Rally champion Damian Cole has entered this month's Rally of the Midlands in his Ford Escort Mk2.

The 80-stage mile event is based at Mallory Park Circuit in Leicestershire on June 20/21.

"We've got a really strong top ten," said clerk of the course Richard Hinton. "The entries have come in slowly but we've had lots of interest. Entries close today [Wednesday] but we'll accept entries until the last minute. We're really pleased that Damian has entered. He'll want a bit of competition and he should get it. Mark Walsh, a former winner, has entered and Alex Laffey is doing it in his Fiesta R5+."

Another entry is regular co-driver Andy Bull, who'll be tackling the event in a Mazda 2.

Petch gets a feel for his new Fiesta

REIS BTRDA Rally Series frontrunner Stephen Petch says he was able to assess his new Ford Fiesta R5 on last weekend's Dukeries Rally despite the wet weather that hampered the event.

Rain fell on Saturday morning and Petch was further delayed when he had to reset the car's electronics on the second stage. That meant he had to fight back from 23rd. He and Ian Windress eventually finished second.

"The car lacked power so we had to make up time in the corners," said Petch. "We lost about 0.5s per mile to [Focus WRC runner] Steve Perez so I had to brake later. But the car's run faultlessly. With the weather being bad it wasn't an ideal first rally but we got a lot of miles."

Petch also said that he would be interested in the MSA British Rally Championship next year if the series was to run for R5+ spec cars. It currently runs for cars up to the two-wheel drive R3 spec.

"We would look at it, maybe we would do a couple of rounds," said Petch. "It's good to have a change sometimes."

Entry drop sidelines Coracle Stages rally

This weekend's Coracle Stages rally has been cancelled due to a lack of entries.

The Epynt Motor Club event had switched dates for this season in an effort to increase the number of crews signing on to the rally in Sweet Lamb, Wales.

"The regular drivers put their entries in early," said clerk of the course John Butler-Jenkins. "But then we didn't get many more. There's a lot of events on. We changed the date from July, but we had 40 entries last year. Some championships have an event every month so drivers are committed, and don't have the money to do other events. If you lose the smaller events newcomers have nowhere to go."

'Derek McGarrity had to work hard for his win'
Mourne Rally report, p33



ENTRY SCRAMBLE FOR NEW SCOTTISH EVENT

Organisers of the new Mach 1 Stages rally received 66 entries within three hours of the entries opening for the July 5/6 event.

The rally, which is a round of the Blue Scottish Tarmac Rally Championship, will be the first motorsport event to take place at the Machrihanish Air Base in Kintyre in west Scotland.

"The Dunfermline Car Club

looked at the venue seven or eight years ago," said spokesman David Hatrick. "At the time it was owned by the MoD. There were a lot of obstacles so we couldn't run. Last year we had an email from a competitor saying the community had bought the airfield from the MoD. We made contact and it ticked all the boxes so we decided to take it by the horns."

Hatrick said the venue offered great potential as a rally venue: "It's a massive area, and there's a 1.95-mile long taxiway. There's also a huge hangar that can hold three Boeing 737s so we offered indoor servicing to the first 30 entries that signed up."

The organisers are keen to hold the rally again in future years, but the location means transporting

equipment to the venue has proved costly. "We'll run it and see how it turns out," said Hatrick. "We hope to have around 2000 spectators, but we have no idea how many might turn up. We need to run it this year before we can commit to running it next year."

Entries opened at 1900hrs on Wednesday. The event has a capacity of 90 cars.

Photos: LAT and Whittle Photographic



Auriol will hussle Corolla WRC on Goodwood hill

Auriol ready for Goodwood thrills

World Rally champion Didier Auriol will drive a Toyota Corolla WRC at Goodwood later this month.

The Frenchman will drive Gary Le Coadou's car at the Festival of Speed on June 27-29. Auriol took two WRC wins in a Corolla, while Le Coadou has used the machine to win local events.

"I love Goodwood, it's the highlight of my year," said Le Coadou. "Didier Auriol will also drive the Celica on the rally stage. I've done the Festival for the last five years and we've had some amazing drivers in the cars, Carlos Sainz and Juha Kankkunen stand out. I don't rally the GT-4 anymore so it's good to get it out at popular events like this and Castle Combe Rally Day.

"The Goodwood Festival is great because it brings a lot of ex-Toyota team members together and they love looking over the car."

Tickets are still available for the Festival of Speed. Visit goodwood.com for details.

Rapid newcomer in more outings

Young rally driver Ed Fossey is targeting more events in the Junior 1000 Rally Championship after impressing on his series debut recently.

Channel Islander Fossey is the grandson of John Fossey, who has competed in rallying for 45 years. His parents also compete in rallying.

"He recorded fastest times amongst the newcomers on the Dale Stages last month but a broken driveshaft led to the retirement of his Micra in the morning," said his mother Sue.

"He returned for the Trophy Rally and won that. He's co-driven by Sion Humphreys and it's pleasing to see him do well because there's nowhere to practice on Jersey."

Ed started karting when he was eight years old and was the Junior Sandracer of the Year in 2013.



David Bogie will switch from this Ford Focus to a Fiesta R5+

Bogie ready to familiarise himself with Fiesta

Five-time ARR Craib MSA Scottish Rally champion David Bogie says he'll spend the rest of this season getting up to speed in his new Ford Fiesta R5+.

Bogie will switch to the car for the RSAC Scottish Rally, which takes place on June 28. He's previously rallied a Focus WRC.

"The plan is to debut it on my home rally and then we're going to use it for remainder of the year before we tackle the last round of the World Championship, Rally GB," said Bogie. "We're going from a two-litre engine to a 1600cc engine and we're going from

active differentials back to mechanical differentials. So the car's a lot simpler, but the technology has moved forward. The car should be quicker but we don't know that for sure yet."

Bogie added that part of the appeal of the car is that it can be used in a variety of series' across Europe: "The car can be used anywhere. These cars are the future. The costs are realistic. Our first and foremost aim is to get a strong run on Wales Rally GB."

Bogie is ninth in the SRC and 11th in the REIS BTRDA Rally Series.

New fan-friendly stage for Scottish

This month's RSAC Scottish Rally will include a new spectator stage near Dalbeattie in Dumfries and Galloway.

The event will take place on June 28 and is a round of the MSA British Rally Championship, as well as the Mintex MSA British Historic Rally Championship and the ARR Craib MSA Scottish Rally Championship.

"The route includes some familiar favourites as well as some new to the Scottish," said clerk of the course Jonathan Lord. "Competitors will be visiting the spectator-friendly Heathhall Stage just outside the town centre as well as the new spectator stage near Dalbeattie."

"We're also pleased to welcome the return of parts of Ae Forest through the Harestanes Windfarm, which will form a spectacular backdrop to the stage. Other stages further east will be run through Castle O'er and Twiglees."

The entirety of the rally will take place on the Saturday, and entries are open at scottishrally.co.uk.

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"A day in the forest seemed less important"



Many historic crews were on the way home from a good day's sport on the Severn Valley Stages when the awful news from the Jim

Clark Rally started to filter through.

A day spent attacking some classic forest stages suddenly seemed rather less important when it became clear that people had died in the Scottish Borders.

Any death in motor sport is a desperately sad affair, and it just seems even sadder when it is those watching who have lost their lives. I cannot and should not comment on the tragic events: I was not there and have no knowledge of what happened.

However, I have loved rallying for nearly half a century and will continue to do so for as long as possible. I class myself as an enthusiast first and a journalist second and, inevitably, I am saddened but not surprised at mainstream media coverage of the incident. We live in an era when sensationalism is the standard and news stories have a brief moment in the limelight before the next disgraced politician, philandering celebrity or military lunatic takes centre stage.

We also live in a blame culture, with someone needing to be blamed for everything bad that happens. Of course, if there are lessons to be learned by careful and measured analysis by the proper authorities, then so they should be learned. But sometimes in life bad stuff happens through a combination of unforeseen circumstances or sheer misfortune.

As I was writing this a few days ago, the day's news had been full of a dreadful school bus accident in County Durham which left 20 youngsters injured. Then, of course, we had the terrible news emanating from the Isle of Man, where several riders paid the ultimate price for the ultimate thrill.

Like all of us should, those riders took responsibility for their decisions and went to the island knowing that things can go badly wrong. Yet a life without adventure, without thrills and without risk would be a dreadfully dull life.

People climb mountains, fly aeroplanes, ride horses and bicycles: all bring risk and all claim lives. But the ability to make a personal and considered decision about the risk of doing something must remain an essential part of everyday life. Each time we get into our road cars and hop onto a motorway, we take a risk. It is unavoidable.

I hope that everyone affected by the events of the Jim Clark will find the inner strength to cope and my heartfelt sympathy goes to all those involved. But I dearly hope that the face of the sport I love will not be changed in haste following such a terrible accident.

Let the lessons be learned, if there are, and let every single person who goes out and watches a rally take an extra moment to consider where they stand. We must all be ultimately responsible for our own safety, even if the society in which we live can sometimes make us feel otherwise.



AGREE/DISAGREE?
mn.letters@haymarket.com

BTCC REPORT: OULTON PARK

The eBay Motors driver moved into the title lead at Oulton Park. By Matt James

TURKINGTON TAKES DOMINANT DOUBLE



Northern Irishman now has three wins from 2014 season

Turkington boosted title bid with a double

Colin Turkington's double for the eBay Motors team in the British Touring Car Championship at Oulton Park last weekend means the BMW man has some daylight at the top of the points. Given that the circus is going to the rear-wheel-drive friendly Croft next, he could well be laying down his credentials for a second crown.

For Jason Plato (MG) and Gordon Shedden (Honda Civic Tourer) it was a weekend to keep the points tally ticking over and wait for the better tracks on the schedule, while the event also provided strong cameos from Rob Austin (Audi) and Rob Collard (MG).

The summary of the weekend was that the switch to the Oulton Park International layout was a failure, and series boss Alan Gow admitted as much (*see racing news*). Processional races and a lack of overtaking ruined the

spectacle, and it took a wet third race to inject any excitement.

The likes of Matt Neal and Andrew Jordan, who left the track with a scant haul of points, would be pretty chuffed if it was a track layout that they won't ever have to race on again.

Race one

From pole position, there was little doubt that Turkington could reach Old Hall in the lead of the opening race, but the question was how far could his second row-starting team-mate Rob Collard get. Would Plato and Shedden ahead form some kind of pact to crowd out the second BMW as they powered off the line?

It mattered little, because whichever way they went, Collard's missile-like launch meant that he swerved around those ahead and placed himself on the inside line for the right-hander in second.

Plato was third and Shedden fourth into the opening turn, while there was a dogfight between Rob Austin (Audi) and Sam Tordoff (MG) behind. Austin was fifth initially before sliding slightly wide at Cascades, which left an opening for Tordoff. When Tordoff went wide into the Shell Oils hairpin, it was the only invitation Austin needed to grab the place back.

As many had feared, that was pretty much it in terms of action. The fast and flowing layout of the International circuit mitigated against overtaking and, try as they might, it was follow my

leader all the way through. Behind Tordoff in sixth was Mat Jackson (Ford), Nick Foster (BMW), Tom Ingram (Toyota) and Marc Hynes (MG).

No one had taken a gamble on softer tyres and so there were no tyre issues to play out either – other than Austin closing in on Shedden over the latter stages as he took advantage of the better tyre wear rate of his RWD car.

The main action was outside the top ten, with the injured parties from a truncated wet-but-drying qualifying session battling back through the pack – or, at least, trying to. Neal jumped Jordan to run in 13th place, right on the bootlid of Alain Menu (VW). Menu was struggling with understeer and fended off several taps from Neal into the Shell Oils hairpin. It boiled over at the end of the penultimate lap when Neal lunged his Tourer down the inside into Lodge. "He came from nowhere," said Menu. "I was struggling in the fast corners but was OK into Lodge. He just hit me and pushed me sideways through the corner to get ahead on the exit. I asked the clerk of the course whether this is the way, because if these rules are OK, then I will join in too."

The officials did change the results to give the place to Menu. So that meant Neal was a lowly (by his standards) 14th, while reigning champion Jordan was an even more disastrous 15th and earned only a single point.

His woe was in stark contrast to Turkington's joy. It was his third win of the year and launched him back into

the hunt. "A race like that is never easy," said Turkington. "When you are ahead, you have to control the pace and there are all kinds of things going through your mind. Our car was perfect and we have worked hard at the set-up through the free practice sessions. We have done well and worked together; but I might not let Rob see into the file and see exactly what we've got."

Collard knew that his Northern Irish stable-mate had something on him, but was still delighted to bank a huge points score: "That was as much as we could have got because Colin is in a slightly different place to us, but to get the first one-two for the NGTC BMW 1 series is wonderful."

Race two

The lack of overtaking chances at the Oulton Park International circuit and the competitiveness of the field this season – plus the fact that Turkington and Collard locked out the front row – meant the prospects for a thriller in race two didn't seem strong. They evaporated at Old Hall in terms of a fight for the lead as the eBay Motors duo filed in to line astern at the apex. But there was to be a sting in the tail...

The pair was helped when Austin made a lightning start to forge from the third row to split Shedden and Plato ahead and reach Old Hall in third place. "That was just an amazing getaway," said the Audi driver. "One of my best."

With the follow-my-leader style of racing, it was unlikely that much was

going to change. Behind Austin, Plato was nailed to the bootlid of the A4 but just couldn't find a way ahead. He wasn't complaining about Austin's driving – far from it – but he was frustrated. "It is about the boost and the track," said Plato. "Rob drove really well, but even if I could get alongside, he would just power away because he has more boost due to problems he has had earlier in the season. But hey, that is the way the rules work..."

Behind them, Shedden fended off Tordoff, Jackson, Foster, Ingram and Fabrizio Giovanardi (Ford) in a train, with nothing to separate them but nothing to give any of them hope of improving.

The action initially happened further back. Firstly, Menu tried an optimistic lunge on Giovanardi for tenth at Hizzy's, but it was borne out of frustration and ended in contact. Menu continued, but Giovanardi was dumped to the back.

Menu wasn't done yet, because Jordan (free from his 45kgs of ballast) was picking his way through. He passed the newly tenth Menu legitimately on lap seven, but was rewarded with a mighty whack in the back from the VW at Cascades a few hundred yards later, which left the Pirtek man down in 13th place.

"There was no way it was just a tap," said a furious Jordan, who confronted his assailant afterwards. "He clearly doesn't understand the braking in these cars. If he thinks I am braking



Neal crashed out early in race three

'Kruger secured a Formula Ford double'
BTCC support race action, p25



ROUNDS



Plato's race three scrap with Collard ended in contact



Smith mopped up in the wet reverse grid race

early, then he always has the option of overtaking me rather than smashing into me."

The officials took the same view and switched their positions in the final results by handing Menu a 0.4s penalty to his race time.

Despite the static positions up front, there was drama when the safety car was called when Dave Newsham (Ford) and Jack Goff (Vauxhall) collided further back. The eBay Motors duo at the front got the call over the radio and backed off, but hadn't yet reached the first of the safety car flags. Austin takes up the story: "I could see the BMWs slow down and start weaving, and I had a look around and there were no flags, so I kept it going and passed Collard. Then Turkington, ahead, realised what had happened and sped up until he got to the yellows. But I had done nothing wrong."

Although the positions were swapped back before the safety car was released, there were investigations later. They decided that Austin's pass was a valid one, and reversed the positions. Collard claimed the reason he had slowed so much was the retardation of Turkington.

Behind Plato and Shedden in fourth and fifth, the order was shuffled at the last corner when Jackson got inside Tordoff at Lodge, and Tordoff was then sideswiped by Ingram. Ingram scrambled home in seventh from Aron Smith (VW) and the ailing Tordoff. Smith was later drawn on pole.

Turkington, though, was reveling in his weekend: "The car was even better with

ballast. It was awesome, the weight helped settle the car down - which happens sometimes - and the handling was great. This has been an amazing weekend so far."

Race three

Rain. This was something that had been expected, but had held off just in time to add spice to the final event. Finally, it seemed, we might see some action.

When it happened, it was the wrong kind of action. In the initial melee amid the plumes of spray, Neal's weekend went wrong as he was piled into the barriers by a midfield skirmish on the run to turn one. He was spat into the inside barriers on the run to Old Hall as Hunter Abbott (Audi) and Jack Goff (Vauxhall Insignia) collided. It compounded a miserable weekend for Honda man Neal.

On the track, Smith converted his pole into a lead ahead of Mat Jackson and Collard, with Shedden, Plato and Turkington following, but the race was immediately neutralised.

When the green flag flew, Jackson was the first to err when he slewed wide at Cascades, which handed Smith a healthy lead. Then Shedden moved in to second when Collard slipped to fourth. The top two were away, but the early fights put Collard under pressure from Plato.

Plato wasn't in the mood to hang about and contact was made at Lodge at the end of lap six, which spun the German car down the order. "That was a really tough race, because it was drying all the time," said Plato. "It is a shame Rob tried to

claim his piece of Tarmac when I got inside him at Lodge. I am sure we will be arguing about it with the officials later."

They did investigate, but Plato had more to answer for on lap ten. The sneaky Turkington had grabbed third as Plato and Collard had battled. Plato passed the eBay car cleanly on the drag out of lap ten, but Turkington fought back on the Avenue.

Plato fought back, and kicked his rival wide at the Shell Oils hairpin. That allowed Plato through to a third placed finish. There was another trip to the officials' bus in prospect.

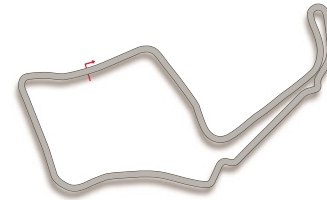
Further back, fifth place for Austin was another strong result, and he headed home Tordoff and Menu. Jordan's eighth was some redemption from a tough event: "My weekend was ruined by bad luck in qualifying. If the red flags hadn't have flown when I was on my quick lap, I would have started in the top six. Then, who knows?" he rued.

There could be nothing to upset Smith's mood after his second career win. "There was so much pace in the car," said the Irishman, who took Team BMR's first BTCC win. "I tried hard to save my tyres once I had got a gap. It was just beautiful. There was some colourful language over the pits-to-car radio after the last corner. I am so chuffed for the team."

Shedden's second place cemented a solid weekend for the Honda while Plato did have to visit the bus - to have the positions between himself and Turkington reversed... yet another boon for the BMW man's weekend. ■

RACE FACTS

Photos: Jakob Ebrey



OULTON PARK

Where: Oulton Park, Cheshire **First BTCC round:** 1960 **Lap length:** 2.96 miles **Qualifying lap record:** Alain Menu (Renault Laguna) 1m 41.93s (98.18mph), August 1994 **Race lap record:** Jo Winkelhock (BMW 320si) 1m 41.96s (97.80mph), May 1996

RESULTS

Round: ten Laps: 12

Weather: Sunny

POS	Q	DRIVER	CAR	TIME
1	1	Colin Turkington	eBay Motors BMW 125i M Sport ³	20m 49.803s
2	4	Rob Collard	eBay Motors BMW 125i M Sport	+2.692s
3	2	Jason Plato	MG KX Clubcard Fuel Save MG6 ⁵	+5.429s
4	3	Gordon Shedden	Honda Yuasa Racing Honda Civic ²	+7.628s
5	6	Rob Austin	Exocet Audi A4	+8.357s
6	5	Sam Tordoff	MG KX Clubcard Fuel Save MG6	+12.275s
7	7	Mat Jackson	Airwaves Racing Ford Focus	+13.378s
8	10	Nick Foster	eBay Motors BMW 125i M Sport	+18.194s
9	9	Tom Ingram	Speedworks Toyota Avensis	+19.471s
10	8	Marc Hynes	Quantel Bifold MG6	+19.810s

11 (12) Fabrizio Giovanardi (Airwaves Racing Ford Focus) +20.319s; 12 (11) Aron Smith (Chrome Edition Restart VW CC) +20.743s; 13 (14) Matt Neal (Honda Yuasa Racing Honda Civic (18kgs)) +21.255s; 14 (15) Alain Menu (Chrome Edition Restart VW CC) +21.824s; 15 (13) Andrew Jordan (Pirtek Racing Honda Civic (45kgs)) +22.631s; 16 (17) Jack Goff (RCIB Insurance Vauxhall Insignia) +23.732s; 17 (16) Dave Newsham (AmD Tuning.com Ford Focus) +24.086s; 18 (25) Adam Morgan (Vix Filters Mercedes Benz A Class) +27.390s; 19 (18) James Cole (United Autosports Toyota Avensis) +29.123s; 20 (22) Jack Clarke (Crabbie's Racing Ford Focus) +30.230s; 21 (20) Glynn Geddie (United Autosports Toyota Avensis) +36.254s; 22 (23) Lea Wood (Houseman Racing Vauxhall Vectra (S)) +39.460s; 23 (21) Warren Scott (Chrome Edition Restart Vauxhall Insignia) +46.718s; 24 (24) Hunter Abbott (AlcaSensory Breathalysers Audi A4) +46.942s; 25 (27) Robb Holland (Rotek Racing Audi S3) +1m 00.766s; 26 (30) Simon Belcher (Hande Motorsport Toyota Avensis) +1m 08.670s; 27 (28) Dan Welch (Welch Motorsport Proton Persona) +1m 11.429s; R (26) Martin Depper (Pirtek Racing Honda Civic) 11 laps/off-puncture; R (31) Ollie Jackson (Welch Motorsport Proton Persona (S)) +2 laps/boost control valve; R (19) Aiden Moffat (Laser Tools Chevrolet Cruze) misfire-engine damage/1 lap; R (29) Chris Stockton (Power Maxted Racing Chevrolet Cruze) 1 lap/throttle body.

Pole position: Turkington 1m 42.310s (94.72mph). **Winner's average speed:** 93.05mph. **Lap leaders:** Turkington 1-12. **Fastest lap:** Turkington 1m 43.363s (93.75mph).

Round: 11 Laps: 14

Weather: warm and dry

POS	Q	DRIVER	TIME
1	1	Turkington ¹	26m 49.013s
2	5	Austin ⁵	+5.148s
3	2	Collard ²	+1.817s*
4	3	Plato ³	+5.791s
5	4	Shedden ⁴	+6.279s
6	7	M Jackson	+8.944s
7	9	Ingram (S)	+9.388
8	12	Smith	+9.723s
9	6	Tordoff	+10.151s
10	15	Jordan	+10.733s;

11 (13) Menu +10.338s**; 12 (14) Neal +10.770s; 13 (16) Goff +11.407s; 14 (10) Hynes +12.651s; 15 (19) Cole +13.343s; 16 (24) Abbott +13.702s; 17 (22) Wood +18.503s; 18 (23) Scott +20.329s; 19 (20) Clarke +21.254s; 20 (27) Welch (S) +23.219s; 21 (11) Giovanardi +23.428s; 22 (25) Holland +25.263s; 23 (26) Belcher +35.177s; 24 (21) Geddie +49.456s; R (18) Morgan 13 laps/damage; R (8) Foster 12 laps/transmission; R (28) Depper (S) 10 laps/accident; R (29) O Jackson 10 laps/engine problem; R (17) Newsham 7 laps/accident; R (31) Stockton 6 laps/throttle drama; NS (30) Moffat looking for an engine. **Winner's average speed:** 84.32mph. **Lap leaders:** Turkington 1-14. **Fastest lap:** Turkington 1m 43.005s (94.08mph). * penalised 3.5 seconds for safety car error. ** penalised 0.4s for contact with Andrew Jordan

Round: 12 Laps: 13

Weather: wet but drying track

POS	Q	DRIVER	TIME
1	1	Smith (S)	26m 08.776s
2	4	Shedden ⁵ (S)	+0.846s
3	8	Turkington ¹ (S)	+2.214s
4	5	Plato ⁴ (S)	+1.140s*
5	(7)	Austin ³ (S)	+3.273s
6	(9)	Tordoff (S)	+3.519s
7	(11)	Menu (S)	+4.229s
8	(10)	Jordan (S)	+5.920s
9	(31)	M Jackson (S)	+13.095s
10	(21)	Giovanardi (S)	+14.199s

11 (6) Collard (36kgs) (S) +16.198s; 12 (24) Geddie (S) +22.785s; 13 (14) Hynes (S) +23.115s; 14 (18) Scott (S) +24.457s; 15 (26) Foster (S) +24.589s; 16 (27) Depper +24.949s; 17 (25) Morgan (S) +31.521s; 18 (19) Clarke (S) +35.122s; 19 (17) Wood +35.727s; 20 (15) Cole (S) +36.689s; 21 (23) Belcher (S) +46.062s; 22 (28) O Jackson +1m 00.349s; 23 (20) Welch +2 laps; R (16) Abbott (S) 5 laps/damage; R (22) Holland 3 laps/damage; R (2) Ingram 0 laps/throttle pot; R (12) Neal (S) 0 laps/damage; R (13) Goff (S) 0 laps/damage; R (29) Newsham (S) 0 laps/damage; R (30) Stockton (S) 0 laps/damage; NS (31) Moffat (S) no power unit. **Winner's average speed:** 80.30mph. **Lap leaders:** Smith 1-13. **Fastest lap:** Cole 1m 48.378s (89.42mph). * penalised 1.5s for contact.

RACE SUCCESS BALLAST	45kgs ¹	36kgs ²	27kgs ³	18kgs ⁴	9kgs ⁵
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CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	181
2	Gordon Shedden	174
3	Andrew Jordan	156
4	Jason Plato	147
5	Rob Collard	125
6	Matt Neal	116
7	Mat Jackson	105
8	Sam Tordoff	102
9	Aron Smith	76
10	Rob Austin	60

11 Fabrizio Giovanardi 58; 12 Tom Ingram 53; 13 Alain Menu 51; 14 Jack Goff 49; 15 Adam Morgan 49; 16 Nick Foster 36; 17 Dave Newsham 20; 18 Marc Hynes 20; 19 Glynn Geddie 9; 20 Lea Wood 4; 21 James Cole 4; 22 Jack Clarke 1; 23 Hunter Abbott 1.

INDEPENDENTS

POS	DRIVER	PTS
1	Turkington	201
2	Jordan	180
3	Collard	155
4	M Jackson	149
5	Smith	105
6	Giovanardi	89
7	Menu	84
8	Austin	83
9	Goff	83
10	Ingram	81

11 Morgan 80; 12 Foster 64; 13 Newsham 46; 14 Hynes 46; 15 Geddie 27; 16 Wood 24; 17 Clarke 16; 18 Abbott 15; 19 Warren Scott 13; 20 James Cole 12; 21 Martin Depper 8; 22 Aiden Moffat 4; 23 Simon Belcher 2 24 Dan Welch 1; 25 Chris Stockton 1.



Rob Austin defended brilliantly to take second spot in race two

BTCC REPORT: OULTON PARK

IN BRIEF

Thrupton roller Simon Belcher returned to the championship in his repaired Handy Motorsport Toyota Avensis at Oulton Park after a mammoth effort by the team, and its sister outfit Speedworks, to straighten the car. Unfortunately for the driver, he damaged ligaments in his ankle when unloading the car from the transporter on Thursday morning. He finished all three races.

American Robb Holland says that his reworked Rotek Racing Audi S3 is a step forward as he rejoined the championship at Oulton Park. The car has revised cooling, which Holland says should improve the outright speed. He reached the chequered flag twice in the opening two races and was

running as high as 12th in the finale before damage ruled him out.

Ollie Jackson, another of the people who left Thrupton with a heavily damaged car, missed the opening free practice session at Oulton Park in his Welch Motorsport Proton Persona as a sensor issue struck just as he prepared to line up. "It was one of those things," said Jackson. "The car has only just been repaired and we hadn't even had a shakedown." He only finished one of the weekend's races.

