F1 LAUNCH SPECIAL

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THE CAR THAT MUST SAVE THE SCUDERIA

RED BULL

TOTAL REVAMP FOR DEFENDING CHAMPS

Jenson and Lewis ready for title fight

McLAREN

"OUR TOUGHEST TEST"

Hamilton and Button are positive

By Rob Ladbrook

McLaren head Martin Whitmarsh believes that the chase for this year's F1 title is too close to call.

The team was the first to show its hand as most outfits unveiled their new cars. Whitmarsh hopes the MP4-27, which will be driven by Lewis Hamilton and Jenson Button, has what it takes to overhaul Red Bull and Ferrari. "Nobody will run away with the title," he said.

Full story, p2-3

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