The fight for pole position, played out in a ten-minute dash following a stoppage, was dramatic. Colin Turkington (eBay Motors BMW) took top slot on the penultimate lap as drizzle

started, and the others were left with one last shot to knock him off. However, a last-gasp red flag for another accident thwarted them. Turkington took pole from Jason Plato (MG) and Gordon Shedden (Honda Civic Tourer). Among those caught out by the stoppage were reigning champ Andrew Jordan (Pirtek Honda Civic) and Matt Neal (Honda Civic Tourer). They were 13th and 14th respectively, setting them up for tough race outings.

Swiss VW CC racer Alain Menu was handed two points on his race licence for his part in a clash with Fabrizio Giovanardi in the second race of the weekend, which spun the Italian's Ford Focus down to 21st position.



Airwaves Racing boss David Bartrum celebrated his team's 250th race in the British Touring Car Championship with a special party on Saturday night. The team's best result in the landmark event, the second race, was Mat Jackson's sixth place finish

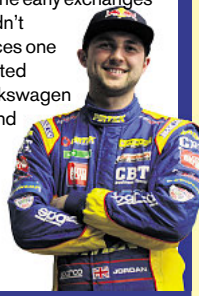
DRIVER ANALYSIS BY MATT JAMES

ANDREW JORDAN

5/10

Pirtek Racing Honda Civic

Ballasted and unlucky in qualifying, Jordan was left in no-man's land in the early exchanges when he couldn't overtake in races one or two. Assaulted by Menu's Volkswagen in races two and three, the champion left Oulton Park pretty miffed with his 15-point haul.



JASON PLATO

8/10

KX Clubcard Fuel Save MG

Plato should have had pole position but for a badly timed red flag. He had no answer to the BMWs in the races through no fault of his own. Race three was fiery after a clash with Collard, but drop kicking Turkington out of a podium spot in the final race was an issue he was penalised for.



GORDON SHEDDEN

8/10

Yuasa Honda Civic Tourer

The Scotsman was the only one to hold a candle to the BMWs all weekend, at a circuit where he traditionally goes well. Was happy with the car's handling but knew that he would have to wait for better tracks to strike. They will be coming up soon.



MATT NEAL

3/10

Yuasa Honda Civic Tourer

Another to be stuck by qualifying malaise, it was tough for Neal to make progress in the opening two races. Then, to make matters worse he was fired out of the third race and in to the wall, and it wasn't his fault. All in all, a weekend to forget for the three-time champion.

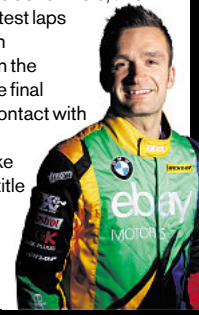


COLIN TURKINGTON

10/10

eBay Motors BMW

What more could the Northern Irishman have done? Pole, two wins and fastest laps and was then reinstated on the podium in the final event after contact with Plato. It is weekends like these when title foundations are laid, and that's what he did.

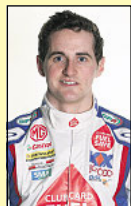


SAM TORDOFF

7/10

KX Clubcard Fuel Save MG

Tordoff was a very solid performer all weekend without particularly shining. If the MG racer hadn't been bundled out of the second race, he would have been one of the top five points scorers of the weekend, which goes to underline his desire to maintain a consistent points threat.



ARON SMITH

7/10

Chrome Restart VW CC

Smith was in with a fighting chance all weekend, and was nipping at the heels of his vastly experienced teammate throughout. A pole in race three was the only invitation he needed to scamper free – and he was error free on his way to the win.



ROB AUSTIN

8/10

Exocet Racing Audi A4

This was a really strong weekend from Austin, who was on the pace from the moment free practice began. Starting on row three for race one, he bagged a fifth place, then a second position and a fifth in his most consistent weekend of the season. Real progress has been made. Top work.



ALAIN MENU

2/10

Chrome Restart VW CC

The Swiss driver was clumsy throughout the weekend, and his spats with Andrew Jordan and Fabrizio Giovanardi hurt, although he had been unfairly taken out by Neal in the opener. A bruising weekend while his team-mate won. That will make him desperate to improve.



FABRIZIO GIOVANARDI

4/10

Airwaves Ford Focus

Still fighting to understand the car, Giovanardi's weekend was ruined when Menu fired him off the circuit in race two. There were strong words exchanged afterwards – "Menu f**ked my weekend," he said – but it didn't restore the Italian's points scoring potential though, did it?



TOM INGRAM

4/10

Speedworks Avensis

A strong qualifying performance in the top ten was followed by ninth in race one for Tom Ingram, and he bettered that with seventh position in race two. A failure in race three was a cruel blow for this rising star, who has shown his pace.

MAT JACKSON

7/10

Airwaves Ford Focus

The score should have been much higher but for a painful slip at the restart of race three, when he was running in second place after a great start. Showed real verve in his driving and is enjoying his season.

ROB COLLARD

8/10

eBay Motors BMW

Another return to form for the Hampshireman, he was just lacking the edge of Turkington but wasn't far short. Contact in race three stopped the big scoring potential but he can be satisfied with another strong weekend.

ADAM MORGAN

2/10

Wix Filters Merc A Class

This was a troubled weekend for Morgan, who began with a crash in qualifying and things didn't improve from there. A 17th place finish in the second race of the weekend was a highlight as the team struggled for handling.

JACK GOFF

4/10

RCIB Vauxhall Insignia

It was unfortunate that Goff was taken out at the opening corner of the final race, because he had shown flashes of pace up until that point. A battling 13th in race two was a highlight, but he deserved much more.



'Kruger was unimpressed with Scott's race one move'
Ford rivals clash at Oulton Park, below



Photos: Jakob Ebrey

Mitchell is top of the Ginetta class

Ginetta Juniors

By Mike Holder

Jack Mitchell was the man to beat in the Ginetta Junior Championship as he guided his JHR Developments-run car to two wins.

Wrotham-based Mitchell grabbed the lead of the opener at Old Hall and fended off Jamie Chadwick to Cascades, but James Kelleth nipped by to take second and shadow Mitchell. A safety car period (triggered by Tollbar Racing's Jack Rawles and privateer Lewis Brown coming to grief approaching Britten's) closed up the field, but the star of the restart was Jamie Caroline, who stormed from 16th on the grid to third at flagfall. Ryan Hadfield took fourth and a warning for driving standards, while race rival Lando Norris was excluded for the same offence.

Mitchell and Kelleth continued their duel into race two, Kelleth a constant shadow to the leader to finish just a fifth of a second behind, while Ryan Hadfield secured third. Jamie Chadwick hung on to fourth, while Jamie Caroline survived a collision with Jonathan Hadfield at Hislop's to take fifth place.

Robertson is the star of the GT4 Supercup

Ginetta GT4 Supercup

By Russell Hayes

Charlie Robertson dominated the GT4 Supercup weekend in Cheshire, claiming pole position and two victories.

The Scot claimed to have had the toughest race of his sports car career in race one, as he fended off the attentions of former champion Carl Breeze.

Robertson sprinted away from the start, pushing to a 2.6s lead by the second lap. Breeze surged back to sit behind the rear of the leader. The pair had a comfortable eight second gap to Thrupton victor David Pittard with Luke Davenport, who was fortunate to start the race after aquaplaning into the tyre wall at Old Hall in qualifying, up to fifth. Robertson took victory by 0.3s with Pittard holding on from Jamie Orton over the line.

It was déjà vu in race two, the front pair racing clear of Orton until four cars, including Breeze, were handed a drive-through penalty for jumped starts. Pittard, who earlier moved into the series lead after his race one podium, broke his clutch at the start. Robertson had it easy from there on with Andrew Watson moving into second and regaining his points lead after an earlier qualifying off hindered his chances.

Davenport took an impressive third, holding off pressure from local racer Sean Huyton.



Dodd's '99 Honda Accord had the edge on Cleland

DODD DOUBLES UP AS SUPER TOURERS STAR

More modern Honda holds off Vauxhall charger Cleland to secure two wins

HSCC Super Touring Car Trophy

By Russell Hayes

With star names like double BTCC champion John Cleland and Patrick Watts, the classic Super Tourers show from their modern counterparts in Cheshire.

Cleland and Watts were overshadowed in the two races by Honda Accord racer James Dodd. After mechanical woes sidelined him from the opening rounds at Thruxton over Easter, Dodd bounced back to claim a dominant double victory.

After putting his 1997 Vauxhall Vectra on pole for race one, Cleland was doubtful for the rest of the weekend after breaking a front wishbone mount (*see Racing News*). After

getting hold of the rare part, he did race but was outgunned by the Accord driver.

Polesitter Cleland kept his lead into Old Hall at the start of Saturday's dry first race, and soon he and Dodd pushed clear. Watts struggled in qualifying after an oil pump seal broke. A spin at the chicane after Mark Smith's BMW M3 dropped oil on lap two dented his progress.

Dodd asserted his authority on the race on lap four, taking the lead at the exit of Knickerbrook and pulling out a gap from Cleland. It left Cleland on his own in second with Simon Garrad claiming third after Graeme Dodd took a wide line out of Cascades on lap nine. Worse was to come for Dodd Sr as Derek Palmer's Nissan Primera outbraked him into Old Hall a lap later for fourth.

Palmer jumped up the inside and Dodd put a wheel on the grass, spinning across the track but had enough of an advantage over Whyte to keep fifth.

"John pushed me all the way there," James Dodd said. "I'd like to think that will be the first of many battles between us."

Cleland said: "I've already got more podiums in this car now than we did in period! James is hard to keep up with."

The Sunday touring car crowd keenly awaited race two, only for heavy rain to descend just as the cars lined up on slick rubber. The cars pitted and eventually tried again, but the track was deemed too wet for the delicate, expensive cars and they were shuffled back to the final race of the weekend.

The wait was well worth it. From the rolling start, Dodd

RACE DATA

Race one (11 laps) 1 James Dodd (Honda Accord) 20m 19.604s (87.40mph); 2 John Cleland (Vauxhall Vectra) +2.066s; 3 Simon Garrad (Renault Laguna); 4 Derek Palmer (Nissan Primera); 5 Graeme Dodd (Nissan Primera); 6 Stewart Whyte (Honda Accord).
Class winners Max Goff (BMW M3); Mark Wright (Ford Escort RS1800 Mk2); Kingsley Ingram (Mazda 323F); Nick Whale (BMW M3); Steve Dymoke (Alfa Romeo 156) Fastest lap Whyte 1m 46.819s (90.72mph) Pole Cleland Starters 23.
Race two (10 laps) 1 Dodd 17m 48.263s (90.72mph); 2 Cleland +2.980s; 3 Whyte; 4 Patrick Watts (Peugeot 406); 5 Neil Smith (Alfa Romeo 156); 6 Garrad. CW Goff; Mark Jones (Vauxhall Cavalier); Wright FL Whyte 1m 44.323s (92.89mph) P Dodd S 19.

RESULTS

Ginetta Junior Championship (7 Laps)

1 Jack Mitchell (JHR Developments) 16m 35.488s (88.14mph); 2 James Kelleth (HHC Motorsport) +0.177s; 3 Jamie Caroline (TCR); 4 Ryan Hadfield (R&J Motorsport); 5 Dan Zelos (JHR Developments); 6 William Taylforth (HHC Motorsport). FL Kelleth 2m 04.447s P Mitchell S 20.
Race two (7 laps) 1 Mitchell 14m 41.915s (76.92mph); 2 Kelleth +0.200s; 3 Hadfield; 4 Chadwick; 5 Caroline; 6 Alex Sedgwick (JHR Developments). FL Kelleth 2m 04.273s (77.90mph) P Mitchell S 19.
Standings (after 8/20 rounds) 1 Mitchell 238pts; 2 R.Hadfield 172; 3 Caroline 171; 4 Kelleth 155; 5 Pearson 144; 6 Zelos 136; etc.

MSA Formula Ford Championship of Great Britain (11 laps)

1 Harrison Scott (Falcon Motorsport Mygale M13-SJ) 20m 09.180s (88.16mph); 2 Jayde Kruger (JTR Mygale M12-SJ) +0.900s; 3 Juan Rosso (Radical Motorsport Mygale M13-SJ); 4 Sam Brabham (JTR Mygale M12-SJ); 5 Andy Richardson (Richardson Racing Mygale M12-SJ); 6 Max Marshall (JTR Mygale M12-SJ). CW Ricky Collard (Falcon Motorsport Mygale M12-SJ) FL Kruger 1m 48.662s (89.18mph) P Scott S 13.
Race two (5 laps) 1 Kruger 8m 14.852s (97.92mph); 2 Scott +7.652s; 3 Chris Mealin (Falcon Motorsport Mygale M12-SJ); 4 Ashley Sutton (Jamun Racing Mygale M12-SJ); 5 Connor Mills (Meridian Motorsport Mygale M12-SJ); 6 James Abbott (Radical Motorsport Mygale M13-SJ). CW Mealin. FL Kruger 1m 37.034s (99.87mph) P Marshall S 13.
Race three (11 laps) 1 Kruger 20m 12.532s (87.91mph); 2 Scott +1.486s; 3 Rosso; 4 Marshall; 5 Abbott; 6 Mills. CW Mills FL Kruger 1m 38.602s (100.32mph) P Kruger S 12.
Standings (after 12/30 rounds) 1 Kruger 293pts; 2 Scott 284; 3 Rosso 243; 4 Marshall 234; 5 Abbott 226; 6 Brabham 186; etc.

Ginetta GT4 Supercup (12 laps)

1 Charlie Robertson (HHC Motorsport) 20m 39.823s (93.80mph); 2 Carl Breeze (United Autosports) +0.373s; 3 David Pittard (SV Racing with KX); 4 Jamie Orton (Century Motorsport); 5 Luke Davenport (United Autosports); 6 Andrew Watson (Douglas Motorsport). FL Watson 1m 42.191s (94.83mph) P Robertson S 12.
Race two (12 laps) 1 Robertson 20m 42.124s (93.62mph); 2 Watson +4.238s; 3 Davenport; 4 Sean Huyton (Academy Motorsport); 5 Will Burns (Academy Motorsport); 6 Breeze. FL Breeze 1m 42.056s (94.96mph) P Robertson S 12.
Standings (after 11/27 rounds) 1 Watson 279pts; 2 Robertson 275; 3 Pittard 253; 4 Tom Oliphant (Century Motorsport) 223; 5 Breeze 215; 6 Davenport 203; etc.

Renault UK Clio Cup (12 laps)

1 Josh Cook (SVR) 24m 26.671s (79.29mph); 2 Lee Pattison (Pyro) +0.347s; 3 James Colburn (Westbourne); 4 Mike Bushell (Pyro); 5 Alex Morgan (SVR); 6 Paul Rivett (WDE). CW Cook; Colburn and Pattison. P Whorton-Eales FL Cook 1m 53.461s (85.14mph). S 13.
Race two (10 laps) 1 Colburn 19m 08.877s (84.35mph); 2 Whorton-Eales +1.265s; 3 Cook; 4 Stulp; 5 Pattison; 6 Morgan. CW Colburn; Pattison and Morgan. P Whorton-Eales. FL Bushell 1m 53.342s (85.50mph). S 13.
Standings (after 8/18 rounds) 1 Cook 215pts; 2 Colburn 183; 3 Bushell 175; 4 Morgan 165; 5 Whorton-Eales 147; 6 Pattison 140; etc.

Cook and Colburn share the Clio Cup spoils

Renault UK Clio Cup

By Matt James

Josh Cook needed a slice of luck and a calm head to claim his third win of his Clio campaign.

In race one, Cook's luck came when he was far enough back not to be impeded when leader Ant Whorton-Eales spun at Old Hall at the restart of the three-lap old race. Lee Pattison, directly in Whorton-Eales' shadow, checked up to avoid the rotating car and Cook kept it planted to surge ahead. "I just guessed the right way," said the new leader.

Cook then needed a calm head to fend off the chasing Pattison, who kept him honest.

"Whenever I could get a little gap, just a few lengths, I would

make a slight mistake and he would be on me again," said the eventual winner.

James Colburn was a lonely third, but there was a frantic fight for fourth, which eventually went the way of the robust Mike Bushell, who had battled ahead of the handling-afflicted Alex Morgan. Morgan fended off Paul Rivett to the flag.

The second race was a walkover for Colburn, who repeated his win of Thruxton five weeks before. The Westbourne driver jumped Whorton-Eales away from the line and was untroubled.

Whorton-Eales was under pressure from Cook but didn't err this time to take second.

A troubled Morgan was again left to fight hard for fourth. He fended off Rivett until he was tapped out of the way. Rivett was later hit with a penalty for track limits and then crashed out, promoting Jordan Stulp.

Kruger extends his Ford lead with two wins

MSA Formula Ford Championship of Great Britain

By Russell Hayes

Harrison Scott and Jayde Kruger went into the weekend separated by only three points at the top of the MSA Formula Ford Championship of Great Britain standings, but it was Kruger who left Cheshire extending his advantage.

The scale of their rivalry was evident at the very start of a wet race one. Following heavy morning rainfall, the track had begun to dry out, although all the cars had wet rubber fitted to all. Scott immediately moved to the left of the track at the start, squeezing Kruger, who had to put two wheels onto the grass. It was a move Kruger was unimpressed with, although Scott remained unmoved.

Scott's manoeuvre helped him keep the lead and the pair quickly pulled out a gap to Juan Rosso and Sam

Brabham, which increased to 18 seconds by the flag. The front two closed up in the remaining laps, with Kruger going straight on at the Britten's Chicane. It lost him precious time and enabled Scott to take the flag first.

The dry reversed grid race two only survived five laps after Brabham, who had bent his suspension on a grassy excursion, then went off on the way up to Shell Oils when rain returned. The car dug into the grass and rolled, coming to rest on the tyre wall. The damage was enough to end his weekend. He was soon followed into the wall, first by Rosso to one side of him, and Marshall the other. It brought out the red flag, and with the trio excluded from the results, Scott took second with Chris Mealin third.

Kruger won race three after another battle with Scott in a safety car interrupted event. Rosso was third.



Cook claimed race one win

WRC ROUND SIX: ITALY

Although tempers might have been frayed, Sébastien Ogier resumed control in Italy. By David Evans

A strange thing happened in Argentina last month; Sébastien Ogier finished the final stage of a rally, got out of the car and *didn't* stand on the roof. Last Sunday in Sardinia, he put that right and stood on the roof of his Volkswagen Polo for the fourth time in six starts this year.

Leg one

Distance: 99.98 mile Weather: Sunny - ambient temperature range on stages 21-34 Celsius

A round trip of almost 400 miles for 0.8 miles in stage mode might have seemed a lot to most, but to Mikko Hirvonen it was worth it. His name was at the top of the timesheets and, after the grim start to the season he's had, that made a refreshing change.

But it was Friday that really mattered.

Ahead of the event, championship leader Ogier had tried all ways of couching his argument about having to run first on the road. He didn't want to sound like he was moaning, he moaned. He wasn't going to say it was unfair. It just wasn't fair.

In the end, he gave up. "This rule is stupid," he said.

It's fair to say his mood hadn't lightened much when he arrived at the refuel, after the first two gravel stages.

"It's crazy," fumed the driver in *tenth* position, "why do they punish the driver fastest in the championship? I try everything. I pushed really hard, but there is nothing - no grip. On the brakes the car is sliding, when I try to push in the middle of the corner, the car is everywhere. It's terrible."

Jari-Matti Latvala wasn't much more relaxed. He'd just reversed into his team-mate Andreas Mikkelsen, damaging the rear of his Polo and the front of the sister car.

"I was on the phone," he said, "we had lots of radio communication going on. I'd missed a junction, it was a lot going on..."

He was running ninth, just one place ahead of Ogier.

The VW drivers were both well aware of how much worse their morning could have been, however. Ogier arrived at refuel minus his fire extinguisher, having given it up in an attempt to save Mikko Hirvonen's burning Fiesta RS WRC. But it was too late. The flames took hold of the M-Sport car and gutted it. And the team.

"I have no idea why it happened," said the early leader. "We had finished the third stage, no drama, nothing. Then we drive along the road section, I looked in the mirror and the right-rear of the car was completely on fire. When we got out the flames were already on the roof."

That Hirvonen and co-driver Jarmo Lehtinen were unscathed was uppermost in everybody's mind.

Having described a retirement and the bottom end of the top ten, the sharp end was equally as fascinating. It was a Hyundai one-two. Thierry Neuville led after SS2, before Juho Hänninen passed him in three

(leading a WRC round for the first time in his career), only for the Belgian to retake the top spot on the next one. The Koreans were flying high after a dream start.

The sense of anticipation at the remote service in Budduso following SS5 was huge. And getting bigger. The start was delayed after Hirvonen's fire, but everybody was waiting for some typical Neuville dry wit or a trademark line of self-deprecation from the Finn. In the end, we got neither. Neuville lost 23 minutes fixing broken suspension at the side of the road while Hänninen rocketed off the road on a right-hander three miles from the finish.

"The front of the car ran wide," said Hänninen, "there was a dip after the corner, which I should have had in my notes."

The car was destroyed after rolling and ploughing its way through the trees.

That fifth stage would claim one more victim, as Kris Meeke retired with a flat battery aboard his Citroën DS3 WRC.

The upshot of the Loelle madness was that, astonishingly, Latvala was in the lead.

"I am surprised as well," he smiled, "it's been a strange morning. First stage this morning, I had some brake problems - the bleed nipple broke and I had to fix it. Then I had the collision with my team-mate, but after that the confidence came a little bit more. I'm happy now."

And he was about to get a lot happier.

The line through the afternoon was quicker and cleaner. And Latvala made the most of it, scoring a hat-trick of scratch times through stages five, six and seven to move clear at the front. Ogier gradually worked his way up the order, quickest in SS8 and second overall at the end of the day.

Yes, he was still 22.4s off Latvala, but it was better than tenth.

Like last time out in Argentina, there was a Citroën-shaped fly in VW's one-two-three ointment, but this time it was Mads Østberg who was keeping Mikkelsen off the bottom step of the provisional podium - just four seconds ahead of the third Polo. Given the chaos that had unfolded through the twisty, technical stages closest to last year's rally base in Olbia, both Norwegians had enjoyed comparatively trouble-free days.

Neither talked, however, in the glowing terms that Robert Kubica did. Fifth and less than a minute off the front, the Pole was delighted. "That," he beamed, "was my best day ever on gravel."

His event had started well with fastest time at shakedown and he'd then continued that form into the rally itself.

It was a similar story one place further back for Elfyn Evans. The Welshman was typically modest about his efforts. Malcolm Wilson wasn't.

"He's been fantastic," said the Cumbrian, glad of a silver lining to what had been a particularly cloudy day for him and his team. "He's been quicker than ever today - with the gap to the leader down to 0.3 seconds per kilometre. I'm very happy with that."

Positions after day one

1 Latvala/Anttila 1h 49m 09.5s; 2 Ogier/Ingrassia +22.4s; 3 Østberg/Andersson +33.7s; 4 Mikkelsen/Fløene +37.7s; 5 Kubica/Szczepaniak +56.9s; 6 Evans/Barritt +1m 19.3s.

Leg two

Distance: 97.43 miles Weather: Sunny - ambient temperature range on stages 20-33 Celsius

Just as it had been on a South American Saturday last month, Volkswagen's corner of the service park was bubbling with psychological banter soon after the first sunrise of the weekend.

"I like these stages better today," said Ogier with a smile, "they're faster. Jari did a great job yesterday and it won't be easy to catch 22s, but it's not impossible. I have the same car and I won't give up."

Latvala looked calm. "I know he will be coming," said the Finn softly.

But no more did he look like a lamb to the

OGIER USES HIS ANGER

RALLY ITALY ESSENTIALS

Date: June 6-8

Base: Alghero, Sardinia, Italy

Weather: Hot and sunny

Distance: 872.06 miles (226.51 stage miles, 645.54 liaison miles)



Ogier battled back from tenth to claim a victory

slaughter; smiling his own smile on the way out of service, he looked more like an ice-cool assassin.

And his time in Monte Olia certainly added weight to that theory. While bracing himself for what was considered an inevitable onslaught from the Polo wearing the ones, Latvala added 6.3s to his lead.

Immediately checking the times at the end of the stage, the Finn - now sitting on a 28.7s advantage - looked surprised. Momentarily.

"I got the confidence," he said, "and when you have that in this stage then you can go quickly and push in the narrow sections."

Ogier scaled himself for being too conservative. That wouldn't be happening in the massive Monte Lerno test now looming large.

Predictably, the pace of the scrap out front pushed the top two harder and faster than anybody. Best of the rest through the monster 36-miler was Østberg, who was almost half a minute down.

The potential for upset in this stage was on

show immediately as Meeke, running first on the road, caught a rut awkwardly, popped the right-rear out and damaged a rim against a rock. He would have a slow puncture for the next 30 miles. That rut would play a bigger role later in the afternoon.

Ogier was quickest away from the start and took three seconds in the first split. Latvala hit back and, until the 15-mile mark, kept the difference under a second. That was when a warning light flashed before his eyes.

The engine temperature, usually expected to be around 100 degrees, shot up to 120. And then to a potentially engine detonating 132 degrees. The advice from the ECU was to switch off. Before doing that, Latvala flicked the car into road mode - which cuts the heat-generating anti-lag system.

In the meantime, his co-driver Miikka Anttila was on the radio telling the team of their woes and their intention to stop.

Latvala looked down again and could barely believe his eyes.

"I started to stare at the dash," he said, "and

the warning is gone... gone? I lifted my head coming. I almost hit a car on the road. The te down to 103, so we were and pushed again."

Unfortunately, that had caused Latvala to on the brakes - which and cost more time to

Acting on Anttila's beamed a message str

The message was su overheating" but with available on the Polo's was 'Lat over.' Ogier stopped, so he backed soon after that he had seconds," he said at th

Was Latvala worried slowing his team-mat

"He still took 11s out tersely. "I think he's O Latvala remained ca



Latvala engaged Ogier in a fierce fight

'Flashes of promise on his Hyundai debut'
Hayden Paddon is rated, p29



OGIER



Ogier celebrates with VW rallying boss Jost Capito



STAGE TIMES

- SS1 Cagliari City 1 (0.81 miles)**
Fastest: Hirvonen 1m 19.1s
Leader: Hirvonen
- SS2 Terranova Nord 1 (12.30 miles)**
Fastest: Neuville 13m 28.1s
Leader: Neuville
- SS3 Terranova Sud 1 (7.71 miles)**
Fastest: Hänninen 9m 25.2s
Leader: Hänninen
- SS4 Coiluna-Crastazza 1 (12.61 miles)**
Fastest: Østberg 13m 22.9s
Leader: Neuville
- SS5 Loelle 1 (19.64 miles)**
Fastest: Latvala 18m 23.6s
Leader: Latvala
- SS6 Terranova Nord 2 (12.30 miles)**
Fastest: Latvala 13m 01.7s
Leader: Latvala
- SS7 Terranova Sud 2 (7.71 miles)**
Fastest: Latvala 9m 06.1s
Leader: Latvala
- SS8 Coiluna-Crastazza 2 (12.61 miles)**
Fastest: Ogier 12m 51.9s
Leader: Latvala
- SS9 Loelle 2 (19.64 miles)**
Fastest: Latvala 17m 43.8s
Leader: Latvala
- SS10 Monte Olia 1 (11.97 miles)**
Fastest: Latvala 13m 31.6s
Leader: Latvala
- SS11 Monte Lerno 1 (36.74 miles)**
Fastest: Ogier 37m 15.8s
Leader: Latvala
- SS12 Monte Olia 2 (11.97 miles)**
Fastest: Ogier 13m 12.2s
Leader: Latvala
- SS13 Monte Lerno 2 (36.74 miles)**
Fastest: Ogier 36m 38.0s
Leader: Ogier
- SS14 Cala Flumini (7.76 miles)**
Fastest: Østberg 5m 50.9s
Leader: Ogier
- SS15 Castelsardo (8.70 miles)**
Fastest: Latvala 10m 29.7s
Leader: Ogier
- SS16 Tergu-Osilo (9.25 miles)**
Fastest: Latvala 9m 48.8s
Leader: Ogier
- SS17 Cala Flumini 2 (7.76 miles)**
Fastest: Mikkelsen 5m 39.7s
Leader: Ogier

DAVID EVANS

"Running the WRC is not a concern of Sébastien Ogier's"



Italy's round of the World Rally Championship based out of an Italian restaurant. Sounds like a Carlsberg ad, doesn't it... this time the Carlsberg ad came true.

That Quarté Sayal had once been a monastery wasn't quite so fitting; especially not for what was one of the most rancorous and ill-tempered rounds of the championship for some time. Put it this way: there wasn't much harmony among the brothers in Sardinia last week.

And world champion and Rally Italy winner Sébastien Ogier was at the centre of the agitation. Understandably, the man lumbered with the worst of the conditions on the opening day of the rally wasn't happy.

In fact, he was livid. And when his brothers tried to point out the greater good, that just made him more livid.

And so we find ourselves back at square one, and returning to the perennial argument of running order. Ogier wants to go back to qualifying – largely because he's the best and he got to being the best by giving the best of himself and demanding the same from those around him. He didn't get there by thinking about anybody else. The commercial health or general visibility of the World Rally Championship is not his concern – he's got enough on his plate running his Polo over crests flat in sixth.

What likely gets to Ogier is that he's doing his job brilliantly, while those in office charged with the commercial health and general visibility of the World Rally Championship are not. They are, according to many of the drivers, tinkering.

Ogier did undo his own strident argument somewhat by winning after running first on the road and while he took pleasure in that, he wasted no time in predicting personal Armageddon next time out in Poland.

I understand Ogier's perspective completely, but at the same time it's in everybody's interests for the profile of the WRC to be expanded beyond our parish.

The gospel needs to be spread. And, in Sardinia, it was. There can't have been many of the 1.6 million people living on the island who didn't know there was a rally on. Whether they knew there was a WRC round there is another matter. Point is, do we want contact with, say, 50 per cent of 1.6 million or do we want five per cent of the 60 million who live on the mainland. For the dyscalculia suffers among you, it's the latter. By a long way.

The event's new base in Alghero was way better than Olbia and life in an Italian restaurant was great, but there remain concerns over this rally's future as an island event. Of equal concern is the lack of an orderly queue of rallies ready to take over if Italy's not up to the job.

why the warning is and a corner was tree and just kept the temperature had gone at back into stage mode

brief period of caution be heavier than usual cooked the anchors Ogier near the finish. advice, the team had ought to Ogier. suppose to read 'Lat limited characters screen, all Ogier got thought his rival had off. Only to discover n't. "It cost me a few e finish. about inadvertently e? of me," said the leader K." alm ahead of the second

run, but that demeanour was further tested when Ogier whipped 5.4s back after J-ML stalled in SS12. Going into the repeated long stage, the gap was down to 12.3s.

But not for long. Remember that rut? Latvala caught it second time around. The rim damaged, the tyre gone, there was nothing to do but stop and change. Two minutes and any hope of a win went south. Ogier looked relieved at the end of the day. "I'm not happy it happened," he said, "but that is why we keep the pressure."

Latvala replied: "It wasn't the pressure. And anyway, even if I didn't have the puncture, the brake problems I had later in the stage would have cost me the lead anyway."

With Ogier out front and away, Latvala faced a big push to get past Østberg for second on the final day. Østberg's task for the day was to keep Mikkelsen behind him. A burst damper after a collision with a suspiciously-placed rock SS12 ruined Mikkelsen's afternoon, leaving him firmly fourth. Another driver suffering



Østberg was the only other competitor to get in among the VWs

NOW TURN OVER TO READ MN'S DRIVER RATINGS

WRC ROUND SIX: ITALY

Photos: mcklein-imagedatabase.com

KRIS MEEKE

CITROEN TOTAL ABU DHABI WRT STAR



Sitting at the side of the road just east of Alà dei Sardi on Friday morning put everything into perspective.

Yes, our event was spoiled by an electrical problem in stages four and five, meaning we missed the afternoon – but watching Mikko Hirvonen's Fiesta RS WRC burning out and being utterly powerless to stop it was just horrible. We were the third car to get to them, Paul [Nagle, co-driver] and I jumped out with the extinguisher straight away, but it didn't touch it.

We tried to get in underneath the fire, but once these cars catch, it's finished. The thing just went up. It was terrifying to see how quickly it happened.

The only thing that mattered was that Mikko and Jarmo [Lehtinen, Hirvonen's co-driver] were uninjured. Jarmo said, though, that when they stopped and he opened the door the flames were immediately coming into the cockpit.

The other sobering thought is the next destination in the roadbook – we were on our way to the remote refuel when the fire happened. That really doesn't bear thinking about.

Like I said, retiring from Friday was a tough one; we were running well, I felt really comfortable in the car and the pace was good. Our problem also meant we would be first on the road through Saturday as well. Having heard Sébastien Ogier moaning about this so much the day before, I had a good idea what was coming. And it was tough, of course it was. But, for me, it was good practice – I'm hoping to be running first on the road on day one a fair bit in the future...

I like the stages in Sardinia, it's a nice event. But last week really showed that the time has come to get back to the mainland. A 400-mile round trip for the opening stage in Cagliari – which was cancelled for most of the crews because there were too many spectators – was just not on.

Fortunately our team-mate Mads Østberg's father runs a company with two private planes which weren't busy last week – so our journey from the hotel door to rally car door took 28 minutes (19 of which were in the air). Volkswagen also took a plane back to Alghero.

It's a bit of a crazy situation when you have to take a plane to the first stage of a rally.

But it was that kind of rally!



Evans was well in touch with the WRC frontrunners



Prokop had improved pace

Continued from page 27

suspension woes was Kubica, who removed a wheel in the same stage. Evans was the beneficiary.

Positions after day two

1 Ogier/Ingrassia 3h 30m 15.8s; 2 Østberg/Andersson +1m 40.2; 3 Latvala/Anttila +2m 01.5s; 4 Mikkelsen/Floene +2m 37.8s; 5 Evans/Barritt +4m 24.3s; 6 Prokop/Tomanek +5m 26.1s.

Leg three

Mileage: 29.10 miles Weather: sunny – ambient temperature range on stages 20-31 Celsius

Sunday brought no surprises at the

front of the field. In an effort to put himself beyond reach in second place, Østberg bolted on a couple of soft compound Michelins to eke out another 3.2s before the boots wilted in the heat, replaced by a couple of spare hard covers. Latvala got the gap down to nine seconds, but wasn't willing to risk all for an extra couple of points.

Mikkelsen might have ended his third consecutive WRC round in fourth enviously eyeing the podium, but he could celebrate powerstage success after a stunning run through the final test.

Evans maintained fifth with a strong Sunday run with Prokop and Henning Solberg sixth and seventh place. Kubica returned under Rally 2 to round out the top eight finishers.

After three days fighting their way through 30 degrees, the only sensible place to end the weekend was in the harbour. Volkswagen's policy of all-for-one ensured the winners weren't alone in getting wet.

There's an inviting lake alongside the service park in Poland; who will be first in next time around? ■

Zero to hero for Fiesta man Bertelli

It wasn't really the perfect rally, but it was the perfect result for Lorenzo Bertelli.

The son of Italian fashion designer Prada had high hopes for his home WRC2 series, but his chances looked to have gone on the opening day.

A puncture followed by a brief spell off the road after catching dust from a car ahead left him a minute down in an overnight third.

He needn't have worried. Chaos was coming...

Winner of the previous two rounds of the WRC2 series, Nasser Al-Attiyah, was the man to watch through the middle of the opening day, but he was passed by Karl Kruuda's Peugeot 208 T16.

The Estonian was the first of two Parisian-built R5 machines making their World Rally Championship debut in Italy. Sébastien Chardonnet's Citroën DS3 R5 was the other.

Kruuda lasted four stages before he hit a rock with the left-front wheel, damaging the suspension.

Through the later part of Friday, Yazeed Al-Rajhi found great speed and his third consecutive fastest time was enough to merit a move to the top of the table. But there was nothing in it. After almost two hours of competition, he led Al-Attiyah by just four seconds.

Al-Attiyah overturned that advantage on the Monte Olia test on Saturday morning and, in trying to get P1 back, Al-Rajhi overturned his Fiesta into retirement. Unfortunately, his shunt also brought about the cancellation of the first shot at the 36-mile Monte Lerno stage for those following.

Bertelli's Saturday was a big improvement on his Friday and fastest time in SS11 was enough for him to lead again.

Now, here's an irony for you: in chasing Bertelli down, Al-Attiyah rolled in the same corner that caught out his pursuer Al-Rajhi first time around. Bertelli pulled on his Prada pyjamas with a two-minute lead on Saturday night.



Bertelli pushed hard to make up for lost ground, and won in WRC2

And this time he didn't drop it. He finished to take his first WRC 2 win.

Chardonnet was delighted with second on the DS3's debut (see *Rally News*), while Bernardo Sousa moved up a place to take the final podium spot following Abdulaziz Al-Kuwari's late retirement. Early leaders Yuriy Protasov and Kruuda recovered to take fourth and fifth respectively with Quentin Gilbert rounding out the top six in another Fiesta R5. Among the other star names in the field, Ott Tänak retired

with a steering problem on day one but returned with a string of fastest times in his DMACK-shod Fiesta through the weekend. Marty McCormack suffered a troubled event in his Fiesta (which was running Hankooks). The two-time British Junior champion suffered a broken driveshaft on Friday followed by a broken diff on Saturday. He got a clean run on Sunday and was never out of the top ten. Tänak was classified ninth, McCormack 14th.

"If I've been in the Stratos, I would have lost a wheel"
Paul Bird's Dukeries drama, p30



DRIVER ANALYSIS

BY DAVID EVANS



SEBASTIEN OGIER

VOLKSWAGEN

Took on the role of pantomime villain by complaining about the rules for much of the first day. After that, he settled down to chase, catch and pass his team-mate for another win.

10/10



JARI-MATTI LATVALA

VOLKSWAGEN

Taking 6.3s out of Ogier on the first Saturday stage was one of the highlights of the Finn's season to date. Breaking a rim on a rut three stages later wasn't. But he was the only driver capable of taking the fight to the champion.

9/10



KRIS MEEKE

CITROËN

Sensible first morning was spoiled by an electrical woe which flattened the battery in SS5. From then, it was all about learning. His chance of a result had gone, but he made a lot less fuss about being first on the road on day two than Ogier did on day one.

7/10



MADS ØSTBERG

CITROËN

Found himself embroiled in a big fight for second on Sunday (after Latvala's problems) and responded magnificently. The Norwegian stepped up and put his DS3 WRC on its doorhandles to keep hold of that runners-up spot. Great job.

9/10



MIKKO HIRVONEN

M-SPORT

Fastest on the mile-long run through the Cagliari streets, Hirvonen was settling down into a quick pace ready for a good event when his Fiesta suddenly caught fire on the way to stage four. It was game over for him.

8/10



ELFYN EVANS

M-SPORT

Once again did exactly as he was told. Pushed harder on the opening day, where his gap of 0.3s per kilometre to the leader was the smallest it had been all season. He then backed it off and took the experience from the weekend.

10/10



THIERRY NEUVILLE

HYUNDAI

Superb day one driver from the Belgian who led the event for much of the first morning. Unfortunately a broken bolt in the bottom of the suspension leg ruined his rally on SS5. From then on, he was only about testing.

9/10



JUHO HANNINEN

HYUNDAI

Like his team-mate Neuville, a great Friday morning ended in stage five. But for the Finn, it ended differently as he rolled his i20 through the trees (flattening some). Without a straight panel on it, Hänninen's Hyundai wouldn't be re-starting.

4/10



Neuville had suspension issues

VOLKSWAGEN

ANDREAS MIKKELSEN

9/10

First time back with Ola Fløene and the pair looked comfortable immediately. They were slightly less comfortable when a broken damper ruled them out of the fight for third. Winning the powerstage was an exceptional end to the event.

HYUNDAI

HAYDEN PADDON

7/10

There were flashes of promise from his debut with the Hyundai team, but a puncture, gearbox problems and finally a retirement-inducing misfire on Saturday night spoiled his first competition in an i20 WRC.

M-SPORT

ROBERT KUBICA

8/10

A big step forward on Friday, where he stepped the pace up and emerged without any moments from what he described as his best day yet on gravel. Spoiled that slightly by taking a wheel off the next morning, but he's getting there.

M-SPORT

MARTIN PROKOP

8/10

Prokop is unlikely to be troubling Ogier this season, but every now and then the Czech driver makes a step forward and this event was one. Ran third early on day one and looked a much more purposeful proposition all around this weekend.

RESULTS

FIA World Rally Championship, round six of 13, Rally Italia Sardegna

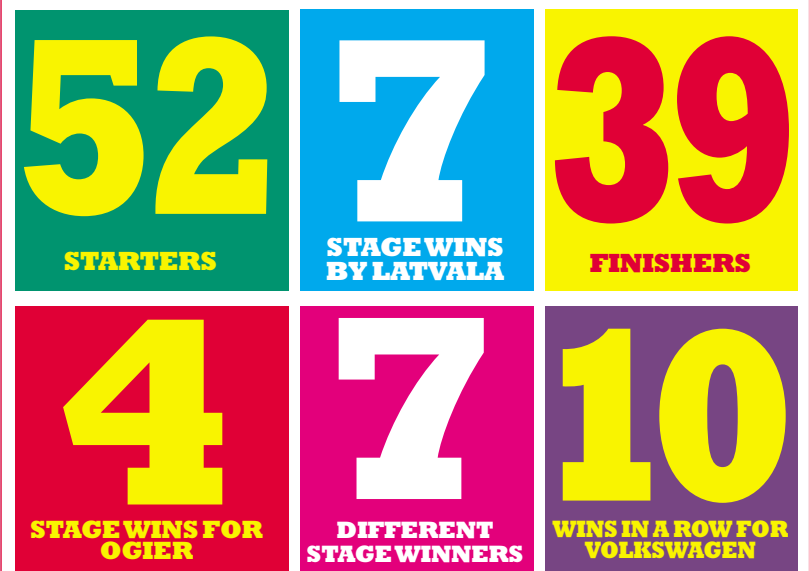
POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Sébastien Ogier (FRA)/Julien Ingrassia (FRA)	Volkswagen Polo R WRC	4h 02m 37.8s
2	Mads Østberg (NOR)/Jonas Andersson (SWE)	Citroën DS3 WRC	+1m 23.1s
3	Jari-Matti Latvala (FIN)/Mikko Anttila (FIN)	Volkswagen Polo R WRC	+1m 32.8s
4	Andreas Mikkelsen (NOR)/Ola Fløene (NOR)	Volkswagen Polo R WRC	+2m 39.3s
5	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta RS WRC	+4m 41.8s
6	Martin Prokop (CZE)/Jan Tomanek (CZE)	Ford Fiesta RS WRC	+6m 05.3s
7	Henning Solberg (NOR)/Ilka Minor (AUT)	Ford Fiesta RS WRC	+7m 15.8s
8	Robert Kubica (POL)/Maciej Szczepaniak (POL)	Ford Fiesta RS WRC	+12m 19.0s
9	Lorenzo Bertelli (ITA)/Mitia Dotta (ITA)	Ford Fiesta RRC	+15m 22.1s
10	Khalid Al Qassimi (UAE)/Chris Patterson (GBR)	Citroën DS3 WRC	+16m 49.3s
11	Sébastien Chardonnet (FRA)/Thibault de la Haye (FRA)	Citroën DS3 R5	+17m 33.7s
12	Hayden Paddon (NZL)/John Kennard (NZL)	Hyundai i20 WRC	+18m 04.3s
13	Yuriy Protasov (UKR)/Pavlo Cherepin (UKR)	Ford Fiesta RRC	+20m 49.2s
14	Karl Kruuda (EST)/Martin Jarveoja (EST)	Peugeot 208 T16	+23m 57.7s
15	Bernardo Sousa (POR)/Hugo Magalhães (POR)	Ford Fiesta RRC	+24m 16.9s

Other notable, British and Irish finishers: 16 Thierry Neuville (BEL)/Nicolas Gilsoul (BEL), Hyundai i20 WRC, +27m 24.9s; 18 Kris Meeke (GBR)/Paul Nagle (IRL), Citroën DS3 WRC, +30m 33.6s; 30 Martin McCormack (GBR)/David Moynihan (IRL), Ford Fiesta R5, +1h 10m 3.9s.

WRC2: 1 Bertelli/Dotta; 2 Chardonnet/de la Haye; 3 Protasov/Cherepin; 4 Kruuda/Jarveoja; 5 Sousa/Magalhães.

WRC2 standings: 1 Bertelli 81pts; 2 Protasov 75; 3 Al-Attiyah 50; 4 Kruuda 49; 5 Ketomaa 36; 6 Fuchs 26.

RALLY BY NUMBERS



CHAMPIONSHIP POINTS

POS	DRIVERS	PTS
1	Sébastien Ogier	138
2	Jari-Matti Latvala	105
3	Mads Østberg	66
4	Andreas Mikkelsen	63
5	Mikko Hirvonen	40
6	Elfyn Evans	36
7	Kris Meeke	32
8	Thierry Neuville	31
9	Martin Prokop	30
10	Henning Solberg	22



Chardonnet finished second in WRC2 class

MANUFACTURERS

POS	TEAMS	PTS
1	Volkswagen Motorsport	187
2	Citroën Total Abu Dhabi WRT	90
3	M-Sport World Rally Team	68
4	Hyundai Shell WRT	55
5	Volkswagen Motorsport II	52
6	Jipocar Czech National Team	24
7	RKM-Sport WRT	12

STAGEWINS IN 2014

POS	DRIVERS	WINS
1	Sébastien Ogier	47
2	Jari-Matti Latvala	25
3	Mads Østberg	10
4	Andreas Mikkelsen	6
5	Mikko Hirvonen	5
6	Thierry Neuville	3
7	Dani Sordo	2
=	Bryan Bouffier	2
=	Robert Kubica	2
10	Kris Meeke	1
=	Ott Tänak	1
=	Henning Solberg	1
=	Juho Hänninen	1



Kubica showed much more control in Italy

NEXT RALLY

How will Robert Kubica fare when he competes on home ground in a WRC?

RALLY POLAND
JUNE 26-29

BTRDA ROUND FIVE: DUKERIES RALLY

Steve Perez might not have had the competition, but he still had a battle. By James Bolton

Photos: Whittle Photographic

IN BRIEF

Freling goes first

MG ZR driver Marcel Freling, co-driven by Karen Robinson, finished fifth in the Morris Lubricants 1400S class. That was enough to put them in the lead of the series. "It wasn't a great day though," said Freling. "We had an off in the afternoon and we went up a bank in Sherwood Pines. And we had gearbox trouble. It was an event where it's rewarding to finish though."

Podium on a debut

Aberdeen driver Ryan Weston and co-driver Mark McCulloch finished on the 1400S class podium in their Proton Satria. "It's a great result and we had an alright run in the afternoon," said Weston. "We had an overshoot in the morning, which cost a wee bit. We caught a couple of bales at a chicane too." Consistent scoring means Weston has climbed to second in the table.

Zero to hero

A few retirements and car problems at the head of the 1400 class pack meant others could take advantage. Kieran Darrington and Pamela Hilton finished third in their Vauxhall Corsa after a driveshaft failure meant they couldn't start the previous round. "That was a good run," said Darrington.

Bogging down trouble

Second in the 1400C class was Rob and Michael Evett. "I enjoyed the challenging conditions," said Rob. "I'm used to driving in the mud because I'm a farmer. I've had a second and a third so I'll have to come back and get a win." The pair held seventh early on and rose up the table as the rally progressed.

A real handful

VW Polo crew Morgan Handford and Richard Davies retired soon after service. "The alternator belt come off so we had no power steering," said Handford. "We went off everywhere." Handford has built the car himself and the rally was their fourth. A mechanical failure halted their progress on stage seven while they were fourth in RF1.4.

What a good save

Most crews had some lairy moments during the event. "I thought we were going to roll over," said Ian Holliday. He and co-driver Emma Holliday got away with it: "The front dug in on the third stage and up we went, but it dropped back onto its wheels." They later retired their MG ZR after the eighth test.

No stopping power

Braking was the one thing that most crews struggled with due to the muddy surface. "On one corner we're braking 30 metres too early and the next it's 30 metres too late," said Martin Shaw, who was co-driven in his Escort Mk2 by Ian Prout. "We just can't judge it." They made the finish and were eighth in 1400S.

Guess work

Mitsubishi Lancer WRC04 driver Tristan Bailey had similar problems. "There aren't any braking zones, you just have to hope you can work it out," he said. "We're going slow and steady." He and co-driver James How retired with an intercooler failure on stage eight.

More retirees

Impreza pair Jim McNeil and Tom Hughes were seeded third, but didn't get very far. They retired after hitting a tree in stage five. They were sixth at the time. Also retiring before service was Martyn and Dawn England. Their Mitsubishi Lancer E10 suffered a misfire and then transmission failure in stage four.

PEREZ BEATS THE MUD FOR GLORY



Perez made hay while the sun did its best to shine

STAGE WINNERS

SS1, Watchwood (1.2 miles)

Steve Perez/Paul Spooner (Ford Focus WRC) 1m 22s

SS2, Theives Wood (1.42 miles)

Perez/Spooner 1m 39s

SS3, Sherwood Pines 1 (7.38 miles)

Dave Weston Jr/Kirsty Riddick (Subaru Impreza WRC) 7m 22s

SS4, Clipstone South 1 (5.21 miles)

Stephen Petch/Ian Windress (Ford Fiesta R5) 5m 41s

SS5, Portland 1 (6.65 miles)

Perez/Spooner 6m 53s

SS6, Harlow Wood (1.47 miles)

Stage cancelled

SS7, Blidworth (2.84 miles)

Weston Jnr/Riddick 3m 11s

SS8, Sherwood Pines 2 (7.11 miles)

Perez/Spooner 7m 16s

SS9, Clipstone South 2 (4.27 miles)

Perez/Spooner 4m 34s

SS10, Portland 2 (5.6 miles)

Perez/Spooner 5m 52s

Last weekend's Rainworth Skoda Dukeries Rally didn't have the intriguing entry list that the other four rounds of this year's REIS BTRDA Rally Series have had. There was only one Ford Focus WRC, whereas the previous rounds have featured four:

It meant the driver of that one Focus WRC had to take the win and bank a haul of points. And that's exactly what Steve Perez and co-driver Paul Spooner did. They know that future rounds won't be as easy.

But despite the lack of competition, was this an easy win? Perez said at the

end of the rally that in fact it was the most challenging of the four Dukeries he's triumphed on. The reason was the weather. Torrential rain in the middle of the morning made the forest surface incredibly boggy and that limited the drivers to merely threading their way through the stages.

Caution replaced exuberance.

The morning was punctuated by heavy claps of thunder. Despite the dark clouds, the rain held off for the first few stages. Perez was fastest on the opener, the short 1.2-mile blast through Watchwood. The top seven were covered by five seconds and the 1.4-mile Thieves Wood did nothing to separate the crews either.

Sherwood Pines, a fan favourite, was

something the drivers could get to grips with and, at 7.38-miles long, it was the longest test of the rally.

David Weston Jr hasn't done a full year of competition since 2010 but was on a high after finishing third on the Somerset Stages in April and second on the Plains last month. It was in Sherwood Pines that he put his foot down last weekend, and fastest time put him second overall and just three seconds behind Perez.

Weston and co-driver Kirsty Riddick's cause was aided on stage four; Clipstone South, when Perez slid off. "It was so slippery," he said. "We had a big overshoot at a chicane went over a log. We hit it straight on. I had to pull the handbrake and we stalled. If I'd been in the Stratos we'd have lost a wheel." It was a big moment, and it cost him and Spooner the lead.

By now the rain was hammering down, although the thunder had moved on. The difficulty for the drivers was understanding what they were driving on. There were some small patches of gravel and Tarmac that were covered by wet mud. Choosing when to brake was a gamble, especially around the chicanes.

The crews moved to Portland 1 and, for the second stage in a row, the rally leader was caught out. Weston was only eighth fastest through the test. "It was like sheet ice," he reported. "We went

off and had to turn around. We just have to try to keep it on the road."

He dropped to third, and was on the same time as Stephen Petch and Ian Windress. Both crews were 21s behind Perez, whose lead had been restored.

Petch had ended up choosing a less than ideal event to debut his new Ford Fiesta R5+. "It's good fun," he said. "It's so tricky out there, the car's all over the place on the straights and there's that many different surfaces it's impossible to know what's coming up."

Their dramas extended to slightly more than that: "On stage two we lost power and had to re-set the car. It cost us about 25 seconds."

They were 73rd fastest through the stage and dropped to 23rd overall. But some rapid times had got them back into the top three.

On stage seven the top three were covered by three seconds. At this point the rain had stopped and the clouds parted. With the sun shining, the temperature climbed. But it wasn't enough to have any effect on the stages and the mud remained cloggy and sticky. Fastest time overall meant Weston took second place by just two seconds. But then he dropped out of the rally just after stage seven with a mechanical failure. That left Perez with a comfortable 20s gap, which he extended to 30s by the finish. "That last stage went very well," said Perez. "It's



Petch fought back from a power loss to sear back through to second place

**'Easson and Reynolds
took Historic H3 win'**
All the classes covered, below



RALLY ROUND-UP

There were 123 entries in the Rainworth Skoda Dukeries Rally, and 34 of them failed to make the finish. The **1.0-litre Rally First** class had one finisher, and that was Next Big Step driver Sam Bilham. Co-driven by Graham Wild, their times would have put them fifth in the **RF1.4** category. Finishing first in 1.4 was Nick Carr and Joe Sturdy. They took the honours in their VW Lupo by 51 seconds.

There was just one finisher in the **RF1.6** category, and that was James West and Steve Eggington, who were driving a VW Polo. Their time was the fastest of all the Rally First entrants.

Class 1400C was well supported, but Matthew Jackson and Sasha Heriot took a dominant win in their Nissan Micra. They were more than a minute clear of Rob and Michael Evett, in a Vauxhall Nova, at the finish. The **Morris Lubricants 1400S** class had a surprise winner in Tom Walster (see separate report). **Class N3** went to Tony Simpson and Ian Bevan in their Ford Fiesta ST. They finished 1m 45s clear of Rhys Yates and Phil Hall in a Suzuki Swift. **N4** went to Jamie Anderson and Chris Brooks (see main report).

James and Kevin Hutchings won **Class B10** in their Vauxhall Nova, but were just 16s ahead of Nigel Booley and Dave Catto in their Ford Escort RS. In a similar car was Nick Dobson and Steve Pugh, and they won **B11** by over four minutes. Second was John Tillet and Guy Kirby, who campaigned a Ford Escort Mk2. **B12** went to Simon Smith and Sylvia Earle. They also drove a



Nick Carr claimed Rally First 1.4

Ford Escort Mk2 and built a huge six-minute gap over the BMW 323 of Philip Rowland and Philip Woodcock. Debuting his ex-Quintin Milne car was Tom Preston, and he and co-driver Jamie Forrest won **Class B13**. Peter Smith and Patrick Walsh were second in a Metro 6R4 and Dave Welch and Stuart Procter finished third in an Impreza. Rally winners Steve Perez and Paul Spooner won **B14**. The rally was also a round of the **Land Rover Defender Challenge**. Class DC was won by Edd Cobby and Allan Jackson, by over four minutes. A total of 17 crews finished in the three Historic classes. **H1**, for cars of up to 1600cc, was won by Chris Skill and Glenn Hall in their Ford Escort. **H2**, for single cam engines over 1600cc, was won by Jeremy Easson and Mike Reynolds. They were driving a Datsun 240Z. **H3**, for multi-cam engines over 1600cc, was won by Matthew Robinson and Sam Collis. The Escort Mk2 crew are second in the REIS Gold Star Standings, as well as top of the Silver Star and the Historic Cup rankings.

RESULTS

REIS BTRDA Rally Series, round five of nine, Dukeries Rally, June 7

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Steve Perez/Paul Spooner	Ford Focus WRC	44m 11s
2	Stephen Petch/Ian Windress	Ford Fiesta R5+	+29s
3	Jamie Anderson/Chris Brooks	Mitsubishi Lancer E9	+1m 28s
4	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9	+1m 40s
5	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9	+2m 12s
6	Karl Simmons/Guy Simmons	Subaru Impreza WRC	+2m 37s
7	Roland Llewellyn/Jamie Edwards	Mitsubishi Lancer E9	+3m 15s
8	Tom Preston/Jamie Forrest	Mitsubishi Lancer E9	+4m 01s
9	Matthew Robinson/Sam Collis	Ford Escort Mk2	+4m 10s
10	Richard Lane/Frank Richer	Ford Escort Mk2	+6m 01s

11 Peter Smith/Patrick Walsh (MG Metro 6R4) +6m 18s; 12 Tom Walster/Jeff Wade (Suzuki Swift) +6m 51s; 13 Allan McDowell/Gavin Heseltine (Ford Escort RS1800) +6m 54s; 14 Toni Carranante/Martin Auskerin (Subaru Impreza) +6m 57s; 15 Simon Smith/Sylvia Earle (Ford Escort Mk2) +7m 00s; 16 Dave Welch/Stuart Procter (Subaru Impreza) +7m 01s; 17 Jeremy Easson/Mike Reynolds (Datsun 240Z) +7m 02s; 18 Nick Dobson/Steve Pugh (Ford Escort RS) +7m 33s; 19 Ian Riv/Mark Crisp (Ford Escort RS1600) +8m 2s; 20 Lee Burgess/Craig Burgess (Subaru Impreza) +8m 11s; 21 Chris Skill/Glenn Hall (Ford Escort) +8m 22s; 22 Dave McLachlan/Colin Mills (Subaru Impreza) +8m 30s; 23 David May/Alex Kirk-Willey (Subaru Impreza) +8m 36s; 24 David Gathercole/Cat Lund (Mitsubishi Lancer E9) +8m 40s; 25 Andrew Robinson/Kevin Wilson (Ford Escort) +9m 15s; 26 Ryan Weston/Mark McCulloch (Proton Satria) +9m 23s; 27 Sean Edwards/Gavin Haycock (Ford Escort) +9m 24s; 28 Kieran Darrington/Pamela Hilton (Vauxhall Corsa) +9m 25s; 29 James Hutchings/Kevin Hutchings (Vauxhall Nova) +9m 45s; 30 Mat Smith/Giles Dykes (Ford Ka) +9m 50s. **Classes, RF1.0:** Sam Bilham/Graham Wild (Nissan Micra); **RF1.4:** Nick Carr/Joe Sturdy (VW Polo); **RF1.6:** James West/Steve Eggington (VW Polo); **1400C:** Matthew Jackson/Sasha Heriot (Nissan Micra); **1400S:** Walster/Wade; **N3:** Tony Simpson/Ian Bevan (Ford Fiesta ST); **N4:** Anderson/Brooks; **B10:** Hutchings/Hutchings; **B11:** Dobson/Pugh; **B12:** Smith/Earle; **B13:** Preston/Forrest; **B14:** Perez/Spooner; **DC:** Edd Cobby/Allan Jackson (Land Rover Defender 90); **H1:** Skill/Hall; **H2:** Easson/Reynolds; **H3:** Robinson/Collis. **Championship standings, REIS Gold Star:** 1 Russ Thompson 122 points; 2 Matthew Robinson 120; 3 Stephen Petch 111; 4 Pat Naylor 101; 5 Roland Llewellyn 95; 6 Steve Perez 83, etc. **REIS Silver Star:** 1 Matthew Robinson 146; 2 Jon Ballinger 99; 3 Nick Dobson 95; 4 Sacha Kakad 82; 5 Steve Deeley 76; 6 Jody Bowcott 71, etc. **Morris Lubricants 1400 Championship:** 1 Marcel Freling 118; 2 Ryan Weston 111; 3 Clive Anstey 92; 4 Jayne Auden 90; 5 Mat Smith 87; 6 Justin Lawson 81, etc. **Next round:** Nicky Grist Stages, July 12.

my fourth win here and it's Paul's fifth. With the weather it's been the hardest of all of them. Reading the surface was difficult and I don't know how we survived that moment earlier on, it shows how strong these cars are."

Petch was on his own in second place. "We just had to be sensible – or as sensible as I can be anyway," he said. "I didn't really know where we were relative to the other cars for a lot of the rally but second is a good start with the car. We've banged it about a bit and it needs a wash but we've given it a push when we could."

Another second place means Petch has a good haul of points, with his cause boosted by the fact that drivers like Euan Thorburn and Paul Bird have two good results but three non-scores. Drivers will count their best six of eight results at the end of the year.

Jamie Anderson and Chris Brooks moved up to third with Weston's demise. Anderson was returning to the series for the first time this season and was thrilled to mark it with a podium finish. "We backed off towards the end," he said. "We didn't want to take any risks. Third is good even though we got there a bit by luck. Actually I'm more happy about winning the Production Cup. We've shown we've still got the pace."

As ever, the Production Cup provided an incredibly close contest. This time it was between Anderson and Pat Naylor/Ian Lawrence, with series leader Tom Naughton skipping this event. Russ Thompson and Andy Murphy were always close behind. Naylor led from the start but on the short second stage Anderson passed Thompson for second. Anderson's rise

Walster emerges as a new star as regulars falter

A couple of years of Julian Wilkes dominance has been firmly blown into the weeds as yet another driver took a Morris Lubricants BTRDA 1400 win.

This time it was surprise entrant Tom Walster, co-driven by Jeff Wade, who came out of a difficult rally on top. Nottingham driver Walster has competed in the occasional event in recent years but hasn't put together a full campaign since 2009.

"I'm not used to these 1400 cars," he said at service. "The rain and the mud isn't making it any easier to get to grips with it."

But at that point he was showing real pace. In third position in the class, he was just 11s behind leader David Bennett and Alistair McNeill in their Vauxhall Corsa. In between the two was Mat Smith and Giles Dykes in their Ford Ka. In fact, Bennett had just assumed the lead as Smith/Dykes encountered various problems. "We had an overshoot in stage three," said Dykes. "We were lucky not to collect a pile of logs. It lost us 20s. We had a good run through stage five but still lost seven seconds. The grip is changing hugely from corner to corner."



Tom Walster's Swift topped the fiercely competitive BTRDA 1400 division



Anderson topped the Production Cup runners with third position overall

continued on the long third test and he emerged from that with the lead. But while he was only one second ahead at that point, he'd extended the margin to 15s before the service halt. "I've not been in a car for eight months," said Anderson. "So I couldn't be more pleased to be leading. I thought I'd really struggle."

His pace had caught Naylor out. "We were level pegging but then he just pulled away," he said. "I need to try to figure out how he did it."

For Thompson, it was a case of trying to keep up with the frontrunning crews. "I've made too many mistakes," he said. "We've had four or five overshoots and stalls." But he wasn't the only one to suffer in the wet and muddy conditions. Every driver complained of the slippery surface and the majority reported overshoots of some sort.

It was a problem common to all the crews, although Bennett had also battled with a misfire that cost him a good handful of seconds and had to be repaired at an auxiliary service stop. "We also went off at a junction on stage three," he said. "We're trying to push."

The pace was rapid at the front. Marcel Freling, in fourth, was a minute behind. With stage six cancelled, time was running out to decide the podium order. Smith took five seconds out of Bennett on SS7 to close the gap to two seconds. His charge halted on SS8 though: "We broke a driveshaft and we had to do the next stage with it broken too." The Ka crew still recorded a good finish because by the end of the tenth stage they were fourth, which was more than could be said for Bennett. Mechanical problems put him out on stage eight.

That left Walster at the front and he cruised to a safe win with two minutes in hand over Ryan Weston/Mark McCulloch in their Proton Satria. Kieran Darrington/Pamela Hilton got their Vauxhall Corsa into third ahead of Smith. Freling/Karen Robinson fell back to fifth but took the points lead.



Robinson: can't stop winning

It's perfect again for Mk2 ace Robinson

Matthew Robinson's dominance of the BTRDA Historic Cup is spilling over into other awards within the REIS BTRDA Rally Series.

The Ford Escort Mk2 driver is comfortably leading the REIS Silver Star standings and is second in the overall Gold Star competition too.

He and co-driver Sam Collis won the Historic class of the Rainworth Skoda Dukeries Rally last weekend by 2m 44s. Second was Allan McDowall and Gavin Heseltine, who were in a Ford RS1800.

Inevitably Robinson led his class from the start. "It was fun in the morning because we had the luxury of running before the four-wheel-drive cars," he said. "In the afternoon it was ruttled up and we could only drive to the end. But we've enjoyed it."

The ruttling of the stages was a common complaint. It makes it difficult for the Escorts to be driven in the sideways style that gets the best out of them. Some drivers described the stages as being like large Scalextric tracks. McDowall was one of them: "The afternoon stages were horrendous and it's good to have survived this one."

Only four drivers were eligible for points, and all were in Escorts. The competition wasn't as strong as it had been on other rounds. Claiming the final podium spot was Sean Edwards and Gavin Haycock. Fourth was David Dobson and Phil Sandham. They overcame a drama when they got beached in the penultimate stage. "Phil and a spectator had to push," said Sean. "The conditions were so tricky but we loved it."

They had a big cushion over seventh placed Roland Llewellyn and Jamie Edwards in their Mitsubishi Lancer E9, who had been delayed early on with a broken intercooler pipe. They were almost a minute clear of the similar car of Tom Preston and Jamie Forrest, who were debuting their ex-Quintin Milne Scottish Rally Championship E9. While differential problems hampered their performance in the morning, they got solid mileage in the car in the afternoon. They finished nine seconds clear of the first Escort, and that was Matthew Robinson. It was Robinson's fifth finish in the five events and it means he's two points behind Thompson in the overall Gold Star standings. When the dropped scores come into play later in the season he may well drop back, but for now it's an impressive statistic. ■

COMPETITION

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RALLY REPORTS

McGarrity borrows Lancer R4 and wins

Mourne Rally

By Brian Patterson

Organiser: Newry MC **Where:** Newry, County Down 7
When: June 7 **Championships:** McGrady Insurance MSA Northern Irish Rally **Stages:** 13 **Starters:** 44

Glengormley driver Derek McGarrity, with James McKee calling the notes in his R4-spec Mitsubishi Lancer E10, took a hard earned win on what was a difficult Mourne Rally.

The weather was atrociously wet when the drivers left the Modern Tyres start at Newry for the tricky Tarmac stage roads through the Camlough and Slieve Gullion forests up above the town. David Armstrong/Paul Mulholland set a cracking pace to be fastest over the opening short Camlough test.

McGarrity was just over two seconds down on the flying Escort man and said: "Kieron Graffin loaned me this Lancer. I hadn't driven it at all before the start. I had it in mind that I couldn't mark the car, that it wasn't mine to crash, and I had to drive it with a bit of manners!"

Through the following stages Armstrong continued at a great pace, but McGarrity managed to chip away at the gap between the two very different cars. Early retirements included expected frontrunner Camillus Bradley, the Escort man reportedly going off the road. Local man Calvin Beattie, who has shown good speed in his class on the BRC this season, also retired his Fiesta.

By stage seven the weather was starting to change for the better. But McGarrity was still behind Armstrong, albeit by just over one second. Then one of the spark plugs on Armstrong's Escort gave up and he dropped more than 20s through stages eight and nine. This allowed McGarrity a bit of breathing space, and moved Alastair Cochrane up into second.

The drama at the front was far from over. The front wheel of McGarrity's Lancer had scraped one of myriad roadside stones and the tyre started to deflate. Fortunately for McGarrity he only had 1.5 miles to go and didn't drop much time. Worse was to follow though: he then developed a serious power steering problem.

Through all of this Armstrong was like a terrier chasing a bouncing ball and he came tearing back into contention for the lead, closing to within six seconds of McGarrity with two stages to go. Derek steadied the ship and pulled out a couple of seconds on the penultimate stage. The pair were equal on the final test, and so McGarrity won by nine seconds. Alastair Cochrane was only a further three seconds back at the finish.

Results
1 Derek McGarrity/James McKee (Mitsubishi Lancer E10) 47m 10.7s; 2 David Armstrong/Paul Mulholland (Ford Escort) +9s; 3 Alastair Cochrane/Patrick McCrudden (Ford Escort); 4 Alan Carmichael/Nor Lamont (Ford Escort); 5 Alan Nesbitt/Quentin Park (Ford Escort Mk2); 6 Fintan McGrady/Brian Crawford (Ford Escort); 7 Damian Toner/Paddy McCague (Sunbeam); 8 William Armstrong/Phillip Armstrong (Ford Escort); 9 Shane Cullen/Russell Harold (Ford Escort); 10 Chris Simms/Chris Hazley (Ford Escort).
Class winners, 2: Massey/O'Sullivan; 3: Colin Price/James Stevenson (Cursa); 4: Ryan Bradley/Gerard Mullan (Escort); 5: Toner/McCague; 6: Cochrane/McCruden; 7: Armstrong/Mulholland; 8: McGarrity/McKee; 10: Stephen Mawhinney/Nigel Magee (Sunbeam).

MSA British Cross Country Championship: Forrest Estate

By Gary Simpson

Organiser: Marches 4x4 **When:** June 7/8 **Where:** Forrest Estate, Dalry, Dumfries and Galloway **Championship:** Britpart MSA British Cross Country, BCCC Trophy, Freelander Challenge **Runs:** 14 **Starters:** 20

After an extremely close weekend of racing Mike Moran won round three of the Britpart MSA British Cross Country Championship by just one second.

The event was held at Forrest Estate in Scotland, with the crews taking on 14 runs of a testing eight-mile long course.

Round two winner Andrew West set the pace early on but he was forced out on run four when the ball joint knuckle broke away from the lower arm, which pulled the shaft from the diff, smashed the inner cv joint and split the brake pipe. Ryan Cooke took over the lead in his Milner LRM-1, closely pursued by Martin Cox. By the end of the nine runs of day one Cooke led by 48 seconds. Moran, in his AT 4x4 Indy Challenger, was a further 40s back in third place.

By the third run of day two, Cox had moved into a two-second lead but a puncture on the fourth run handed the lead back to Cooke. However, as well as suffering a puncture, Cooke also damaged his exhaust and he was forced to back off on the final run of the event. This should have allowed Cox to take the win but he suffered from a broken throttle cable and was forced to manually operate the accelerator with a cable through the window to

MORAN TAKES SURPRISE WIN

Photos: Songasport



Moran took advantage when rivals stumbled

finish. That meant Moran came through to win ahead of Cooke with Paul Myers in third. "I'm lost for words," said Moran. "I've been sat behind Ryan and Martin all weekend, keeping going while they battled for the lead. They were both very unfortunate to have problems on the last runs. It's unbelievable that after 115 miles of action the win was by one second.

"Martin lent me a coilover after I broke one on my car, that shows what sportsmanship we have in the BCCC. It's been a great event, a very good course with some nice fast sections. We've had three different winners in three events so it's looking like it will be a great championship battle this year." Ian Linford was victorious in the Freelander Challenge ahead

of Ian Letman, who survived losing a wheel on one run. Jon Damrel won the Clubman class.

Results

1 Mike Moran/Tony Coid (AT 4x4 Indy Challenger) 2h 27m 57s; 2 Ryan Cooke/Lee Channing (Milner LRM-1) +1s; 3 Paul Myers/Martin Myers (Land Rover Tomado); 4 Steve Smith/John Griffiths (JRG Indy Clio V8); 5 Jason Sharpe/Russell Sharpe (Suzu D-Max); 6 Martin Cox/Paul Carson (GSR 206 EG); 7 Mark Jacques/Simon Last (3M Challenger); 8 Richard Green/Richard Griffiths (Tomcat 100); 9 Paul Harris/Mark Phelps (GSR Maxlight); no other finishers.

Mk2 man O'Callaghan follows up Munster success with a clear win on the Heartlands Rally

Laois Heartlands Rally

By Brian Patterson

Organiser: Laois Rally Sport Club **Where:** Portlaoise **When:** June 8 **Championships:** Loughran Signs Midland East Rally **Stages:** six **Starters:** 88

Following his great run on the recent Circuit of Munster Ed O'Callaghan, co-driven by Ger Clancy in his Ford Escort, scored a significant victory on the Heartlands Rally. Vivian Hamill and Paul Sheridan, also in an Escort, took a fine second.

Last year's winners George Condell and Patrick Brides lost time on the second stage in their rear-wheel-drive Toyota Starlet and had to be content with third on their local rally.

The event consisted of two

stages, Catholes (12 miles) and The Heath (11.56 miles), each stage repeated three times. Nearly all the top drivers reported very slippery wet conditions on the first loop, with very few not having a story about a spin or an overshoot.

O'Callaghan said he drove the opening two tests very conservatively, but his Escort still topped the time sheets when the cars arrived at service. Vivian Hamill in his similar Escort was second, four seconds down despite an overshoot. George Condell was third in his Starlet, albeit 27s off the leader. Stephen and Susanne Wright were fourth in their Peugeot 208 R2, and were merely warming up for the

forthcoming Geko Ypres Rally.

On the middle loop of stages O'Callaghan reinforced his lead, while Hamill held on to second place but was 23s down on the leading Escort. George Condell remained third, while his brother David, having led on the opening stage and then dropped to seventh on stage two because he had spun and stalled his Escort, shot back to fourth after stage four.

The final loop of two stages produced no great change at the top of the leaderboard. Gary Kieran was fastest through stage five and David Condell set the quickest time on SS6. But the top four, O'Callaghan, Hamill and the two Condell brothers were

able to hold station. Adrian Hetherington found plenty of pace towards the end and took fifth, while Stephen Wright did well to keep his Fiesta R2 sixth.

Results

1 Ed O'Callaghan/Ger Clancy (Escort) 1h 7m 30s; 2 Vivian Hamill/Paul Sheridan (Escort) +13s; 3 George Condell/Patrick Brides (Starlet); 4 David Condell/Alan Keenan (Escort); 5 Adrian Hetherington/Gary Nolan (Escort); 6 Stephen Wright/Susanne Wright (Peugeot 208); 7 Chris Armstrong/Tom Clinton (Escort); 8 Damien Gallagher/Mac Walsh (Escort); 9 Gary Kieran/James Fulton (Escort); 10 Rodney White/Sean Hayde (Sunbeam).
Classes, 2: Colum Brown/Lawrence McGrath (Civic); 3: John Collins/Cathal McGrath (Civic); 4: Graham Scallan/Tom Scallan (Subaru); 5: Wright/Wright; 6: Alan Bowler/Neil Harrison (Subaru); 7: Barry McGill/Emmet Brosnan (Escort); 8: Mark Greene/Gary Fitzpatrick (Peugeot 205); 11F: Tommy Kelly/Barry Foyle (Civic); 11R: Eoin Gorman/Aaron Martley (Corolla TC); 12: James Cassidy/Dean Smith (Escort); 13: O'Callaghan/Clancy; 14: Hamill/Sheridan; 15: Eddie Power/Mark Bower (Corolla); 16: Seamus Heaney/Barry Walsh (Civic); 20: Paul McCann/Thomas McCann (Escort Cosworth).

ROAD RALLY ROUND-UP

Dave Whitaker/Steve Butler took their Honda Civic to an unexpected win on the **G&P Memorial Rally**. They didn't put a foot wrong on the driver's local event, as their rivals hit problems. Dan Willan/Martyn Taylor had been second at Petrol but moved into the lead soon after the restart, but their rally came to end due to a broken driveshaft. Steve Head/Max Freeman had been the leaders at Petrol and regained the position when Willan retired. They then stopped to change a tyre in what they thought was a Neutral section. It wasn't and they dropped five minutes. Simon Harrison/Paul Holmberg lost time retracing their steps on the

Gisburn section as they sought out a missed code board. They took fourth. Gavin and Derek Rogers won the **Debden Targa Rally** in their Ford Escort Mk2. The crew led for most of the event and won five of the 12 tests. They weren't challenged for the win and they ended the rally 34s clear of the pack. But the competition behind them was fierce. Only 26s covered the crews from second to fifth, with fourth and fifth places taken by the front-wheel drive crews of Edean/Edean (Nissan Micra) and Bowie/White (Ford Fiesta).

The top novice crew, Jon Bray/Roy Inneson (MG ZR 160), achieved a

commendable seventh overall. They finished only two seconds ahead of the second placed novice crew, Robert Solarski Grzegorz Pochyla (Peugeot 306).

Ian Mills and Suze Edean

Results

G&P Memorial Rally
Organiser: Garstang and Preston MC **When:** June 7/8 **Where:** North west Engalnd **Championships:** ANWCC, ANCC **Route:** 140 miles **Starters:** 37
1 Dave Whitaker/Steve Butler (Honda Civic) 8m 12s; 2 Tony Harrison/Paul Taylor (Proton Compact) +1m 10s; 3 Pete Tyson/Neil Harrison (Mini Cooper); 4 Simon Harrison/Paul Holmberg (Subaru Impreza); 5 Adrian Green/Ian Gibbins (Proton Satria); 6 Steve Head/Max Freeman (Proton Compact); 7 Simon Boardman/Mark Blunt (Mitsubishi Mirage); 8 David Wainwright/Yvonne Wainwright (Rover 200);

9 Dave Aincham/Jennie Aincham (Seat Ibiza); 10 Andy Smith/Yvry Martin (Peugeot 206).
Classes, Semi-Experts: Derek Long/Andrew Long (MG ZR); Novices: Aincham/Aincham; Historic: Keith Davis/Andy Pullen (MG BG).

WSMC Targa Rally

Organiser: West Suffolk Motor Club **When:** June 8 **Where:** Carver Barracks, Debden **Championships:** none **Route:** 12 tests **Starters:** 38
1 Gavin Rogers/Derek Rogers (Ford Escort Mk2) 1763 marks; 2 Adrian White/Jim Bowie (BMW 318is) +44 marks; 3 Mark Wade/Jonathan Williams (Mazda MX-5); 4 Matt Edean/Suze Edean (Nissan Micra); 5 Jim Bowie/Adrian White (Ford Fiesta Zetec S); 6 Alan Coombs/Andrew Bainbridge (Renault Clio); 7 Jon Bray/Roy Inneson (MG ZR 160); 8 Robert Solarski/Grzegorz Pochyla (Peugeot 306); 9 Suze Edean/Matt Edean (Nissan Micra); 10 Daniel Lukaszewski/Konrad Ciurys (Renault Clio).
Classes, MA: Edean/Edean; MB: Rogers/Rogers; EA: Lane/Lane; EB: Wade/Williams; N: Bray/Inneson.

Furzeland ends long CAR-nival drought

Abingdon CAR-nival Stages

By Ian Harden

Organiser: Sutton and Cheam MC/Farnborough and DMC **When:** June 8 **Where:** Abingdon Airfield, Oxfordshire **Championships:** ACSMC; ASWMC Sealed Surface **Starters:** 100 **Stages:** eight

Steve and Yvonne Furzeland took their first win at the Abingdon CAR-nival Stages for five years after setting a strong pace and staying trouble-free throughout eight long, fast stages at the testing Oxfordshire venue.

The Subaru Impreza WRC pairing led from the start and built a one-minute gap that let them back off slightly in the closing miles. They beat Paul King/Gary Whittington (Ford Escort Mk2) by 32s, with Josh Payton/Marcus Mizzen third.

In bright sunshine and on a dry, abrasive track surface Furzeland made his usual fast getaway, putting 17s between himself and nearest pursuers Paul Diamond/Steve Cox (Ford Escort Mk2) after the opening stage. Diamond, in turn, was chased hard by the Ford Escort Mk2s of King and Payton with Chris Simmons/Andy Moss (Darrin T9) right on their tail.

Having overhauled Diamond for second place, King then rode his luck on stage three. He bent a wheel after hitting a pothole. "We didn't puncture and I'm really not sure how the tyre stayed on the rim," he said. Payton was in the wars, colliding with a chicane and damaging the nearside door.

With the stage direction reversed for the afternoon, Furzeland used his excellent venue knowledge to stay ahead of his rivals: his only problem of note was a minor coming-together with Dick Mauger/Steve McNulty's Ford Escort Cosworth on stage five.

King and Payton's earlier indiscretions gave both Geoff Bennett/Mike Stewart and Graeme Bell/Russ Radford the impetus to challenge hard for the podium. The Escort Mk2 crews moved up to fifth and sixth places, only a few seconds behind their rivals.

In the end, Furzeland's early-day pace proved decisive and his win was both well-judged and full deserved. King set fastest time on the last two stages to consolidate second place, while Payton continued his recent good form in third. Sheer determination to get to the finish gave Diamond fourth spot. His Escort's diff made worrying rattle noises throughout the final 11-mile stage but he clung on to stay ahead of Bennett, with Bell sixth.

Results

1 Steve Furzeland/Yvonne Furzeland (Subaru Impreza S12 WRC) 1h 25m 10s; 2 Paul King/Alicia Miles (Ford Escort Mk2) +32s; 3 Josh Payton/Marcus Mizzen (Ford Escort Mk2); 4 Paul Diamond/Steve Cox (Ford Escort Mk2); 5 Geoff Bennett/Mike Stewart (Ford Escort Mk2); 6 Graeme Bell/Russ Radford (Ford Escort Mk2); 7 Shris Simmons/Andy Moss (Darrin T9); 8 Lyndon Barton/Simon Hunter (Ford Escort Mk2); 9 Danielle Furzeland/Jason Parsonage (Subaru Impreza); 10 Brian Davis/Ian Davis (Ford Escort Mk2).
Classes, A: Paul Davis/Keith Richings (Vauxhall Corsa); B: Justin Rose/Dave Dockree (Vauxhall Corsa kit car); C: Payton/Mizen D: King/Whittington E: Danielle Furzeland/Parsonage.

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RACING RESULTS ROUND-UP

MONDELLO PARK: MEC BY LEO NULTY

JUNE 7/8

INSIDE LINE

Dave Griffin drove superbly to win the first **Baker Automotive Stryker** race, while in race two Alan Auerbach was dominant with champion Alan Watkins just holding off Mark Baker for second place.

Ger Byrne took victory in the **Vee** qualifier, battling mightily with Stephen Morrin in difficult conditions, with Sean Newsome completing the podium. In the final, reigning champion Adam MacAulay dominated proceedings, with Kevin Grogan a lonely second and Dave O'Brien just beating Dan Polley to third after a race-long battle.

In the absence of Erik Holstein, Dave O'Brien's BMW M3 E46 romped to an easy win in the **Irish Touring Car Championship** ahead of the Civic of class returnee Rob Butler, who just held off Brian Fitzpatrick's slow starting Seat Supercopa at the line. In race two, with the grid reversed, Butler made his Civic very wide and when both he and O'Brien carried too much speed into Irish Ferries Corner the BMW picked up a puncture, forcing him into retirement. This left Butler well ahead but once again Fitzpatrick began closing the gap. He caught the Civic on the last lap, just failing to get by before the line.

Mark Crawford's Jedi headed the **Formula Libre** pack home on Saturday ahead of Tim Buckley's F3 Dallara and impressive debutant Darragh Daly, driving father Martin's Formula Renault. On Sunday, Daly fired it around the outside of the pack at Ford corner on lap one to grab the lead and never looked back on the way to an incredibly impressive win, despite Buckley's best efforts.

Crawford charged to third from the back, having aquaplaned off at high speed in a wet qualifying session.

Sean Lillis won both **Fiesta** finals, despite the best attentions of Shane McFadden, the pair finishing well ahead of the closely matched pack. The scrutineers impounded both cars for further inspection, so the results remained provisional as *Motorsport News* closed for press on Monday. The qualifying races were won by Brendan Fitzgerald and an impressive Neil O'Hara.

Bernard Foley blitzed both **HRCA** races, his MGB GTV8 well ahead of the opposition. In his wake though, a superb battle raged, with Tommy Doherty's BMW 635 having to work hard in both races to overcome the Lotus 47 of Clive Brandon and the Jaguar XJS of Mark Russell.

BARRABLE'S RETURN SCOOPS FORD PRIZE

Photos: Michael Chester and Steve Jones

VIVION DALY MEMORIAL TROPHY



Barrable's Van Diemen was a force to be reckoned with

With the new Vivion Daly Memorial Trophy up for grabs and Mondello Park having raised more than 6000 euros (£4850) in prize money, the Abrakebabra Irish Formula Ford Festival was always going to be a closely fought affair.

In the end it was formula returnee Robert Barrable who walked away with the budget boost, after a stellar performance in a Van Diemen rented from Morgan Dempsey's team.

With the positions for heat one pulled from a hat – and the heavens opening on the warm-up lap – it simply added to the excitement of the early stages.

FF1600 novice Andy O'Brien grabbed the initiative early on from the front row in his Swift SC92 and, revelling in the wet conditions, pulled out a strong lead. WRC2 regular Barrable soon charged to the head of the following pack and began to close O'Brien down. When O'Brien had a half-spin at turn three, Barrable pounced to take the win. O'Hara took third ahead of Niall Murray.

In heat two, Barrable again got to the front, but was then challenged by Kevin O'Hara, who charged to second in Hugh Reid's elderly Mondiale. O'Hara then hauled in the leader and sized him up before snatching the lead at Birrane's Bend with a couple of laps to run. Sean Doyle, his earlier problems sorted, completed the podium from Niall Murray.

The heat results meant that Barrable and O'Hara, two series interlopers, locked out the front row for the final ahead of all the class regulars.

Barrable, with his trademark lightning start, led the pack down to Ford Corner for the first time. By the end of lap one, Barrable had eked out a small gap from O'Hara, Murray and Doyle, with O'Hara having to defend as they sought a way by. A lap later it was a different story as O'Hara shook off his pursuers and began to haul in Barrable's more modern Van Diemen.

Once he was on Barrable's gearbox, the former Motorsport Ireland Young Driver of the Year sized him up before

easing alongside on the entry to the back straight on the international loop. This gave him the inside line for 7a where he eased the John Harris-tended Mondiale to the front. O'Hara immediately began to pull away and it was Barrable's turn to check his mirrors as team-mate Sean Doyle began to look for a way through.

Murray had tried a move for third but tangled with Doyle, dropping him back down the order. Barrable got his head down and, as O'Hara struggled to find third gear a couple of times, the red Van Diemen closed in. A lunge at 7a was enough for Barrable to resume the lead and O'Hara, despite his best efforts, was unable to redress the situation before the flag.

A delighted Barrable was first across the line, fist in the air and his former FF1600 race-winning father Michael hanging over the pitwall cheering.

O'Hara was second with Doyle a feisty third. Jake Byrne, Neville Smyth and a surprisingly lacklustre Steven Daly completed the top six.

RACE DATA

Formula Ford 1600 Festival Final (12 laps, Int Circuit) 1 Robert Barrable (Van Diemen RF00) 20m 24.286s (70.41 mph); 2 Kevin O'Hara (Mondiale M89S) +0.368s; 3 Sean Doyle (Van Diemen RF00); 4 Jake Byrne (Ray GR13); 5 Neville Smyth (Ray GRS09); 6 Stephen Daly (Ray GR11). Fastest lap Noel Dunne (Van Diemen RF01) 1m 50.000s (71.24 mph) Pole Barrable. Starters 14

Heat one (7 laps) 1 Barrable 14m 56.347s (61.20 mph); 2 Andy O'Brien (Swift SC92) +6.79s; 3 O'Hara; 4 Niall Murray (Van Diemen LA10); 5 Byrne; 6 Doyle. FL Daly 1m 58.530s (66.11 mph). P Dunne S 16

Heat two (9 laps) 1 O'Hara 16m 53.190s (69.61 mph); 2 Barrable +0.945s; 3 Doyle; 4 Murray; 5 Byrne; 6 Smyth. FL Murray 1m 48.852s (71.99 mph). P Rod McGovern (Van Diemen RF99) S 16

RESULTS

Saturday: National Circuit Formula Ford 1600 Champion of Mondello (12 laps) 1 Stephen Daly (Ray GR11) 11m 59.916s (68.98 mph); 2 Niall Murray (Van Diemen LA10) +0.021s; 3 Sean Doyle (Van Diemen RF00); 4 Robert Barrable (Van Diemen RF00); 5 Neville Smyth (Ray GRS09); 6 Rod McGovern (Van Diemen RF99). Fastest lap Daly 58.762s (70.43 mph) Pole Murray Starters 13

Race two (16 laps) 1 Daly 15m 52.907s (69.49mph); 2 Barrable +0.145s; 3 Smyth; 4 Murray; 5 Jake Byrne (Ray GR13); 6 Doyle. FL Daly 58.818s (70.36 mph). P Murray S 13

Race two (8 laps) 1 Adam MacAulay (Sheane) 15m 17.470s (65.33 mph); 2 Kevin Grogan (Leystone) +8.986s; 3 David O'Brien (Sheane); 4 Dan Polley (Sheane); 5 Morrin; 6 Jimmy Furlong (Sheane). FL MacAulay 1m 53.745s (68.89 mph). P MacAulay S 20

Formula Libre (11 laps) 1 Mark Crawford (Jedi Suzuki Mk 6) 10m 20.444s (73.37 mph); 2 Tim Buckley (Dallara 304) +0.807s; 3 Darragh Daly (Tatuus F Renault); 4 Cian Carey (Tatuus F Renault); 5 Fergus Faherty (Tatuus F Renault); 6 Noel Robinson (Tatuus F Renault). Fastest lap Buckley 54.711s (75.64 mph) Pole Carey. Starters 9

Patch Tyre Equipment Fiesta (7 laps) 1 Neil O'Hara 15m 58.279s (57.24 mph); 2 Philip Lawless +4.347s; 3 Ulick Burke; 4 Brendan Fitzgerald; 5 David Yamamoto; 6 Barry Barrable. FL Fitzgerald 2m 15.287s (57.92 mph) P Barry English. S 31

Race two (7 laps) 1 Sean Lillis 16m 11.110s (56.48 mph); 2 Shane McFadden +0.368s; 3 Barry Hallion; 4 Keith Dawson; 5 John Denning; 6 Pat Boland. FL Lillis 2m13.381s (58.75mph). P McFadden S 32

Baker Automotive Strykers (8 laps) 1 Dave Griffin 15m 39.177s (66.75 mph); 2 Mark Baker +11.757s; 3 Alan Watkins; 4 Greg Kelly; 5 Daniel McCarthy; 6 Des Bruton. FL Griffin 1m 55.669s (67.75 mph) P Alan Auerbach. S 9

Race two (8 laps) 1 Auerbach 15m 33.363s (67.16 mph); 2 Watkins +14.986s; 3 Baker; 4 Griffin; 5 Kelly; 6 McCarthy. FL Watkins 1m 55.687s (67.73 mph). P Auerbach S 9

Yokohama Irish Touring Cars (8 laps) 1 Dave O'Brien (BMW E46) 15m 10.442s (68.85 mph); 2 Robert Butler (Honda Civic) +8.677s; 3 Brian Fitzpatrick (Seat Leon Supercopa); 4 Eoghan Fogarty (Honda Integra); 5 Dwain Drought (Honda Integra); 6 Jason Hughes (Honda Integra). Class winners O'Brien; Hughes FL Fitzpatrick 1m 52.098s (69.90 mph) P O'Brien. S 11

Race two (8 laps) 1 Butler 15m 19.523s (68.17 mph); 2 Fitzpatrick +0.568s; 3 Drought; 4 Garreth Hayden (Honda Integra); 5 Fogarty; 6 Ian O'Driscoll (Honda Civic). CW Butler; O'Driscoll FL Fitzpatrick 1m 52.320s (69.77 mph). P Drought S 11

Sunday: International Circuit Formula Libre (5 laps) 1 Darragh Daly (Tatuus Formula Renault) 8m 46.735s (74.38 mph); 2 Tim Buckley (Dallara F304) +3.062s; 3 Mark Crawford (Jedi Suzuki Mk 6); 4 Fergus Faherty (Tatuus Formula Renault); 5 Cian Carey (Tatuus Formula Renault); 6 John Daly (Lola T93 Holden). FL Darragh

DONINGTON PARK: AMOC RESULTS

JUNE 7



Brian White won Ecurie GTS in his rapid Triumph TR4

AMOC 50s Sports Cars/Vredestein Jaguar XK Challenge (21 laps) 1 Paul Woolley (Cooper Monaco) 30m 03.509s (82.95mph); 2 John Burton (Jaguar XK120) +1 lap; 3 Martyn Corfield (Austin-Healey 100/4); 4 Mark Donnor (Jaguar XK120); 5 Chris Kieth-Lucas (Jaguar XK120); 6 Paul Kennelly (Jaguar XK1200TS). Class winners Woolley; Burton; Corfield; Christopher Scholey (Jaguar XK120); Richard Line (MG A); David Bennett (Aston Martin DB3S); Anne Reed (Aston Martin DB2); Nick Morgan (MG A). Fastest lap: Woolley 1m 23.223s (85.00mph). Pole Burton S 17.

Ariel Atom Cup (16 laps) 1 Nick Whitehead 20m 53.924s (90.90mph); 2 Andrew Smith +2.066s; 3 Martin James; 4 Paul Donkin; 5 Richard Marler; 6 Stuart Drewell. FL Smith 1m 17.74s (92.31mph). P Donkin. S 9. **Race two (16 laps)** 1 Smith 20m 56.717s (90.70mph); 2 Donkin +0.635s; 3 Whitehead; 4 James; 5 Drewell; 6 Marler. FL Donkin 1m 17.328s (92.13mph). P Donkin. S 9.

Bentley Drivers' Club (12 laps) 1 Simon Worthington (Bentley Turbo R) 20m 57.843s (67.97mph); 2 Gerard McCosh (Bentley MkV Special) +1m 28.605s; 3 Clive Morley (Bentley 3/4 1/2); 4 Ewen Getley (Bentley 3/4 1/2); 5 Paul Forty (Bentley MkVI Special); 6 Richard Hudson

(Bentley 3/4 1/2). CW Worthington; Morley; Forty; Jock MacKinnon (Bentley 3-litre). FL Worthington 1m 0.005s (71.24mph). P Worthington. S 16.

Intermarque (27 laps) Patrick Gormley/Vance Kearney (Ferrari 355 Challenge) 45m 23.163s (70.64mph); 2 Lee Moulden/Darren Laverty (Ferrari 355 Challenge) +0.296s; 3 Tim Mognridge (Ferrari 355 Challenge); 4 Wayne Marrs (Ferrari 355 Challenge); 5 Stephen Atkinson (Porsche 95B); 6 Robert Hollyman (Porsche 964). CW Gormley/Kearney; Atkinson; Kevin Norville (Aston Martin GT4); Matt Le Breton/Peter Snowdown (Aston Martin DB4 Lightweight); Paul Brooks (Ferrari 456GT); Tristan Bradfield (Sunbeam Tiger). FL Gormley/Kearney 1m 27.967s (80.99mph). P Kearney/Gormley S 24.

Equipe GTS (20 laps) 1 Brian White (Triumph TR4) 30m 13.622s (78.56mph); 2 Mike Thorne (Austin-Healey 100M) +35.390s; 3 Pete Foster (Triumph TR4); 4 Will Linley (MG B); 5 Robert Cull (TVR Grantura MKIII); 6 David Berestford (MG B). CW White; Linley; Gordon Elwell (Austin-Healey Sebring Sprite); Andrew Mitchell (Alfa Romeo Giulietta Sprint GT). FL White 1m 27.069s (81.82mph). P Thorne. S 24.

Pre-War Team Challenge (13 laps) 1 Clive Morley (Bentley 3/4 1/2) 20m 59.230s (73.55mph); 2 David Freeman (Aston Martin Speed) +12.513s; 3 Peter Dubsky (Aston Martin 15/98 2 Seater); 4 Nick Hine (Lagonda L645); 5 Richard Hudson (Bentley 3/4 1/2); 6 James Morley (Bentley 3/4 1/2). CW C. Morley; Freeman; Hine; Clive Temple (Riley Brooklands). FL C. Morley 1m 35.367s (74.70mph). P J. Morley. S 18.

St John Horsfall Memorial Trophy (9 laps) 1 David Freeman (Aston Martin Speed) 15m 26.576s (69.20mph); 2 Peter Dubsky (Aston Martin 15/98 2 Seater) +4.804s; 3 Kelvin Robinson (Aston Martin Speed); 4 Stephen Archer (Aston Martin Ulster LM15); 5 Heinz Stamm (Aston Martin Speed); 6 Christopher Scott-MackKirdy (Aston Martin Le Mans). FL Freeman 1m 38.513s (72.32mph). P Freeman. S 9.

Sunbeam Challenge (14 laps) 1 David Smallridge (Tiger) 20m 12.818s (82.24mph); 2 Tristan Bradfield (Tiger) +8.235s; 3 Simon James (Tiger); 4 Andrew Yates (Tiger); 5 Steve Pickering (Tiger); 6 Tony Eckford (Tiger Le Mans). FL Smallridge 1m 23.788s (85.03mph). P Yates. S 13.



Kearney and Gormley claimed Intermarque win

JOIN US FOR A SPECIAL DAY TO REMEMBER



On July 1 2014 I would be delighted if you would join me and my friends at Mercedes-Benz World, on the historic Brooklands site in Weybridge, Surrey, for a memorable experience, both on and off-track!

Please help me celebrate

my double anniversary year, and support HSF by entering a team of four to compete in the HSF Team Karting Challenge, alongside fellow corporates and stars of motor sport, past and present.

And for those of you not competing, you are welcome to join my friends and I for the post-race G. H. Mumm Champagne evening reception, prize-giving and auction.

In the first 12 months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions. Please help HSF to save more lives, improve quality of life for people with injuries and inspire young people to fulfil their potential.

It will be a super event and I would be thrilled if you could join us.

*With very best wishes,
John Surtees OBE*

What is the HSF Team Karting Challenge and Champagne Reception?

Now in its third year, this special event is established as a firm favourite on both the corporate and motor sport calendar, bringing together many motor sport celebrities in British Grand Prix week.

The karting itself is a challenging two-hour endurance race in which you will be driving Daytona's high-performance DMax karts. Some experience would be useful, but is not essential as the detailed brief and practice on the day will teach you all you need to know.

It is 50 years since John Surtees OBE secured his Formula 1 World Championship. The Barber Museum and race track in Birmingham, Alabama, is home to a collection of cars and motorcycles associated with John's life, including his title-winning Ferrari 158. The owner, George Barber, has made this car available to John for the

season, with the challenge to raise £50,000 for HSF – a sum he has promised to match.

In celebration of John's remarkable racing career on two wheels and four, the Ferrari 158 will lead a spectacular on-track car display during the racing programme.

As the sun sets over the track, you will step out of your race suit and into the superb, state-of-the-art venue, where you will be able to explore fascinating exhibitions, get up close to legendary Mercedes-Benz vehicles and enjoy a champagne and canapé reception.

Steve Rider and Henry Hope-Frost will host the evening, interview John's special guests and the day's track stars, award the prestigious 'H' trophies and present a glittering auction, hosted by Bonhams.

G. H. Mumm Champagne will, once again, be poured by generous arrangement with the House and Bernie Ecclestone.

HOW TO GET INVOLVED

- Enter a team or teams to compete in the 2014 HSF Team Karting Challenge
- For non-competitors, purchase individual tickets for the evening G. H. Mumm Champagne and canapé reception
- Share this invitation with your family, friends and business contacts.

To enter a team of four costs £1000 (including four tickets to the G.H. Mumm Champagne and canapé reception). In addition, we ask you to confirm that your team will secure a minimum of £500 in sponsorship or make a minimum donation of £500. For non-karters, to attend the evening G. H. Mumm Champagne and canapé reception costs £65 per person. Please email info@henrysurteesfoundation.com to secure your place on the grid, or to reserve individual tickets for non-karters to attend the evening G. H. Mumm Champagne and canapé reception. Numbers are strictly limited, and will be allocated on a first-come, first-served basis.



Henry Surtees Foundation
Registered Charity Number: 1137388
www.henrysurteesfoundation.com

RACING RESULTS ROUND-UP

Photo: Gary Hawkins

BRANDS HATCH: AMERICAN SPEEDFEST BY BRIAN PHILLIPS

NASCAR EURO SERIES

JUNE 7/8

INSIDE LINE

Nobody had an answer to Scott Malvern in the **Champion of Brands FF1600** race. Oliver White kept Malvern in sight, but was excluded for track limits offences, promoting Josh Barnett to a distant second.

Malvern also set the pace in the first **Radical SR3 Challenge**, but co-driver Nick Jones fell to sixth. Lewis Plato took over the lead to win. Fifth in race one with Peter Belshaw, Phil Keen raced clear in race two and handed Belshaw a lead he had no trouble maintaining. Bradley Ellis, in the car started by Andy Cummings, took second.

James Guess won the opening **SR1 Cup** race, although less than a second covered the top four finishers. Race two ended early when Chris Car was stranded at Clark Curve moments after losing the lead to Matt Brookes.

Oskar Kruger dominated the first **Radical Clubman's Cup** race, although Dan Vaughan and Steve Burgess closed towards the end. The Swedish driver was overhauled on the 20th lap of race two by Burgess.

Michele Liguori raced off to avoid lapping second man Frank Bradley in the first **Bernie's Bangers** race. Peter Schleifer's CanAm Lola broke but he started at the back in Bradley's March in race two, taking the lead when Liguori stopped with gearbox problems on the final lap.

A heavily success ballasted Nic Grindrod survived a touch with a spinning Pete Wilkinson and a mistake of his own to take third in the first **Pickup Truck** race behind Michael Smith and Pete Stevens. In race two Grindrod was tapped into a spin, going off halfway down Cooper Straight. Paul Tompkins won, with Smith and Stevens next.

Malcolm Blackman's first **Intermarque** win came after he followed Matt Simpson and Chris Brockhurst in race one. Simpson went off leading race two, leaving Blackman well ahead, but Brockhurst closed quickly after a poor first lap and finished right behind.

John Wilson won both races for **Bernie's V8s**. Cheng Lim's Cobra was second in race one but shed a wheel in race two. Grahame Bryant's Morgan chased Craig Davies in race one, but beat the Mustang for second later.

A big field of **NASCAR Whelan Euro Series** cars entertained bumper crowds at the second **American Speedfest**, although some of the entertainment took a form better suited to the **Arena Essex stock car venue across the Thames**.

On the first day the one constant feature of race one was the presence of Eddie Cheever III in the lead. Frederic Gabillon and 2013 champion Ander Vilarino were running behind him when the event ended behind the safety car.

Romain Ianetta prompted a first caution period when he fell off at Druids, and moments after the green flag Romain Thieven crashed at Hailwood Hill. The third and final interruption came when earlier spinner Freddy Nordstrom tangled with Simone Monforte at Druids, locking the cars together.

Mathias Lauda was an anonymous seventh in race one, but Francesca Linossi led impressively in the same car in race two until a couple of scary moments with a stuck throttle

IT'S STOCK CAR CHAOS



Boucenna survived the drama to take two wins

RACE DATA	
NASCAR Whelan Euro Series Race one (20 laps) 1 Eddie Cheever III 21m 44.529s (66.667mph); 2 Frederic Gabillon +0.486s; 3 Ander Vilarino; 4 Anthony Kumpen; 5 Borja Garcia; 6 Christophe Bouchut. Fastest lap Vilarino 49.664s (87.56mph). Pole Cheever. Starters 28.	FL Boucenna 50.259s (86.52mph). P Francesca Linossi. S 28.
Race two (26 laps) 1 Wilfried Boucenna 25m 59.761s (72.483mph); 2 Denis Dupont +1.038s; 3 Thomas Ferrando; 4 Salvador Tineo Arroyo; 5 Maxime Dumarey; 6 Luca Pirri.	Race three (27 laps) 1 Vilarino 26m 11.275s (74.409mph); 2 Kumpen +0.529s; 3 Bouchut; 4 Garcia; 5 Bas Leinders; 6 Gabillon. FL Vilarino 49.622s (87.63mph). P Vilarino. S 27.
Race four (26 laps) 1 Boucenna 25m 19.403s (74.720mph); 2 Ferrando +2.016s; 3 Dumarey; 4 Tineo Arroyo; 5 Philipp Lietz; 6 Hugo Bec. FL Ferrando 50.992s (85.28mph). P Boucenna. S 26.	

sent her to the pits. Sole Briton Bradley Smith proved to be a favourite target. Bumped by Paulo Bonifacio while trying to take the lead at Druids, Smith was attacked at Clearways soon afterwards and finally smashed into retirement at the hairpin, sparking a caution period.

A brave move at Paddock soon after the restart took Wilfried Boucenna into the

lead from Maxime Dumarey. Another interruption for cars off at Clearways left a single lap green flag dash to the finish. Dumarey made a mess of Paddock and slipped to fifth.

The on-track behaviour didn't improve on Sunday. Vilarino and Anthony Kumpen broke away in race three from Borja Garcia and Christophe Bouchut while Cheever

defended fifth against a queue of eight cars until he was barged out of the way.

The safety car wasn't deployed until a car beached more than 20 laps into the race, but when the green flag flew a big shunt occurred at Paddock, where Lauda was briefly airborne and both Cheever and Ianetta were involved. The race ended behind the safety car.

In race four the collisions started before the collision reached the startline and continued at Paddock. The safety car was out until lap five. Luca Pirri, briefly ahead of Boucenna, fell down the order after a clout and Marsillo Canuti came from 28th to third but was later penalised for his driving. Boucenna beat Thomas Ferrando and Dumarey.

RESULTS

FF1600 Champion of Brands (16 laps) 1 Scott Malvern (Spectrum 011B) 13m 38.205s (85.03mph); 2 Josh Barnett (Van Diemen BR001) +15.510s; 3 Richard Taring (Swift SC94); 4 Ashley Dibden (Mygale SJ01); 5 Shaun MacKlin (Swift SC92F); 6 Innes Hickman (Van Diemen RF89). FL Malvern 50.348s (86.37mph). P Malvern. S 11.

Radical Clubmans Cup (26 laps) 1 Oskar Kruger (PR6) 20m 17.857s (92.83mph); 2 Dan Vaughan (SR3) +0.534s; 3 Steve Burgess (SR3); 4 Martin Brooks (PR6); 5 Marcel Marateotto (SR3); 6 John Macleod (SR3). CW Kruger; Vaughan. FL Burgess 46.004s (94.52mph). P Kruger. S 17.

Race two (26 laps) 1 Burgess 20m 22.452s (92.48mph); 2 Kruger +2.548s; 3 Macleod; 4 Vaughan; 5 Marateotto; 6 Brooks. CW Burgess; Kruger. FL Burgess 46.066s (94.39mph). P Kruger. S 17.

Grove and Dean Insurance Radical SR3 Challenge (48 laps) 1 Lewis Plato 39m 58.516s (87.02mph); 2 Jesper Westerholm +8.777s; 3 Marcello Marateotto; 4 Jeremy Ferguson; 5 Peter Belshaw/Phil Keen; 6 Scott Malvern/Nick Jones. FL Plato 45.392s (95.80mph). P Stuart Moseley/Hui-Sun Kim. S 13.

Bernie's Big Bangers 1970s Sports Cars (22 laps) 1 Michele Liguori (Lola T292) 20m 06.417s (79.30mph); 2 Frank Bradley (March 717) +1m 11.385s; 3 Cheng Lim (Cobra); 4 Alec Hammond (Chevron B8); 5 Simon Cripps (MGB V8); 6 Pete Halford (Chevrolet Corvette). CW Liguori; Lim; Craig

Davies (Shelby Mustang). FL Liguori 47.036s (92.45mph). S 19.

Race two (23 laps) 1 Peter Schleifer (March 717) 20m 34.869s (80.99mph); 2 Joe Ward (Vauxhall Baby Bertha) +2.659s; 3 Hammond; 4 Halford; 5 Davies; 6 Rob Spencer (MGB GT V8). CW Schleifer; Ward; Davies. FL Liguori 47.746s (91.07mph). P Liguori. S 16.

Quaife Intermarque Championship (18 laps) 1 Matt Simpson (Vauxhall Tigra) 15m 02.030s (86.77mph); 2 Chris Brockhurst (Vauxhall Tigra) +1.762s; 3 Malcolm Blackman (Vauxhall Tigra); 4 David Brooks (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Lewis Smith (Vauxhall Tigra). FL Simpson 49.382s (88.09mph). P Simpson. S 20.

Race two (18 laps) 1 Blackman 15m 21.502s (84.94mph); 2 Brockhurst +0.407s; 3 Simon Smith; 4 Brooks; 5 Mike Thurley (Vauxhall Tigra); 6 Mark

Fuller (Mercedes SLK). FL Simpson 49.896s (87.15mph). P Lewis Smith (Vauxhall Tigra). S 17.

Radical SR1 Cup (21 laps) 1 James Guess 20m 15.667s (75.11mph); 2 Matt Brookes +0.227s; 3 Chris Car; 4 Robert Watkins; 5 John Glendenning; 6 Giles Newby. FL Car 51.122s (85.06mph). P Brookes. S 17.

Race two (18 laps) 1 Brookes 15m 33.849s (83.81mph); 2 Watkins +4.966s; 3 Guess; 4 Glendenning; 5 Dave Morgan; 6 Barry Liversidge. FL Brookes 50.918s (85.40mph). P Brookes. S 17.

Pickup Truck Racing (18 laps) 1 Michael Smith 15m 59.672s (81.56mph); 2 Pete Stevens +0.375s; 3 Nic Grindrod; 4 Paul Tompkins; 5 Mark Willis; 6 Gavin Murray. FL Stevens 52.423s (82.93mph). P Pete Wilkinson. S 16.

Race two (21 laps) 1 Tompkins 20m 32.038s (74.12mph); 2 Smith +1.288s; 3 Stevens; 4 Paul Jones; 5 Antony Hawkins; 6 David O'Regan. FL Stevens 52.907s (82.19mph). P Tompkins. S 17.

Bernie's V8s (23 laps) 1 John Wilson (MGB GT V8) 20m 31.969s (81.18mph); 2 Cheng Lim (Cobra) +13.074s; 3 Craig Davies (Shelby Mustang); 4 Grahame Bryant (Morgan Plus 8); 5 Rikki Cann (Aston Martin V8 Vantage); 6 Jan Schippers (Chevrolet Camaro). CW Wilson; Lim; Davies; John Young (Chevrolet Corvette). FL Lim 52.592s (82.68mph). P Wilson. S 28.

Race two (27 laps) 1 Wilson 20m 15.278s (75.14mph); 2 Bryant +3.476s; 3 Davies; 4 Cann; 5 Schippers; 6 Michael Saunders (Ford Escort Mk1). CW Wilson; Bryant; Young; Robert Frost (Cobra). FL Wilson 52.594s (82.68mph). P Wilson. S 25.

SNETTERTON: AUTOSPORT THREE HOURS BY LEWIS BEALES

As their fellow Jaguar E-type crews wilted Chris Ward and Alex Buncombe had little opposition and ran out comfortable winners of the **Autosport Three Hours**.

Former winners Simon Hadfield/Michael Schryver decided to pit early under caution, after Nick Sleep had hit a barrier hard, but their challenge faded with ignition problems leaving the Healey 3000 of Jeremy and Denis Welsh to lead the chasers home. Recording their first finish of the season were Mark Halstead/Stuart McPherson, who kept fellow Lotus Elan crew Martin Eyes/Gregor Fisken/Jo Twyman in check to complete the podium.

Kevin Kivlochan had an easy run to victory in the opening **Road Sports** race. Novice racer Shad Eddin impressed by taking third on the final lap after recovering from an early indiscretion.

Kivlochan's dusty moment on the final lap of the **Handicap** event was enough for Andy Shepherd to take a narrow victory. Sam Wilson's chase of Jon Milicevic proved in vain as the latter added another **Formula Junior** trophy to his cabinet with Peter Morton a distance third.

Wilson and Milicevic resumed their battle in race two with the

pair constantly exchanging the lead, pulling themselves away from Morton. A missed gear change at Agostini for Milicevic allowed Wilson to get past.

A Lotus Europa 70s **Road Sports** battle left Peter Shaw's TVR breathless with Jim Dean's final lap spin gifting victory to Oliver Ford. In the sequel Ford drove around Shaw at Coram to secure a second victory. Dean also demoted the TVR but was unable to disrupt the winner.

The mighty McLaren M1B of Marcus Mussa dominated the **Sports Racing Challenge**, easily outpacing the Chevron B8 of Steve Hodge who had to deal with a fast starting Nick Thompson and a misfire and a flapping door in the closing laps.

"The throttle stuck open," said **FF2000** leader Nelson Rowe, his misfortune left Benjamin Tusting to pick up the pieces while Rowe recovered to second. Rowe made amends in race two, while Graham Fennymore charged through to take fourth, helped by Andrew Storer going off at Oggies on the final lap.

Tim Davies' opposition disappeared with Neil Brown (a broken halfshaft) and Mike Gardiner (sick engine) retiring

from chasing the **Touring Car** winner. A second victory was just as easy for Davies as Gardiner's Lotus Cortina faded once more.

No one could get near to Mark Charteris in the first **Classic Clubmans** race, in contrast to the Class B battle which raged between Clive Wood and Adam Paterson with Barry Webb dogging their every move. Demon starting Dan Eagling couldn't hold back John Harrison or Charteris who won once more for a repeat of the previous podium.

Antony Ross was a convincing winner of the first **Classic Racing Car** race and repeated the feat later in the day. Jonathan Baines' chase of Andy Jarvis, hindered by a gearbox issue, paid dividends.

Marcus Mussa split the Price brothers, Hugh and Jonathan, in the **Classic F3** race after a strong start and survived a late surge from Jonathan. Hugh Price took a double win.

Maxim Bartell and Ben Simms survived a fraught **FF1600** race with the former just able to hold on for victory. A trio of cars fought out race two with Simms winning after he and Westie Mitchell crossed the finishing line side by side. Bartell was just behind, with Michael O'Brien fourth.

RESULTS

Autosport Three Hours (66 laps) 1 Chris Ward/Alex Buncombe (Jaguar E-type) 3h 01m 839s (64.94mph); 2 Jeremy Welsh/Denis Welch (Austin Healey 3000) +2 laps; 3 Mark Halstead/Stuart McPherson (Lotus Elan); 4 Martin Eyes/Gregor Fisken/Jo Twyman (Lotus Elan); 5 Chris Chiles/Chris Chiles Jr (Austin Healey 3000); 6 Harry Wyndham/Andrew Hill (Austin Healey 3000). Fastest lap Ward 2m 13.598s (80.00mph). Class winners Ward/Buncombe; Welsh/Welch; Halstead/McPherson; Franck Trouillard/David Axisa (Lotus 11); Ian Dalglish/Jo Twyman (Lotus Elite). Pole Ward. Starters 34.

Historic Road Sports Supported by Wychampton Garages (9 laps) 1 Kevin Kivlochan (Morgan Plus 8) 21m 25.852s (74.80mph); 2 Andrew Shepherd (Lotus 7 S2) +18.100s; 3 Shad Eddin (Ginetta G4); 4 Patrick Ward-Booth (Ginetta G4); 5 Larry Kennedy (Lotus Elan S4); 6 John Shaw (Porsche 911). FL Eddin 2m 20.412s (76.11mph). CW Kivlochan; Shepherd; Shaw; Colin Sharp (Triumph TR5); Ian Burford (MG Lenham Le Mans). P Kivlochan. S 13.

Historic Formula Junior (10 laps) 1 Jonathan Milicevic (Cooper T59) 21m 35.485s (82.50mph); 2 Sam Wilson (Lotus 20/22) +4.744s; 3 Peter Morton (Lightning Envoyette); 4 Laine Martin (Lotus 20); 5 Andrew Taylor (Cooper T56); 6 Mark Woodhouse (Eka 100). FL Milicevic 2m 07.622s (83.74mph). CW Milicevic; Martin; Taylor; Woodhouse; Gregan Thurston (Lotus 20); Paul Hewes (Lotus 18). P Milicevic. S 22.

Race two (10 laps) 1 Wilson 21m 27.728s (82.99mph); 2 Milicevic +1.676s; 3 Morton; 4 Jack Woodhouse (Lotus 20/22); 5 Martin; 6 Taylor. FL Wilson 2m 07.001s (84.15mph). CW Wilson; Martin; Taylor; M Woodhouse; Thurston; Hewes. P Milicevic. S 19.

70's Roadsports (9 laps) 1 Oliver Ford (Lotus Europa) 21m 16.748s (75.34mph); 2 Jim Dean (Lotus Europa) +8.173s; 3 Peter Shaw (TVR Tuscan); 4 David Hall (Vauxhall Fireza Droopsnoot); 5 Mark Leverett (Porsche 911 SC); 6 David Karaskas (MG Midget). FL Dean 2m 19.618s (76.56mph). CW Ford; Shaw; Hall; Karaskas; Ken Morrison (Alfa Romeo 2000 GTV). P Ford. S 8.

1 Hour Sports Racing Car Challenge (27 laps) 1 Marcus Mussa (McLaren M1B) 1h 01.18.849s (78.44mph); 2 Steve Hodges (Chevron B8) +8.511s; 3 Nick Thompson/Sean McClurg (Chevron B6); 4 Ian Dalglish/Jo Twyman (Chevron B6); 5 Bob Brooks/Kristy Brooks (Merlyn MK6); 6 Robi Bernberg (Eva Mk7). FL Twyman 2m 08.585s (83.12mph). CW Massa; Hodges; Dalglish/Twyman; Simon Durling (Eva Mk7S); Brian Casey (Lenham P69). P Massa. S 10.

Historic FF2000 (10 laps) 1 Benjamin Tusting (Reynard SF77) 20m 36.216s (86.45mph); 2 Nelson Rowe (Reynard SF79) +3.858s; 3 Andrew Storer (Royale RP27); 4 Benn Simms (Reynard SF77); 5 Colin Wright (Reynard SF79); 6 Andrew Park (Reynard SF81). FL Rowe 2m 01.320s (88.09mph). CW Tusting; Tom White

(Crosslé 33F); Stuart Olley (Delta T79). P Rowe. S 27.

Race two (10 laps) 1 Rowe 21m 35.276s (82.51mph); 2 Tusting +3.523s; 3 Simms; 4 Graham Fennymore (Reynard SF81); 5 Park; 6 Storer. FL Rowe 2m 01.325s (88.09mph). CW Rowe; Neil Bowman (Van Diemen RF78); Olley. P Tusting. S 25.

ByBox Historic Touring Cars (9 laps) 1 Tim Davies (Lotus Cortina) 21m 16.227s (75.37mph); 2 Graham Pattle (Lotus Cortina) +45.349s; 3 Simon Benoy (Hillman Imp); 4 Roger Godfrey (Mini Cooper S); 5 Adrian Oliver (Hillman Imp); 6 Justin Cooper (Mini Cooper S). FL Neil Brown (Ford Mustang) 2m 18.575s (77.12mph). CW Davies; Pattle; Benoy; Godfrey; Cooper. P Brown. S 19.

Classic Clubmans (11 laps) 1 Mark Charteris (Mallock Mk20/21) 21m 21.481s (91.74mph); 2 John Harrison (Mallock Mk21) +21.008s; 3 Dan Eagling (Centaur 14); 4 Mike Lane (Mallock Mk18); 5 Malcolm Jackson (Mallock Mk21); 6 Robert Manson (Mallock Mk21). FL Charteris 1m 54.174s (93.61mph). CW Charteris; Clive Wood (Mallock Mk20B). P Charteris. S 17.

Race two (11 laps) 1 Charteris 21.28.300s (91.25mph); 2 Harrison +12.278s; 3 Eagling; 4 Spencer McCarthy (Mallock Mk20B); 5 Alan Cook (Mallock Mk20); 6 Adam Paterson (Mallock Mk18). FL Charteris 1m 54.969s (92.96mph). CW Charteris; Paterson. P Charteris. S 16.

Classic Racing Cars (6 laps) 1 Antony Ross (Lotus 59) 13m 12.286s (80.94mph); 2 Andy Jarvis (Palliser WDB2) +25.383s; 3 Jonathan Baines (Merlyn MK20); 4 Chris Ball (Chevron B12B); 5 Leif Bosson (Graham BT28); 6 John Crowell (Elden Mk8). FL Ross 2m 09.314s (82.65mph). CW Ross; Baines; Ball; Bosson. P Ross. S 13.

Classic F3 (10 laps) 1 Hugh Price (Chevron B38) 20m 50.778s (85.45mph); 2 Marcus Mussa (March 763) +1.934s; 3 Jonathan Price (March 783); 4 Leif Bosson (Ralt RT1); 5 Bruce Bartell (Chevron B34); 6 Mark Hulme (TOJ Modus Mk1). FL H.Price 2m 02.418s (87.30mph). CW H.Price; Gareth Walters (Mallock Mk11B). P H.Price. S 10.

Formula Ford 1600 (10 laps) 1 Maxim Bartell (Merlyn Mk20A) 21m 49.805s (81.60mph); 2 Benn Simms (Jomo JMR7) +0.225s; 3 Westie Mitchell (Merlyn Mk20); 4 Simon Toyne (Lola T200); 5 Brian Morris (Lola T202) 6 Chris Sharples (Palliser WDF1). FL Simms 2m 09.033s (82.83mph). CW Bartell; Daniel Stanzl (Elden Mk8). P Michael O'Brien (Merlyn Mk20). S 25.

Race two (8 laps) 1 Simms 17m 20.014s (82.21mph); 2 Mitchell +0.001s; 3 Bartell; 4 O'Brien; 5 Toyne; 6 James Hadfield (Titan Mk4). FL O'Brien 2m 07.275s (83.68mph). CW Simms; O'Brien. P Bartell. S 25.

AND THE WINNERS ARE...

Craig Rainer
Blue Oval
Saloons

Billy Bellinger
Aero Racing
Morgan Challenge



Colin Wells
Kumho BMW
Championship

Brian Arculus
FISCAR
Intermarque

Simon James
Tricolore
Trophy



Photos: Mick Walker and Steve Jones

SILVERSTONE: BARC BY IAN SOWMAN

JUNE 7/8

INSIDE LINE

The might of Andy Robinson's Aussie V8 Supercar Ford Falcon told in the first **Thunder Saloons** encounter, aided by a second corner collision between Garrie Whittaker (BMW M3) and Dale Gent (Subaru Impreza) and the retirement of the pole-sitting Scooby of Vaughan Fletcher. Darren Bly (Nissan Skyline) was chasing Robinson down before he had a fiery off, but Dave Cockell started after pedalling his Escort Cosworth up to second from the back of the grid.

Robinson waltzed clear in the second contest as well, but as many as four cars disputed second position before Gent retired. When Richard Neary (Sierra Cosworth) ran wide at Club at the end of the penultimate lap, Cockell pounced for his second runner-up finish.

The first **Pre'93 Touring Car** race was a touch processional at the front, with Jack Stanford's M3 heading home the Sierra Cosworths of Jim McLoughlin and Richard Millar. Entertainment was provided by Rodger Card, who climbed from 32nd to seventh in his M3, passing (among others) Pre 1983 division winner Stephen Primett (Ford Escort). Primett won the older class again on Sunday, and Stanford would have triumphed overall but for a jumped start. The ten second penalty put him back to fourth, with McLoughlin picking up the win.

Jason Davies (Sierra Cosworth) came from the outside of row two to lead the first **BOSS** race, but mechanical issues forced him out on lap nine. Craig Rainer's Escort went on to win, although Ashley Bird's XR4i briefly took the lead on the penultimate lap. Rainer came out on top of Bird in race two, with Davies haring through the field.

Robert Burkinshaw (Integra) was easily the top **Honda** on Saturday, but Simon Jessop benefitted from his retirement a day later. In the **Pre 2005** split, the 206 of Phil Waller and the Proton of Steve Rowles took a win apiece.

Lee Sullivan beat Ben Palmer in a closely-fought **MGOC** opener, but Gary Smith stole onto the tail of the pair in race two before jumping them both for the win.

Colin Wells took his first two **Kumho BMW** victories of 2014, although it seemed for long periods of race two that he would lose out to Tom Wrigley.

Ten grids of **Caterham Graduates** provided eight different winners, with Scott Lawrence (Sigma) and Jeremy Webb (Sigma) the only to do the double. The Super division provided the best action, with eight or more cars disputing the lead in both bouts. Victories for Toby Briant and Andy Molsom were in doubt right to the end.

GEDDIE CLAIMS A TRIPLE

GT CUP



Jim Geddie held off Shaun Balfe's Ferrari three times

There was little to choose between Jim Geddie and Shaun Balfe in three packed GT Cup Championship races, the first to be held on Silverstone's International layout.

The pair were a class apart from the rest of the field, but Geddie won all three encounters to take the points lead.

In Saturday's endurance race, Balfe converted pole position into the early lead before Geddie (McLaren MP4-12C) dived down the inside into Stowe on the third lap. The experienced Balfe kept his Ferrari 458 GT3 in touch with the leader in traffic, until a spin at The Link on lap 11 dropped him briefly back towards Iain Dockerill's Porsche 997 RSR.

The mandatory stops had little bearing on the outcome, with Geddie and Balfe pitting in successive laps and rejoining with a similar gap between them. Balfe

pushed hard to break down the advantage – too hard, as it proved, with a five second penalty meted out for track limits infringements eventually ratcheted up to an exclusion from second place at the flag, with Geddie coming home as the on-the-road winner.

The penalty promoted the Ferrari 458 piloted at the end by Jody Fannin up into second, having been sixth for the first half of the race with Arwyn Williams at the wheel. Dockerill, who had been down to sixth after the stops with a spin at Abbey, was classified third after overcoming Kevin Riley's Mosler (which had been started with gusto by Martin Short) in the final five laps and the retirement of Richard Chamberlain's Porsche 935. Craig Dolby brought Shamus Jennings' Ferrari 458 home to fourth and the GTC class win.

The pair of sprint races on Sunday were effectively two-horse races. Geddie and Balfe ran as one in the first half of race two until they were split up in traffic. Nevertheless, Balfe charged back onto Geddie's tail and almost grabbed a last-gasp victory when Geddie went too deep into Vale on the final lap.

Iain Dockerill and his son Chris (Ferrari 430) had a good fight for third position, although it was rendered academic after Chris was handed a five second track limits penalty.

From pole position, Balfe led much of the curtain-closing race, but again his efforts were compromised by tailenders. Geddie took advantage on lap 12 and although Balfe slashed the advantage once again, he could not do enough. Iain Dockerill survived pressure from Ollie Bryant (Porsche 997 GT3) to take third.

RESULTS

GT Cup (39 laps) 1 Jim Geddie (McLaren MP4-12C) 45m 12.592s (95.79mph); 2 Arwyn Williams/Jody Fannin (Ferrari 458 GT3) +40.898s; 3 Iain Dockerill (Porsche 997 RSR); 4 Martin Short/Kevin Riley (Mosler MT900R); 5 Shamus Jennings/Craig Dolby (Ferrari 458 GT3); 6 John Seale/Jamie Stanley (Ferrari 458 Challenge); CW Geddie; Jennings/Dolby; David Walley (Porsche 997 GT3 Cup); Colin Broster/Marcus Clutton (Porsche 996); FL Geddie 1m 05.569s (101.62mph); P Shaun Balfe (Ferrari 458 GT3). S 29.
Race two (23 laps) 1 Geddie 25m 42.108s (93.37mph); 2 Balfe +0.194s; 3 Iain Dockerill; 4 Chris Dockerill (Ferrari 430); 5 Walley; 6 Will Plant (Porsche 997 GT3); CW Geddie; Walley; Peter Jennings (Ferrari 457 GT3); Jeff Wyatt (BMW M3); FL Balfe 1m 05.270s (102.08mph). P Geddie. S 24.
Race three (22 laps) 1 Geddie 25m 22.656s (96.27mph); 2 Balfe +0.220s; 3 Iain Dockerill; 4 Ollie Bryant (Porsche 997 GT3); 5 Walley; 6 John Seale (Ferrari 458); CW Geddie; Bryant; Seale; Ben Short (BMW M3); FL Geddie 1m 05.047s (101.87mph). P Balfe. S 22.

RESULTS

Blue Oval Saloons/Pre 05 Production Touring Cars/Honda Vtec (12 laps) 1 Craig Rainer (Ford Escort Mk2) 15m 56.193s (83.62mph); 2 Ashley Bird (Ford Sierra XR4i) +1.724s; 3 Scott Matthias (Ford Escort); 4 Robert Burkinshaw (Honda Integra Type R); 5 Pantelis Christoforou (Ford Escort); 6 Jeffrey Windsor (Ford Escort RS Cosworth). CW Rainer; Burkinshaw; Christoforou; Simon Jessop (Honda Integra Type R); Gary Parkes (Ford Ka); Gary Wait (Ford Escort Cosworth); Dawn Boyd (Honda Civic Type R); Philip Waller (Peugeot 206GT); Steve Rowles (Proton Satria); Brian Long (Ford Fiesta); Rick Rowles (Honda Civic Type R); Mario Neophytou (Peugeot 106GT). FL Jason Davies (Ford Sierra Cosworth) 1m 17.589s (85.87mph). P Ollie Allen (Ford Fiesta). S 42.
Race two (12 laps) 1 Rainer 15m 42.170s (84.86mph); 2 Bird +0.889s; 3 Davies; 4 Matthias; 5 Allen; 6 Christoforou. CW Rainer; Allen; Jessop; Alan Eason (Fiesta); Boyd; Steve Rowles; Waller; Long; Wait; Rick Rowles; Neophytou. FL Davies 1m 16.786s (86.77mph). P Rainer. S 40.

Kumho BMW (16 laps) 1 Colin Wells (M3) 20m

10.564s (88.06mph); 2 Tom Wrigley (M3) +1.944s; 3 Colin Whitmore (M3); 4 Mike Hibbert (M3); 5 Robert Salisbury (M3); 6 James Card (M3). CW Wells; Salisbury; Dave Heasman (328i); Greg Marking (318is). FL Wells 1m 14.542s (89.38mph). P Wrigley. S 23.
Race two (16 laps) 1 Wells 20m 15.903s (87.68mph); 2 Wrigley +0.545s; 3 Card; 4 Whitmore; 5 Thomas Hibbert (M3); 6 Salisbury. CW Wells; Salisbury; Heasman; Marking. FL Wells 1m 14.944s (88.90mph). P Wells. S 21.

Caterham Graduates – Sigma and Classic (14 laps) 1 Scott Lawrence 19m 21.464s (80.31mph); 2 Zoltan Csabai +3.073s; 3 Max Robinson; 4 Nigel Board; 5 Instan Judge; 6 Andrew Outterside. CW Lawrence; Graham Smith. FL Csabai 1m 19.348s (83.97mph). P Judge. S 32.
Race two (16 laps) 1 Lawrence 21m 26.651s (82.85mph); 2 Csabai +0.378s; 3 Robinson; 4 Paul Hagen; 5 Judge; 6 Board. CW Lawrence; Stuart Thompson. FL Board 1m 18.909s (84.44mph). P Lawrence. S 32.
Super (15 laps) 1 Toby Briant 20m 19.702s

(81.94mph); 2 Charles Elliott +0.126s; 3 Jonathan Miller; 4 Andy Molsom; 5 Luke Tzourou; 6 Edward Benson. FL Justin Cox 1m 19.528s (83.78mph). P Cox. S 21.

Race two (16 laps) 1 Molsom 21m 29.098s (82.70mph); 2 Tzourou +0.191s; 3 Miller; 4 Cox; 5 Anthony Jaffe; 6 Oliver Benjamin. FL Jaffe 1m 18.599s (84.77mph). P Briant. S 20.
Sigma and Mega (15 laps) 1 Jeremy Webb 19m 27.047s (85.64mph); 2 Mick Whitehead +5.281s; 3 Dylan Stanley; 4 Rick Potter; 5 Ray Gilliland; 6 Amanda Black. CW Webb; Ian Anderson. FL Webb 1m 16.691s (86.88mph). P Stanley. S 36.
Race two (17 laps) 1 Webb 21m 57.858s (85.95mph); 2 Stanley +3.837s; 3 Whitehead; 4 Richard Pursgove; 5 Oscar Rovelli; 6 Black. CW Webb; Brett Ray. FL Webb 1m 16.692s (86.88mph). P Stanley. S 34.

Pre 93 and Pre 83 Touring Cars (12 laps) 1 Jack Stanford (BMW M3) 15m 34.683s (85.54mph); 2 Jim McLoughlin (Ford Sierra Cosworth) +8.195s; 3 Richard Millar (Ford Sierra Cosworth); 4 Ray West

(BMW M3); 5 David Hickton (BMW M3); 6 Roger Stanford (BMW M3). CW Jack Stanford; McLoughlin; Stephen Primett (Ford Escort); Andrew Harrison (Jaguar XJS); Mark Fowler (BMW M3); Michael Sheraton (BMW E30); Stephen Turner (Honda Civic); Andre Severs (VW Venton); Matthew Irons (BMW 323); George Young (Ford Escort XR3i). FL Jack Stanford 1m 15.999s (87.67mph). P Jack Stanford. S 43.
Race two (12 laps) 1 McLoughlin 15m 41.342s (84.94mph); 2 Millar +3.265s; 3 West; 4 Jack Stanford; 5 Hickton; 6 Rodger Card (BMW M3). CW McLoughlin; Jack Stanford; Fowler; Primett; Harrison; Sheraton; Severs; William Jenkins (BMW CSL); Young; Simon Sheridan (Ford Fiesta XR2). FL Jack Stanford 1m 16.054s (87.61mph). P Jack Stanford. S 39.

Thunder Saloons (13 laps) 1 Andy Robinson (Ford Falcon) 15m 39.004s (92.24mph); 2 Dave Cockell (Ford Escort Cosworth) +40.522s; 3 Richard Neary (Ford Sierra); 4 Dale Gent (Subaru Impreza); 5 Ian Froggatt (Subaru Impreza); 6 Andy Wilson (Vauxhall

Monaro). CW Robinson; Cockell; Gent; Garrie Whittaker (BMW M3); James Card (BMW M3). FL Darren Bly (Nissan Skyline) 1m 10.449s (94.58mph). P Vaughan Fletcher (Subaru Impreza). S 18.
Race two (13 laps) 1 Robinson 15m 44.662s (91.69mph); 2 Cockell +13.399s; 3 Neary; 4 Whittaker; 5 Piers Grange (Ford Escort XR3i); 6 Kevin Wendt (BMW M3). CW Robinson; Cockell; Whittaker; Card. FL Robinson 1m 11.215s (93.56mph). P Robinson. S 14.

MG Owners' Club Championship (15 laps) 1 Lee Sullivan (ZR) 20m 53.462s (79.73mph); 2 Ben Palmer (ZR) +0.478s; 3 Gary Smith (ZR); 4 Simon Kendrick (F); 5 Stephen Williams (ZR); 6 Mark Baker (F). CW Sullivan; Kendrick; Jim Baynam (B). FL Palmer 1m 22.656s (80.61mph). P Sullivan. S 25.

Race two (15 laps) 1 Smith 20m 51.336s (79.87mph); 2 Sullivan +0.422s; 3 Palmer; 4 Vince Pain (ZR); 5 Kendrick; 6 David Mellor (ZR). CW Smith; Kendrick; Baynam. FL Smith 1m 22.242s (81.01mph). P Sullivan. S 23.

DONINGTON PARK: MSCC RESULTS

JUNE 8

Aero Racing Morgan Challenge (21 laps) 1 Billy Bellinger (+4 Supersports 2000) 30m 01.857s (83.03mph); 2 John Milbank (4/4 2000) +22.897s; 3 Simon Orbi Gann (Roadster 2966); 4 Philip St Clair Tisdall (+8 3950); 5 Tim Ayres (+8 3999); 6 Simon Scott (LWT Roadster 3000). CW Milbank; St Clair Tisdall; Jack Bellinger (+8 3528); Roger Whiteside (4/4 1498) FL B. Bellinger 1m 23.675s (85.14mph) P B. Bellinger. S 24.
Race two (23 laps) 1 Keith Ahlers (+8 4599) 30m 25.412s (89.76mph); 2 Philip Goddard (+8 4600) +52.917s; 3 Andy Green (+8 3996); 4 Tony Hirst (+4 Babydoll 1999); 5 Russell Paterson (Roadster 3000); 6 Tommy Gilmartin (+8 3600). CW Green FL Ahlers 1m

18.140s (91.17mph) P Ahlers S17.
Race three (15 laps) 1 B. Bellinger 21m 12.427s (83.98mph); 2 Sharlie Goddard (+8 3900) +40.821s; 3 Steve McDonald (+8 3990); 4 Milbank; 5 Greg Parnell (GTN 4600); 6 Kathy Sherry (+8 3900). CW Goddard; Milbank; Ian Sumner (4/4 1800); Whiteside. FL B. Bellinger 1m 22.850s (85.99mph) P B. Bellinger S 20.
Race four (16 laps) 1 Ahlers 21m 07.459s (89.93mph); 2 Goddard +42.029s; 3 Greg Dixon-Smith (AR V6 3700); 4 Green; 5 Paterson; 6 Hirst. CW Dixon-Smith FL Ahlers 1m 17.030s (92.49mph) P Ahlers S 11.

DDMC Northern Sports/Saloon Championship (13 laps) 1 Jeff Wilson (Lotus Elise 2262) 16m 31.813s

(93.38mph); 2 Andrew Wareing (Lotus Europa 2300) +14.407s; 3 Colin Simpson (Marcos Mantis 2000); 4 Paul Brydon (BMW M3 3200); 5 Michael Cutt (BMW M3 3200); 6 Andrew Morrison (Seat Leon Cupra 1994). CW Cutt; Neil Claxton (Suzuki Scat100 1300); Martin Addison (Peugeot 106 Rallye 1995); Alex Von Ehrheim (Ford Fiesta 2000); Simon Mayne (Fisher Fury 919); Martyr Hawkswell (Ford Escort RS 1998) FL Wilson 1m 13.432s (97.02mph) P Wareing S 34.
Race two (13 laps) 1 Simpson 16m 45.024s (92.15mph); 2 Wilson +2.888s; 3 Cutt; 4 Morrison; 5 Brydon; 6 David Botterill (Porsche 944 Turbo 2994). CW Cutt; Addison; Von Ehrheim; Mayne; Clinton Ewen (Austin Mini A Series 1400); Vic Lord (Lotus Elise 1796) FL

Wilson 1m 13.564s (96.84mph) P Wilson S 30.

FISCAR Historic Intermarque (19 laps) 1 Brian Arculus (Lotus Elite 1216) 30m 19.406s (74.40mph); 2 Robin Ellis (Lotus S2 Elite 1220) +31.266s; 3 Nick Matthews (Austin Healey 100/4 2660); 4 Andrew Dixey (Austin Healey 100 2660); 5 Nigel Grace (Austin Healey 100M 2660); 6 James Wilmot-Smith (Austin Healey 100M 2660). FL Arculus 1m 30.001s (79.16mph) P Arculus S 12.

Nippon Challenge (12 laps) 1 James Janicki (Nissan Skyline 2600) 16m 14.927s (87.69mph); 2 Adam Lockwood (Nissan 200SX 1999) +6.143s; 3 Robert Horsfield (Toyota MR2 Mk2 2000); 4 Paul Flinders

(Toyota MR2 Mk2 1998); 5 Ben Roberts (Mazda Mx5 1600); 6 Kevin Middleton (Mazda MX5 1600). CW Horsfield; Flinders; Roberts; Adam Shale (Hyundai Coupé 2000) FL Janicki 1m 19.463s (89.65mph) P Janicki S 20.

Tricolore Trophy (11 laps) 1 Simon James (Citroën Saxo VTS 1587) 15m 19.967s (85.18mph); 2 Curtis Mitchell (Peugeot 205 GTi 1950) +2.166s; 3 Ian Collins (Renault Clio 2000); 4 Russ Thomson (Renault Clio 2000); 5 Carl Chambers (Peugeot 306 Rallye 1998); 6 Kevin Jones (Renault Clio). CW Mitchell; Collins; David Clark (Renault 5 Turbo 1400); Adam Gittings (Renault Clio 2000); Gerard Merriman (Citroën Saxo VTS 1600) FL Thomson 1m 22.054s (86.82mph) P James S 18.

Nippon Challenge/Tricolore Trophy (9 laps) 1 Janicki 12m 10.310s (87.80mph); 2 Lockwood +1.058s; 3 Horsfield; 4 James; 5 Andrew Mitchell (Peugeot 205 GTi 1950); 6 C.Mitchell. CW Horsfield; James; Mitchell; Thomson; Clark; Gittings; Flinders; Aaron Pullan (Toyota MR2); Shale; Merriman FL Janicki 1m 19. 054s (90.12mph) P Janicki S 33.
Invitation Sports v Saloon Challenge (10 laps) 1 Ian Snythe (Ford Fiesta 1998) 15m 40.598s (75.74mph); 2 Ian Fletcher (Chevrolet Hornet Mk4 997) +1.775s; 3 Ed Fuller (Tiger Super 6 1998); 4 John Davies (Tiger Super 6 1998); 5 Dominic House (Morgan Roadster 3000); 6 Gareth Nutley (Peugeot 206 1999). CW Fletcher; House FL Fuller 1m 27.938s (81.01mph) P Fletcher S 10.

KARTING ROUND-UP

'Patterson claimed the lead with half a lap left'
Little Green Man action, below



Photos: CIK/KSP, kartpix.net, Bas Kaligis, Mick Walker

Rotax champ Webb to focus on Euro title

World Rotax champion Harry Webb says his late start to the season will not affect his chances of claiming the European Rotax crown for a second time.

The 17-year-old claimed the European and World Junior Rotax titles in 2012. He was planning a step up into single-seater racing in the BRDC F4 Championship this year, but those plans faltered. As a result, he missed the opening EuroMax round at Genk but did return for the second round at Castelletto in Italy, claiming victory in the Senior Max Final. Webb will contest the remaining EuroMax rounds, but will not race in Super One.

"We tried to wait for single-seaters but when it didn't happen, we were too late to file an entry for Genk," Webb said. "Missing the first round isn't ideal but you do have to drop a round of the series."

The remaining three rounds of the championship take place at Zuera in Spain and Salbris in France, all circuits Webb enjoys.

"As I will drop the first round, I have a good chance for the title now," he added. "The tracks are fast which is ideal, and I enjoy the chicanes at Salbris."



Webb won the final in Italy

PREVIEW: EUROPEAN KF CHAMPIONSHIP, GENK

JOYNER: GENK WILL BE A DEFINING BATTLE

Briton says unusual characteristics could shape the season

By Russell Hayes

World KF champion Tom Joyner says this weekend's CIK-FIA European KF Championship third round at Genk has the potential to alter the course of the title battle.

The KF and KF Junior classes have run on the same weekends so far this season, but KF Junior will this weekend be replaced with KZ gearbox classes and the first round of the CIK-FIA Academy Trophy.

Joyner said the switch will have a big impact on the handling of the KF karts, due to the different tyres used by the various series.

"It will be interesting to find out how well the karts react to not having KF Junior there this weekend," said Zanardi Strakka Racing star Joyner. "The Juniors run on Vega tyres which, when they lay rubber down on the track, works well with the Dunlop compound on the KF chassis. There's increased grip which helps drivers in both classes. [Zanardi chief] Dino Chiesa describes the two tyre compounds as working together like magnets. But this weekend the KZ and Academy Trophy drivers are running on Bridgestone rubber, which

STANDINGS

CIK-FIA European KF Championship
After two/four rounds

POS	DRIVER	PTS
1	Nicklas Nielsen (DEN)	44
2	Lando Norris (GBR)	44
3	Niko Kari (FIN)	42
4	Tom Joyner (GBR)	37
5	Callum Ilott (GBR)	37
6	Felice Tiene (ITA)	37



Joyner says grip will be at a premium in Belgium

doesn't work as well with the Dunlops. From experience, the Bridgestone makes the track more slippery for other classes. That could affect who is able to perform at their best over the weekend. There could be some surprises and it could allow those just behind in the points to come into contention."

Joyner claimed his maiden Final victory of the season at the last round at Zuera in Spain, which was his first since his world title win at Bahrain in

November. He said the win has boosted his confidence to mount a title challenge.

"I'm now only seven points off the top of the standings," he said. "Before Zuera, the season had been difficult and I've struggled on the new Dunlop tyres which were introduced at the start of the year. The karts are around a second per lap slower than previous years and you can't take as much speed into corners. It's more of a point-and-squirt technique."

Joyner reckons it will be tough to replicate his result at Zuera due to the difference in circuit layout to Genk.

"A circuit such as Genk, which is technical, doesn't suit our IAME engine which prefers a circuit with more straights like Zuera. I have to be more consistent in the heats. We do have to drop a round though, so one bad weekend isn't the end of the world. Having the final round at PFI is perfect for the British drivers though."



IN BRIEF

Entries to close

Entries for this season's ABK IAME/Comer Cadet O Plate meeting at Larkhall on June 22, will close shortly. There are also support events for Honda Cadet and Bambino. A range of family entertainment will be provided on Saturday evening. Enter at wskc.co.uk/forms.html or call Ina Nelson on 07976 492513. Chairman Bill Hay said: "This is going to be a fun weekend for all. It's not only a festival of great driving on the track, but it will be fun off track too."

TKM O Plate

The ABK TKM O Plate for Junior and Extreme classes will take place on June 13-15 as part of the Sherington SuperPrix. The event also includes club championship rounds and 250 National Super 4. TKM drivers can enter both the O Plate and the club classes but will need separate slicks and wheels. Historic kart demonstrations will take place each day. Entry forms can be found at sheringtonkrc.co.uk

Challenge grid full

The grid for this year's Henry Surtees Brooklands Team Challenge has been completed with 35 teams plus reserves having entered. The two-hour endurance event on July 1 at Mercedes-Benz World will celebrate the 50th anniversary of John Surtees winning the Formula One world title (MN, May 28). Racing stars Sam Bird, Alexander Sims and Lucas di Grassi will take part in the event. F1 driver Max Chilton will demo some of Team Surtees' cars.

X30 Tour winners

European KF Junior racer Josh Smith claimed victory in the Junior class of the X30 Tour at Rowrah last week. The 2012 Super One Cadet runner-up held off Elliot Harvey. Chad Little eased to the X30 Senior win from pole. Phil Smith was second.

MSA BRITISH SUPERKART CHAMPIONSHIP REPORT

Battling Bennett charges through the field to deny Dan Clark a double victory

MSA British Superkart Championship: Silverstone

By Gary James

Organisers: British Superkart Racing Club When: June 7/8 Where: Silverstone Championship: MSA British Superkart Round: two Starters: 36

Dan Clark took over the top spot in the MSA British Superkart Championship with a win and a second at the MotorsTV live event.

In the first race reigning champion Paul Platt, using a new Gas Gas engine, led at the start. Clark hounded him for five laps before Platt's rear tyres went off. That gave Clark the chance to fight past, despite being down on power along the Hangar Straight because his motor was running rich.

Once ahead, Clark was able to pull away and win by a comfortable margin. Gavin Bennett held third place on the opening lap but a broken piston ring dropped him back and he

retired on lap five. James Hassall took over third place but just after half-distance his clutch started slipping and he dropped down the order. That elevated Louis Wall into third and he held that to the flag to get his first points of the season.

In race two Platt again took the lead at the start but on lap three he over-revved the engine and the resulting damage put him out of the race. Clark took over at the front but Bennett, using the new DEA engine, began to close in fast. After starting from the 14th row he scythed his way through the pack and caught Clark just after half-distance.

Bennett took the lead on lap nine but Clark wasn't beaten and slipstreamed back past him at the end of Hangar Straight on lap 12. Clark looked to be on for a double win but caught a backmarker at the slowest point of the track, which compromised his entry



Bennett (left) and Clark split the British series victories

onto the Hangar Straight. Bennett took advantage and powered past to win. Sam Moss picked up a good result in third place, which made amends for his first race when he had to make an early pit stop with a loose airbox.

Special mention must go to Stephen Clark, who headed the field in both races on the road in his F450 fourstroke KTM, setting a new lap record at more

than 100mph. However, he did not get the wins because he is not eligible for the British Superkart series.

Results

Race one (14 laps) 1 Dan Clark (Anderson) 15m 55.642s (97.61mph); 2 Paul Platt (PVP) +5.106s; 3 Louis Wall (Anderson); 4 Toby Davis (Anderson); 5 Mark Vaughan (Raider); 6 Ross Allen (Jade). Class winner Stephen Clark (Anderson) Fastest lap Clark 1m 07.276s (99.04mph) Pole Platt Starters 29.
Race two (14 laps) 1 Gavin Bennett (Anderson) 15m 52.722s (97.91mph); 2 D Clark +0.704s; 3 Sam Moss (Anderson); 4 Allen; 5 Wall; 6 Gareth James (Anderson). CW S Clark FL Bennett 1m 06.710s (99.88mph) P Clark S 29.

LITTLE GREEN MAN REPORT

Patterson heads attack of the AIM racers

Little Green Man: Rowrah

By Dave Bewley

Organiser: JM Racing When: June 8 Where: Rowrah, Cumbria Championship: Little Green Man Starters: 53

The aim was to beat their rivals in the Fusion Motorsport awning and Dan Hart's young AIM Motorsport squad certainly did that, with three of the team's drivers filling three of the top four slots in the Final.

Dexter Patterson led the way with two outstanding heat victories. He finished in fifth place in the other, and secured pole position for the Final.

Alongside Dexter was the diminutive figure of Albert Carter, enjoying his best ever starting position in a Little Green Man Final. By contrast, a series of earlier mishaps meant that Alex McDade had to qualify for this race by winning the B Final ahead of 26 other contenders.

Patterson took an immediate lead in the A Final, closely followed by Carter, with Tom Wood and Kiern Jewiss just a smidgeon behind. Wood soon

overtook Carter for second place and Jewiss went into third spot a lap later. These four gradually began to pull away from Teddy Wilson in fifth.

In the latter stages Jewiss and Carter began to drop away slightly. With just over a lap remaining Wood took the lead, then immediately went into defensive mode. It didn't quite work out for him as Patterson regained the lead place with just half a lap to go. He became the fourth different winner of an LGM final this year. Carter left matters even later as he stole third place from Kiern Jewiss right on the line.

Another driver making a last gasp effort was Zach Robertson, who managed to relieve Wilson of fifth position. Fin Kenneally took seventh spot, with McDade doing exceptionally well to gain 19 places and finish eighth.

Results

A Final (17 laps) 1 Dexter Patterson (AIM/Zip) 15m 46.55s; 2 Tom Wood (AIM/Zip) +0.49s; 3 Albert Carter (Lucas Oils/Zip); 4 Kiern Jewiss (AIM/Tonykart); 5 Zach Robertson (Fusion/Synergy); 6 Fin Kenneally (AIM/Zip). Heat winners Carter; Patterson x2; Kenneally; Lewis Thompson (Next-Gen/Zip). FL Tom Wood (AIM/Zip) 54.92s (41.96mph) P Patterson S 30.

SPORTING SCENE ROUND-UP

Photo:Hal Ridge

BTRDA RALLYCROSS REPORT

BTRDA Clubmans Rallycross Championship: Pembrey

By Hal Ridge

Organiser: BTRDA When: June 7/8 Where: Pembrey, South Wales
Championships: Autosport International BTRDA Rallycross
Championship Starters: 48

Last August Irishman Tommy Graham rolled his freshly built Zakspeed Ford Escort heavily at Lydden Hill. He returned to British shores last weekend and claimed victory in the Superfinal and the SuperModified category.

Graham's Pembrey results bagged him a haul of points for the BTRDA Clubmans Rallycross Championship.

He started the Superfinal, the last race of the weekend, from pole position. Alongside was fellow Irishman Kieran Curran who had hung onto the Escort's coat tails all day. Multiple rallycross champion Tony Lynch started on the outside of the front row.

Graham made the best start to lead Curran and Lynch throughout, while fellow SuperModified driver Vince Bristow did everything he could to pass Production runners Declan Nolan and Eugene Ward, who were holding fourth and fifth. Initially passing Ward, Bristow tried an adventurous move around the outside of Nolan at the first corner on lap three, only to run wide and drop back to sixth. He would remain in the position.

"I'm very happy with the whole weekend, the car is fantastic," said a delighted winner Graham. "Once you get her pointing in a straight line she's awesome. Getting her to go in the right direction is tricky sometimes though. I really like racing at Pembrey, and I just love racing this car."

Simon Horton had initially qualified on pole position for the Superfinal having won the Supercar division on the second day of the event but was unable to take the start. Derek Jobb had led at the start of the Supercar final but retired on lap three, leaving Horton to claim his maiden victory. Andy Grant had dominated when his Ford Focus was running right, beating Jobb on day one, but succumbed to an engine misfire at the start of Sunday's final. Horton retired on day one with steering damage from first corner contact. Driving a similar Subaru Impreza to Horton, Irish visitor Andrew Morris had a torrid weekend. An oil pipe problem in the final on day one was followed by engine failure on Sunday morning.

Graham took the SuperModified final on Sunday, but there was little to choose between himself and Curran all weekend. Curran claiming victory on Saturday after a race-long battle. Citroën C2 runner Jack Thorne finished both days third overall and top British driver. Championship leader coming

TAIL-HAPPY RETURN FOR GRAHAM'S FORD



Graham's rebuilt Ford Escort had the measure of the rest

into the event, Allan Tapscott ran third in Saturday's final but broke an input shaft in the rear axle and without a spare was forced to pull out of the weekend. Audi TT TDi racer Brian Jukes finished fourth on day one, but struggled on day two. He was relegated to the B final, while Welsh driver Mike Howlin spun out of the final on day one before dropping back through the field on Sunday, having started on the second row.

Martin Peters missed the majority of Saturday's track time after his Citroën Saxo broke a thermostat housing. While a new part was locally sourced, Nolan dominated Production category proceedings.

Sunday's final was a closer affair. Peters, Nolan and John Ward ran three abreast after turn one, Peters seizing the lead – a position he would hold to the end – but with Nolan never more than a few inches from his Saxo's rear bumper.

"I'm made up with that result, it makes up a bit for the problems on day one," said Peters. "I really enjoy it when it's close like that. The Irish guys are great to race with, they're very fair."

John Ward finished third while local man Jeff Hope-Davies finished fourth on day two in only his third rallycross weekend.

Results

Result of A final (all four laps): Saturday, Supercar: 1 Andy Grant (Ford Focus) 3m 51.080; 2 Derek Jobb (Escort) +8.8s; 3 Andrew Morris (Subaru Impreza); 4 Simon Horton; 5 Steve Pascoe. Super Modified: 1 Kieran Curran (Vauxhall Corsa) 4m 04.222s; 2 Tommy Graham (Ford Escort)+2.6s; 3 Jack Thorne (Citroën C2); 4 Brian Jukes (Audi TT); 5 Tony Lynch (BMW Mini); 6 Vince Bristow (BMW 318i). Production: 1 Declan Nolan (Peugeot 106) 4m 15.181s; 2 Eugene Ward (106) +4.9s; 3 Chris Harper (Citroën Saxo); 4 Keith Kerrshawe (Peugeot 205); 5 Paul Davis (Citroën Saxo); 6 Steve Gaunt (Citroën Saxo). Sunday, SuperFinal: 1 Graham 4m 8.363, 2 Curran +0.8s; 3 Lynch; 4 Nolan; 5 E Ward; 6 Bristow. Supercar: 1 Simon Horton 4m 1.51s; 2 Jobb +2 laps; 3 Grant. Super Modified: 1 Graham 4m 3.929s; 2 Curran +0.3s; 3 Thorne; 4 Guy Comer (Peugeot 206); 5 Lynch; 6 Bristow Production: 1 Martin Peters (Citroën Saxo) 4m 15.372s; 2 Nolan +1.1s; 3 John Ward (Peugeot 106); 4 Jeff Hope-Davies (Saxo); 5 Ward; 6 Gaunt.

Tap ruined the weekend for pace man Tapscott

Allan Tapscott endured a frustrating weekend at Pembrey last weekend when mechanical failure put him out on Saturday and he was unable to get the car prepared for Sunday's races.

The Corsa driver won the first round of the BTRDA Clubmans Rallycross Championship at Blyton earlier this season. "I got a touch in the right rear," said Tapscott. "It stopped the wheel turning and locked the axle, which broke the input shaft into the diff. I do have a spare, but it's at the workshop in my spare axle, which is being rebuilt. Unfortunately it's not just around the corner. That's just the way motorsport goes sometimes, we will be back for the British round at Pembrey next month."

Grant overjoyed with first Supercar outing of the year

Ford Focus Supercar driver Andy Grant competed for the first time in 2014 at Pembrey.

After a year of niggling problems last season, Grant stripped his car to a bare shell over winter and rebuilt it from the ground up.

"The car is immaculate now. We've put a lot of work into the bodyshell over the winter and the engine is totally fresh. Everything it has needed, it's got," said Grant.

"I don't have huge amounts of time this year, so we will do the other events at Pembrey, the British round

next month and the next BTRDA round in August."

Grant dominated on day one, winning the final with ease, and was again fastest in the first two heats on Sunday. He retired from the third heat with a misfire which reemerged at the start of the final: "We found the cause afterwards. It was just a broken wire on an injector, so at least it is fixed. It's annoying because we would have won on Sunday too. I'm happy though, the car is going well and I'm enjoying driving it. I'm smiling!"

BRISCA F1 REPORT

Newson leaves it late for victory

BriSCAF1: Coventry

By Colin Casserley

Organisers: BriSCA When: June 7 Where: Coventry Stadium Championship: BriSCA F1 National Points Starters: 55

For the second consecutive meeting at Coventry, the final produced three lead changes on the final lap, and the winner only led the last few metres to the line.

Ed Neachell held off a strong challenge from Frankie Wainman Jr and seemingly had enough of an advantage to take the win. But on the final lap a backmarker spun in front of him and Neachell was unable to avoid a collision that ended his race. Wainman somehow missed the two stricken cars that were in the middle of the circuit but, in avoiding the incident, slowed slightly. That allowed Mat Newson to close in. Going into the final turn, Newson launched an assault on the Wainman machine, sending the race leader wide and allowing Newson to sneak by on the inside to take the victory.

"What a race," beamed Newson. "Every time I got close to Wainman a backmarker got in my way. I thought it was going to be one of those nights. My car was fast but I just couldn't get the breaks to close in on the leaders. I had to have a go at Wainman. I was a long way back and if I missed I would have ended up in Coventry city centre, but when it's for a final win at Coventry you have to do it."

Wainman explained: "I got a great start and got close to the front quickly. But I just couldn't get close to Neachell. When he collided with the backmarker I was just able to get around them, but my car bogged down and that allowed Newson to catch me. I'm pleased with how the car was. My form around Coventry this season has been good."

Earlier the heat wins had gone to Mick Sworer, Dan Johnson and Neachell. Stuart Smith won the Grand National ahead of Rob Speak and Johnson.

Newson's win puts him second in the National Points standings, just five points behind Tom Harris. They are over 100 points clear of third-placed Rob Speak.

Next weekend is the British Championship meeting at Birmingham Wheels, the second biggest fixture of the BriSCA F1 season.

Results

1 Mat Newson; 2 Frankie Wainman Jr; 3 Dan Johnson; 4 Rob Speak; 5 Will Yarrow; 6 John Lund; 7 Paul Hines; 8 Mal Brown; 9 Mick Sworer; 10 Paul Harrison; 11 Mark Woodhull; 12 Tom Harris.

Ewin and a prayer gets repaired car to Pembrey

Cumbrian farmer David Ewin competed in last weekend's Clubmans Rallycross Championship in a patched up car after he rolled at the third round of the British Rallycross Championship at Knockhill last month.

The roll caused significant damage to the bodyshell and Ewin had a race against time to be ready for the Pembrey meeting. He needed a good result after retiring from the first round of the BTRDA at Blyton with clutch failure.

"We did a lot of work to get the car fixed for Pembrey," said Ewin. "It isn't the prettiest but at least we were able to race. We just couldn't get the new panels in time, so we'll replace those when they arrive. I was just bedding the car in again on Saturday, and we had a misfire which we managed to fix, but Sunday went much better."

Ewin finished ninth in Sunday's ten-car final. He said: "I've had a good weekend. I think that Pembrey is the best rallycross circuit in Britain."

'McDonald is first Scot to win the English series'
Rob McDonald's Hot Rod joy, below

Photo: 2020zoom.com and mkpics.net



ROUND-UP

Mark Hoppe took his second overall win of the season at Kidderminster Motor Club's **Wyre Forrest Trial**. John Moffatt was second and gradually opened a ten-point lead in the front-wheel-drive class ahead of Simon Harris and Philip Buckle. Steve Courts became the third different winner in three events of the rear-wheel-drive class and he completed the overall podium. Dave Oliver was three points back and took second in the class.

Four-time **NI Autotest** champion Steven Ferguson took his fourth win this year to increase his points lead. The Tyrone driver was the only one of the leading group to stay clear of penalties and he beat Paul Blair by 3.1s after 12 tests in County Londonderry. Blair had a single penalty, with third placed former champion Peter Grimes collecting two. Next up was Ashley Lamont with three, while a broken driveshaft for Robin Lyons cost him a failed test but he finished in fifth place. Mark King was best of the battling Nova trio.

Timmy Lynch scored a weekend **Clare Autotest** double, with his Westfield beating the Mini Moke of multiple Munster champion Paddy Power each time.

Dave Bonser won the **Grand Prix Midgets** Rycroft Plumbing Trophy. After heavy rain, a warm evening prevailed at Birmingham Wheels. Three wide passes and close finishes were the order of the day and Gordon and Daniel Pooley took the heat wins.

Karl Hawkins won the **V8 Hotstox** 30th Anniversary Championship, which was staged over two meetings at Coventry on June 7 and Northampton on June 8. Hawkins was the top scorer across the weekend. The final races went to Terry Hawkins at Coventry and Kevin Stuchbury at Northampton.

Former F1 driver Scott Speed won the X Games **Global Rallycross** event at the Circuit of the Americas in Austin, Texas. The VW Polo driver beat Bucky Lasek and Nelson Piquet Jr in the final.

RESULTS

Car Trial: Wyre Forest

1 Mark Hoppe (Citroën Saxo) 56 per cent; 2 John Moffatt (Vauxhall Nova) 58; 3 Steve Courts (Hillman Imp) 65; 4 Simon Harris (VW Golf); 5 Dave Oliver (Hillman Imp); 6 Philip Buckle (Citroën Saxo); 7 John Wadsworth (Ford Ka); 8 Bill Moffatt (Vauxhall Nova); 9 Nick Pollitt (VW Golf); 10 Carl Talbot (Buckler).

Autotest: North West 200 Paddock

1 Steven Ferguson (Mini Special) 669.1s; 2 Paul Blair (Striker) +3.1s; 3 Peter Grimes (Mini Special); 4 Ashley Lamont (Westfield); 5 Robin Lyons (Mini); 6 Mark King (Nova); 7 Chris Grimes (Mini Special); 8 David Thompson (Nova); 9 Paul Mooney (Nova); 10 Guy Foster (Mini Special); 11 Jonni McDaid (Mini); 12 Norman Ferguson (Mini). Class winners: Grimes; Blair; Lyons; King. Semi-expert: Andrew Blair (Nova).

Autotest: Ennis, County Clare

Day 1: 1 Timmy Lynch (Westfield) 489.0s; 2 Paddy Power (Mini Moke) +4.3s; 3 Mike Mulcahy (Mini Special); 4 Don Giles (Westfield); 5 Liam Croston (Nova); 6 Martin Walsh (Starlet Special). Classes: Rory Power (Mini); P Power; Walsh; Giles; Stefan Walsh (Starlet); Croston; James Mansfield (Mini); Brian O'Connell (Micra); Eddie Cogan. Day 2: 1 Lynch 536.8s; 2 P Power +9.2s; 3 Walsh; 4 Croston; 5 Mulcahy; 6 R Power. Classes: R Power; P Power; Walsh; Giles; Croston; Robert Fenlon (Seicento); Brian O'Connell (Micra); Shane McMahon.

MSA BRITISH HILLCLIMB CHAMPIONSHIP REPORT

Avon Tyres/TTC Group MSA British Hillclimb Championship: Loton Park

By Eddie Walder

Organiser: Hagley and District Light Car Club **When:** June 7/8 **Where:** Loton Park, nr. Shrewsbury **Championships:** Avon Tyres/TTC Group MSA British Hillclimb Championship rds 11 and 12 **Starters:** 165

Scott Moran and Trevor Willis scored reverse wins and second places across the two shoot-outs at Loton Park. His win in the closing run-off kept Moran at the head of the standings.

It was another traumatic day with a heavy shunt, this time to Alex Summers who failed to score. He lost third in the championship to Will Hall, who himself only scored once. Hall suffered a differential failure when trying for a qualification run. It will be close run thing for both Summers and Wallace Menzies make the next meeting at Doune. The team at DJ Racecars are in for some late evenings or even over-nighters.

Willis was relaxed after the event, stating: "Provided I keep in close contact with Scott anything is possible." Moran was less so: "There's still something not quite right with the car which we need to resolve." Moran went on to drop a bombshell when he revealed that while his father will be at Doune in a fortnight, Roger will not be competing. Scott disclosed that his dad is no longer comfortable with the fearsome Scottish hill. Moran Sr scored last weekend but found the going tough, especially in the second run-off, and was

HONOURS EVEN BETWEEN WILLIS AND MORAN JR



Scott Moran maintained his push with a run-off victory

overhauled by John Bradburn who seems to be inheriting the elder Moran's consistency as the year progresses.

Nobody could ever accuse Jos Goodyear of playing safe, but the result of two consistent thirds moves him to ninth in the charts. This may not seem impressive but after a number of non-appearances with machinery woes he is now within reach of two or three higher places if he continues at his recent rate. He had an anxious wait for a replacement blower drive pulley early Sunday and had effectively not practiced at all, making his scores even more creditable.

Alastair Crawford continues his best ever season making

every run-off so far but the resurgence of Goodyear moved him to tenth place overall. Richard Spedding continues to plug away with a 1600cc normally aspirated engine and is only six behind Crawford.

Deryk Young scored well and is the oldest driver in current top 12 contention. He was joined in round 12 by his wife Sue, who scored her first points in some years – although she holds the ladies outright record at Loton Park and three other British hills. Tom New was unable to replicate his success of last week but has bad memories of a heavy shunt at Loton a few years ago.

There was the once-in-a-blue moon spectacle of a top 13 run-

off in round 12, which occurs when there is a tie for 12th.

This gave a run-off slot to Nev Rollason in his striking new supercharged OMS, but he was one of the three who failed to score. The other two no-scores were down to Oli Tomlin and OMS constructor Steve Owen who experienced electrical-related stoppages.

Dave Uren in the now much modified ex-Will Hall Force was another to crash out, having qualified well for round 11.

Results

Avon Tyres/TTC Group MSA British Hillclimb Championship round 11: 1 Trevor Willis (3.2 OMS-Powertec 28) 44.56s BTD; 2 Scott Moran (3.5 Gould-NME GR61X) 44.99s; 3 Jos Goodyear (1.34s GWR-Suzuki Raptor 2) 45.68s; 4 Will Hall (3.5 Force-Nissan WH) 45.97s; 5 John Bradburn (3.5 Gould-Cosworth HB

GR55) 46.05s; 6 Roger Moran (3.5 Gould-NME GR61X) 46.54s; 7 Alastair Crawford (2.8 Gould-NME GR55) 46.67s; 8 Richard Spedding (1.6 Force-Suzuki PC) 47.11s; 9 Deryk Young (4.0 Gould-Judd GR51B) 47.26s; 10 Steve Owen (1.6 OMS-Suzuki 28) 47.79s; David Uren (1.3t Force-Suzuki PC) and Alex Summers (1.3s DJ-Suzuki Firehawk) both DNF.

Round 12: 1 Scott Moran 44.74s; 2 Willis 44.81s; 3 Goodyear 45.68s; 4 Deryk Young 46.18s; 5 Bradburn 46.36s; 6 Spedding 46.81s; 8 Tom New (4.0 Gould-Judd GR55) 24.03s; 9 Crawford 47.71s; 10 Sue Young (4.0 Gould-Judd GR51B) 49.14s; 11 Neville Rollason (1.3s OMS-Suzuki 28) 51.70s; Tomlin and Owen both DNF. **Championship positions:** 1 Scott Moran 101pts; 2 Willis 94; 3 Hall 68; 4 Summers 62; 5 Wallace Menzies 57; 6 Bradburn 53; 7 Roger Moran 51; 8 New 40pts; 9 Goodyear 37; 10 Crawford 34.

Classes: Tony Adams (1.8 Lotus Elise ST) 59.85s; Robert Lancaster-Gaye (3.6 Porsche 996 GT3) 58.68s; Allan Warburton (2.5 Caterham-Duratec) 55.48s; Carlton Jones (1.4 Austin Mini) 59.99s; Steve Bailey (1.9 Peugeot GT) 59.84s; Mike Turpin (2.2s Vauxhall VX220) 55.06s; Graham Wynn (1.44t Force-Suzuki LM001) 49.89s; Gary Hill (0.6 OMS Hornet) 54.51s; Chris Aspinall (1.0 Empire Wraith) 50.75s; Spedding 47.28s; Goodyear 46.05s; Willis 44.87s.

NATIONAL HOT RODS REPORT

Rapid McDonald takes top spot in the Hot Rod points chase

National Hot Rods: Aldershot

By Graham Brown

Organisers: Spedworth **When:** June 8 **Where:** Northampton **Championship:** National Hot Rod World Series **Starters:** 22

Aside from a hat trick, it would have been hard to have created a better day for Rob McDonald as the Scot took a heat and final double. It meant he gave himself not only a group one start for the World Final, but also victory in the points championship.

He became the first ever non-English driver to claim that title.

In the opening heat, Dick Burtenshaw took a flag-to-flag win, although it wasn't quite as easy as it sounds. In the closing stages Shane Bland put the leader under considerable pressure on the run in to the flag.

It didn't look as though McDonald was going to have a great day as he rammed the stalled Terry Hunn car at the start of heat two, but he soon got going again. Burtenshaw went straight out front and was clearly striving for win number

two, but was forced to let Shaun Taylor through. Tony Moss and Bland also demoted the former leader as the laps unwound, the trio coming together for a dice over the closing laps although the order remained unchanged.

Taylor and Moss resumed their previous race battle in the third encounter, with Taylor out front until Moss outfumbled him going around a spun car. The move wasn't sufficient to net the win though, with McDonald chasing them hard and passing both men as they passed mid-distance. That looked to be game over, but reckoned without Kym Weaver who carved through to challenge McDonald on the final tour without being able to make a last-minute pass.

Burtenshaw led again in the



Mighty Scot: McDonald

all-important final but Moss got up onto the leader's bumper as the rest fought to get past third man, David York. It was McDonald who eventually wormed his way through into third spot by the halfway mark, giving him plenty of time to chase down the two frontrunners, where Moss was now leading.

McDonald looked to be confidence personified as he nipped past Burtenshaw exiting turn two, before making an exemplary outside move on Moss along the back stretch just a lap later in order to wrap it up.

Results

Heat one: 1 Dick Burtenshaw (Vauxhall Tigra); 2 Shane Bland (Vauxhall Tigra); 3 Gary Woolsey (Vauxhall Tigra); 4 Kym Weaver (Vauxhall Tigra); 5 Jack Blood (Vauxhall Tigra); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Jason Kew (Vauxhall Tigra); 8 Danny Fiske (Vauxhall Tigra). **Heat two:** 1 Shaun Taylor (Vauxhall Tigra); 2 Tony Moss (Vauxhall Tigra); 3 Bland; 4 Burtenshaw; 5 Rob McDonald (Vauxhall Tigra); 6 Shane Brereton (Vauxhall Tigra); 7 Fiske; 8 Chris Haird (Vauxhall Tigra). **Heat three:** 1 McDonald; 2 Weaver; 3 Moss; 4 Taylor; 5 Haird; 6 Terry Hunn (Vauxhall Tigra); 7 Waller-Barrett; 8 Kew. **Final:** 1 McDonald; 2 Moss; 3 Woolsey; 4 Burtenshaw; 5 Colin Smith (BMW 24); 6 Billy Wood (Vauxhall Tigra); 7 Weaver; 8 Waller-Barrett; 9 Kew; 10 Fiske.

MSA BRITISH SPRINT CHAMPIONSHIP

Calder Sr takes a double in Anglesey clash

SBD Motorsport MSA British Sprint Championship: Anglesey

By Steve Wilkinson

Organisers: Chester Motor Club **When:** June 7/8 **Where:** Anglesey Racing Circuit **Championship:** SBD Motorsport MSA British Sprint Championship **Starters:** 68

Once again the Calders dominated the SBD Motorsport British Sprint Championship and, despite Heather's pace, it was her father Colin who took back-to-back wins. On Saturday on the International course Heather was close, but over two laps of the National course on Sunday Colin was nearly two seconds ahead. They had problems on Sunday with an oil leak and surging temperatures.

On Saturday, John Graham made it a Gould podium by taking third but he dropped down the order on Sunday. Top two-litre was Mark Smith, who finished fourth on Saturday and grabbed third on Sunday despite a spin on his first Top 12 run. Craig Sampson, Smith's

co-driver, finished fifth both days and maintained his push for the top four. Mr Consistency, Steve Miles, again mopped up some good points with a seventh and eighth.

Terry Holmes and Graham Porrett struggled on Saturday trying to get the set-up correct with Holmes sixth and Porrett failing to make the cut. On Sunday, Terry was up to fourth with Graham just making it to 12th with just a single run.

Matt Hillam and Steve Broughton both scored well. They were sharing a Dallara.

Results

Round eight: 1 Colin Calder (3.3 Gould-NME GR55 V8) 73.35s; 2 Heather Calder (3.3 Gould-NME GR55 V8) +0.7s; 3 John Graham (2.8 Gould-NME GR55B) 74.00s; 4 Mark Smith (2.0 Reynard-Duratec/SBD 903); 5 Craig Sampson (2.0 Reynard-Duratec/SBD 903); 6 Terry Holmes (3.5 Lola-Judd ERH); 7 Steve Miles (2.0 Van Diemen-Duratec/SBD RF96/MM13); 8 Matt Hillam (2.0 Dallara-Vauxhall/SBD F3RB01); 9 Mike Musson (4.0 Pilbeam-Judd MP97); 10 Steve Broughton (2.0 Dallara-Vauxhall/SBD F3RB01); 11 Matt Carter (1.4 Radical Prosport); 12 Jim Belt (3.0 Juno-Jaguar TR400). **Round nine:** 1 C Calder 92.85s; 2 H Calder +1.97s; 3 Smith; 4 Holmes; 5 Sampson; 6 Miles; 7 Graham; 8 Musson; 9 Broughton; 10 Hillam; 11 Simon Keen (2.0 Dallara-TKD F302 V8); 12 Graham Porrett (3.5 Lola-Judd ERH).

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MN does not always agree with opinions expressed in letters

STAR LETTER

Bad reliability

It seems quite unjust that Lewis Hamilton is now 21 points behind Nico Rosberg in the Formula One title race. There has been little to split the two in the races, but two mechanical retirements that were not his fault have put Lewis on the back foot.

If Rosberg wins the title because his car had better reliability, it will be an unsatisfying end. The two Mercedes drivers have been so close and I was fascinated to see which emerged as the fastest over the course of the season.

That said, I must say Rosberg put in a fine effort to drive around his problem in Canada and very nearly win.

Congratulations to Daniel Ricciardo on what is surely the first of many victories.

Peter Groves
Via email

MN SAYS...

Plotting a dramatic finale

The WRC's final stage shoot-out hasn't won over the fans

Everyone loves a late shoot-out, a sporting event decided in the closing moments, right? Look at last week's Canadian Grand Prix, with Daniel Ricciardo snatching a late victory from Nico Rosberg. It was an instant classic that will live long in the memory.

So yes, late sporting drama is good. And yet... I've yet to hear from a single rallying fan who truly believes the sport will be improved by introducing a final-stage shoot-out. But it seems that's what we'll be getting in the World Rally Championship next year. It's like the daft double points F1 finale: while most fans don't seem to want it, we're getting it because championship chiefs seem to think it's what we really want deep down. Perhaps we just don't know it yet.

I'm not a stuck-in-the-mud traditionalist here, and clearly the WRC needs a big, bold shake-up to regain the stature it has lost. But I'm still not convinced a shoot-out is the answer.

James Attwood, Editor (Twitter: @AttersMNNews)



LETTERS

Penalise Rosberg

There a great battle brewing between the Mercedes drivers in the Canadian Grand Prix, with Lewis Hamilton catching Nico Rosberg.

Then Rosberg cut the final corner, clearly gaining an advantage. The stewards gave him a warning. Surely he should have been given a drive-through penalty? He didn't complete a full lap, and no one knew what was going to happen to Lewis Hamilton later in the race.

To add insult Rosberg finished second. In my humble view he [Rosberg] didn't finish the full race distance, so shouldn't keep his second place.

But I was delighted for Daniel Ricciardo winning his first race. It is brilliant that Canada got another ten-year contract: it's always great racing there.
Anthony Gough
Via email

No moods here

Fascinating to see Sebastian Vettel's behaviour after the Canadian Grand Prix.

On the radio during the race, he made clear he thought the Red Bull team had messed up, letting his team-mate Daniel Ricciardo past. So I thought he might be fuming when Ricciardo went on to take a brilliant win.

Instead, Vettel helped his team-mate celebrate, and seemed genuinely happy for him. It was a big contrast to the strop Mercedes drivers from recent races, and a sign of Vettel's ever-increasing maturity.
Tim Alexander
Via email

Severn success

Thank you to all the competitors, marshals and officials for making the recent Severn Valley Stages Rally one of the most successful for a number of years.

Congratulations to all our winners. We look forward to your support in 2015.

The sunshine and celebrations in Bulth Wells were overshadowed by the tragic events on the Jim Clark Rally on the same weekend. Our thoughts



MN, June 4: Le Mans preview

quickly turned to those injured or killed. Please accept our condolences. We wish those injured a speedy recovery.
Steven Tibbetts
Secretary of the Meeting

No moods here

Interesting to read the reports of this year's Wales Rally GB route in MN (June 4). While it still looks a promising route, it was interesting to note they are squeezing the rally into three days to try and please the FIA.

Part of the appeal of last year's event was that it didn't conform to a strict template. I think most fans loved the fact it was slightly more drawn-out, so they could get to more stages and experience the classic feeling of really following the rally. I hope that is not lost this year.

That said, most of the great stages seem to be returning, so I'm still excited for November.
Garath Evans
Via email

Penalise Rosberg

From what I saw of the times, Rally Italy was really close on the opening day. Then the Volkswagen drivers got a good road position and just pulled away from everyone.

How depressing that forcing Sébastien Ogier to run first on the road seems the best way to stop him – and doesn't work!
Tim Saunders
Via email

YOUR PICS



MN.LETTERS@HAYMARKET.COM

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



Citroën Saxos in action at Snetterton by Joshua Barrett



CSCC summer meeting drama. Photo by Gary Hand



Excite raid team at the Wheels Festival by John Hardy



Chris Collier snapped Mini action from Cadwell Park



Tina Lee captured a dramatic Irish autograss moment



Celica Owners Club at Prescott. Shot by Mike Farmer



Formula Ford action at Oulton Park. Archie H took this



Legends action at Cadwell Park. Photo is by Neil Kirby

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WHAT'S ON

LISTINGS

WEDNESDAY

■ **Arlington Stadium, Eastbourne**
Oval Racing: heritage F2, historic stock cars, bangers
Starts: 1930hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk
Contact: 01252 322920

SATURDAY

■ **Oulton Park, Cheshire**
MSVR meeting: Lotus on Track, Lotus Cup, Radical Clubmans, Porsches, Team Trophy **Starts:** racing from 1055hrs (qualifying from 0830hrs) **Admission:** adult £14, under 13 free **Web:** msv.com
Contact: 0843 453 9000
 ■ **Castle Combe, Wilts**
CCRC meeting: FF1600, Special GT, Saloons, Classic Stock Hatch, BMW Compact, Formula Vee, Toyota MR2, Stock Hatch, 5Club Racing **Starts:** racing from 1200hrs (qualifying from 0830hrs) **Admission:** adult £15, child free **Web:** castlecombecircuit.co.uk
Contact: 01249 782417
 ■ **Barbon Manor, Kirkby Lonsdale**
Hillclimb: Club Championship **Starts:** 1000hrs **Admission:** £5 **Web:** barbonhillclimb.co.uk

■ **Foxhall Int'l Raceway, Ipswich**
Oval Racing: under 2000cc bangers, destruction derby, stock cars
Starts: 1845hrs **Admission:** adult £15, child £7 **Web:** spedeworth.co.uk
Contact: 01252 322920
 ■ **Birmingham Wheels Raceway, Landor Street, Birmingham**
Oval Racing: BriSCA F1 British Championship, national ministox, rebels
Starts: 1830hrs **Admission:** adult £20, child £9 **Web:** spedeworth.com/incarace **Contact:** 01252 322920
 ■ **Coventry Stadium**
Oval Racing: BriSCA F2, all-Granada bangers, junior bangers
Starts: 1700hrs **Admission:** adult £18, child £5 **Web:** coventrystox.com
Contact: 02476 542395

SATURDAY/SUNDAY

■ **Brands Hatch, Kent**
BRSCC meeting: FF1600, Formula Jedi, Saloon/Sports, Production GTI, Touring Greats, HRDC Allstars, Fun Cup, Coupe Cup, MR2 Racing, Deutsche Marques **Starts:** Saturday, racing from 1110hrs (qualifying from 0900hrs) Sunday, racing from 1250hrs (qualifying from 1000hrs) **Admission:** adult £14,

under 13 free **Web:** msv.com
Contact: 0843 453 9000
 ■ **Cadwell Park, Lincolnshire**
BRSCC meeting: MX-5, Fiesta, Fiesta Junior, Ford XR, Alfa Romeo, MG Metro **Starts:** Saturday, racing from 1420hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs
Admission: adult £14, under 13 free **Web:** msv.com
Contact: 0843 453 9000
 ■ **Thruxton, Hampshire**
Truck meeting: Trucks, Classic FF1600, Monoposto, Britcar, Pickups, Mini Miglia, Mini Seven **Starts:** Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1130hrs (qualifying from 0900hrs) **Admission:** adult £20, under 12 free **Web:** barc.net
Contact: 01264 882200
 ■ **Lochgelly Motorsport Complex, Scotland**
Oval Racing: Superstox European and Scottish championships, Stock Rods British Championship, Ministox, Ninja Karts **Starts:** 1930hrs **Admission:** adult £10, under 12 free **Web:** spedeworth-scotland.co.uk
Contact: 07944 033 645

SUNDAY

■ **Knockhill, Fife**
SMRC meeting: Mini Coopers, Fiestas, FF1600, Classic Sports and Saloons, Legends Cars, Sport and Saloons **Starts:** racing from 1100hrs (qualifying from 0900hrs) **Admission:** adult £12, under 12 free **Web:** knockhill.co.uk
Contact: 01383 723337
 ■ **New Aldershot Raceway, Aldershot**
Oval Racing: Bangers Open, Rookie Rods, junior bangers
Starts: 1300hrs
Admission: adult £14, child £6 **Web:** spedeworth.co.uk
Contact: 01252 322920
 ■ **Hednesford Hills, Cannock, Staffordshire**
Oval Racing: Incarace v Buxton 20-a-side bangers, two-litre Hot Rods, Rebels, Ministox **Starts:** 1330hrs **Admission:** adult £14, £6 child **Web:** spedeworth.co.uk/incarace **Contact:** 01252 322920
 ■ **Arena Essex, Purfleet**
Oval Racing: national bangers, lightning rods
Starts: 1030hrs **Admission:** adult £14, £7 child, under 5 free

Web: arena-essex-raceway.co.uk
Contact: 01708 867728
 ■ **Rockingham Motor Speedway, Corby, Northamptonshire**
Autosolo: Peterborough Motor Club **Starts:** 1015hrs **Admission:** free **Web:** btrda.com **Contact:** 07860926244
 ■ **Shrewsbury Auction Centre, Shawbury Turn, Shrewsbury**
Autotest: Firefly Autotest **Starts:** 1030hrs **Admission:** free **Web:** btrda.com **contact:** 01785 851440
 ■ **Johnston Farm Equipment, Athlone Road, Longford**
Autotest: Midland MC **Starts:** 0900hrs **Admission:** free **Web:** motorsportireland.com
Contact: 00353 8723 56626
 ■ **Rally School Ireland, Gola, County Monaghan**
Rallysprint: County Monaghan MC **Starts:** 1030hrs
Admission: free
Web: motorsportireland.com
Contact: 00353 8636 27000

Details correct at time of press but please check with event organisers before travelling. Stuff can change, so it's for the best...

TV GUIDE

Stock up on energy drinks and snacks, because this weekend is the ultimate motorsport marathon: the **Le Mans 24 Hours**. And if you can't be in France, you can watch the whole thing live on television (see *live timings*). It should be a great race, and with Toyota, Audi and Porsche all in the mix there will be plenty of drama to ensure missing a night of sleep is well worth it. After you've watched 24 hours of top sportscar action (and that's if you skip practice and qualifying) you might want to have a break from motorsport on TV. But there are some other top picks,

including **NASCAR Whelan Euro Series** action from Brands (Saturday, 1720hrs-1750hrs, MotorsTV) and **MSA Super One karting** from Glan y Gors (Monday, 1925-2030, MotorsTV). Sky Sports F1 HD also has a really tempting set of **Classic Races** this week. Pick from USA 1983 (Wednesday, 2100-2145), Brazil 2008 (Thursday, 2100-2300), Portugal 1985 (Friday, 2100-2145), Italy 1993 (Saturday, 2100-2145), Australia 1986 (Sunday, 2100-2145), Singapore 2012 (Monday, 2100-0015) and Japan 1994 (Tuesday, 2100-2215).



Damon Hill starred in the 1993 Italian GP

LIVE TV

■ **FIA WEC: Le Mans 24 Hours**
Practice: Wednesday, 1700-1900, British Eurosport 2 HD and 2035-2300, British Eurosport HD
Qualifying: Thursday, 1800-2000 British Eurosport 2 HD and 2030-2300, British Eurosport HD
Warm-up: Saturday, 0745-0845, British Eurosport HD
Legends Race: Saturday 0845-0945, British Eurosport HD
Race: Saturday, 1315-2230, British Eurosport HD, 2230-2330, British Eurosport 2 HD, 2330-Sunday 0730, British Eurosport HD and Sunday 0730-0745, British Eurosport 2 HD, 0745-1430, British Eurosport HD
Highlights: Sunday, 2315-0015, British Eurosport HD

■ **World Rallycross Championship: Hell, Norway**
Finals [delayed]: Sunday, 1800-2000, British Eurosport 2 HD
 ■ **NASCAR Sprint Cup: Michigan**
Race: Sunday, 1700-2300, Premier Sports
 ■ **NASCAR Nationwide Series: Michigan**
Race: Sunday, 1830-2135, MotorsTV
 ■ **NHRA: Bristol**
Qualifying [delayed]: Sunday, 1200-1400, ESPN HD
Finals [delayed]: Monday, 1700-1900, ESPN HD

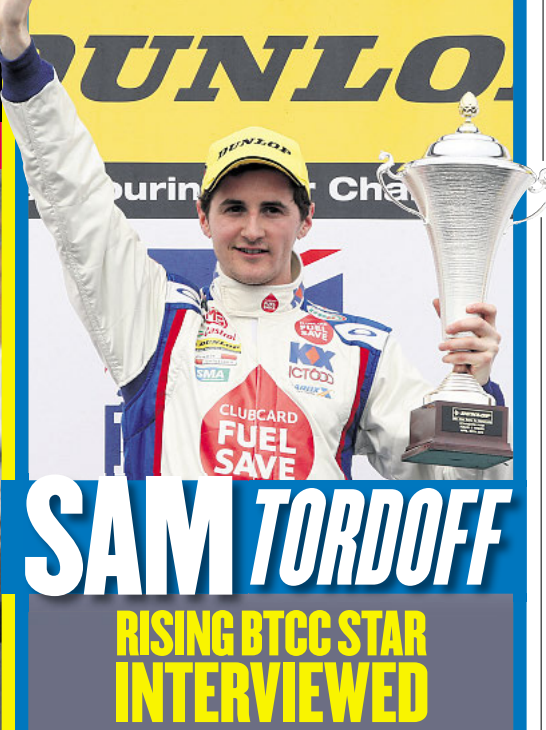
NEXT WEEK

OUT WEDNESDAY JUNE 18

LEMANS 24 HOURS



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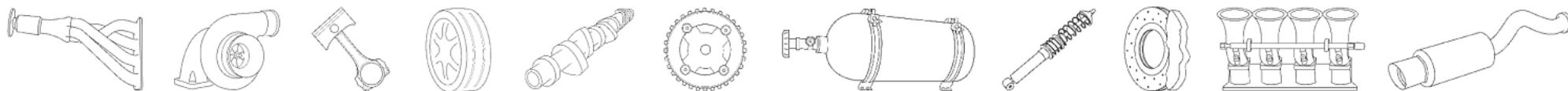


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LANCIA INTEGRALE 8V	£216.34	£147.03	£178.99
LANCIA INTEGRALE 16V	£472.51	£159.66	£178.99
LOTUS ELISE 1.8	£161.84	£88.11	£165.93
MGF 1.8	£161.84	£88.11	£165.93
NISSAN SUNNY GTIR TURBO	£268.98	£130.40	£191.98
NISSAN SKYLINE GTS,GTR R32	£397.79	£170.09	£219.97
NISSAN SKYLINE GTR R33	£454.62	£180.55	£243.36
NISSAN SKYLINE GTR R34	£397.79	£180.55	£243.36
PEUGEOT 106 GTI 16V	£194.16	£118.97	£150.86
PEUGEOT 205 GTI 1.6,1.9	£197.64	£118.97	£150.86

MODEL	Cover Assy	Organic Plate	Cerametallic Plate
PEUGEOT 306 2.0 LTR S16, GT16	£321.94	£88.11	£175.56
PEUGEOT 206 2.0 LTR GTI	£223.15	£147.03	£191.53
PORSCHE 911 2.4,2.7,3.0,3.2	£366.34	£186.67	£190.61
RENAULT 1.4 GT TURBO	£194.16	£118.98	£150.86
RENAULT CLIO 1.8,2.0 16 V	£194.16	£118.97	£150.86
RENAULT CLIO 172/182	£202.68	£88.11	£165.93
ROVER V8	£184.44	£117.85	£191.99
ROVER 220 2.0 LTR TURBO	£222.77	£147.03	£178.99
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TOYOTA COROLLA GTI AE92 87-89	£170.49	£118.97	£150.86
TOYOTA COROLLA GTI AE92 89-91	£181.18	£88.11	£165.93
TOYOTA GT4 TURBO 88-96	£258.85	£148.42	£199.08
TOYOTA SUPRA 3.0 LTR	£405.98	£180.56	£207.48
VAUXHALL CORSA/NOVA 1.3,1.4 8V	£168.38	£89.69	£159.19
VAUXHALL CORSA/NOVA 1.4,1.6 16V	£197.44	£118.97	£150.86
VAUXHALL ASTRA 1.8,2.0 8V	£187.95	£88.11	£165.93
VAUXHALL ASTRA 1.8,2.0 16V 82-92	£185.14	£147.03	£178.99
VAUXHALL ASTRA 2.0 16V 92-98	£198.48	£147.03	£178.99
VAUXHALL 2.0 CALBRA TURBO 92-96	£198.48	£147.03	£191.53
VW POLO G40,1.4,1.6V	£192.10	£118.97	£150.86
VW GOLF GTI 8V	£196.99	£172.47	£184.64
VW GOLF GTI 16 V	£196.99	£172.47	£184.64
VW 1.9 2.0 TDI ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £834.07		

SPORTING KITS (inc. COVER, PLATE & BEARING)

MODEL	Organic Plate	Cerametallic Plate
BMW MINI COOPER	£296.98	
BMW MINI COOPER S	£303.89	£354.45
ESCORT RS2000 MK 1 (PINTO)	£270.87	£344.45
ESCORT MK 3 RS1600 TURBO 85-2/86	£261.47	£368.09
ESCORT MK 3,4 RS1600 TURBO 3/86-7A	£261.47	£368.09
ESCORT MK5 16V ZETEC (105 BHP)	£351.89	£430.12
ESCORT MK5 16V ZETEC (130 BHP)	£351.89	£430.12
FOCUS ST/RS 2.5	KIT INCL FLYWHEEL FROM 812.90	
ESCORT COSWORTH	£328.06	£418.57
SIERRA COSWORTH 2WD	£323.42	£413.94
SIERRA RS COSWORTH 4x4	£328.06	£418.57
HONDA CIVIC B16A	£294.82	£389.67
HONDA INTEGRA TYPE R K20A	£349.38	£422.95
LOTUS ELISE 1.8	£234.45	
MGF 1.8,1.8	£234.45	£320.92
NISSAN SUNNY GTIR TURBO	£440.84	£518.57
NISSAN SUNNY GTI 2.0 16V	£451.18	£517.55
NISSAN SKYLINE 215mm TWIN PLATE	£1,194.51	£1,395.16
NISSAN SUNNY GTIR TURBO	£418.89	£473.12
NISSAN SUNNY GTI 2.0 16V	£254.01	
NISSAN SKYLINE GTR R32 90-94	£481.73	£527.64
NISSAN SKYLINE GTR R33 94-99	£658.63	£758.48
NISSAN 200SX 2.0 TURBO 94-	£393.22	£451.45
PEUGEOT 205 1.6,1.9 84-89	£314.40	
PEUGEOT 205 1.6,1.9 89-94	£324.76	
RENAULT R5 1.4 GT TURBO	£292.40	£342.63
ROVER V8/TRIUMPH TR8	£273.33	
SUBARU IMPREZA TURBO 230MM 93-	£397.60	£484.82
SUBARU IMPREZA TURBO WRX STI 02-	£501.86	£590.05
SUBARU TWIN 215mm PLATE	£1,223.16	£1,395.16
CELICA GT4 TURBO	£424.25	£476.94
ALTEZZA RS200,LEXUS IS200	£371.53	£401.73
COROLLA 1.6 GTI (AE92,AE101)	£275.43	£383.21
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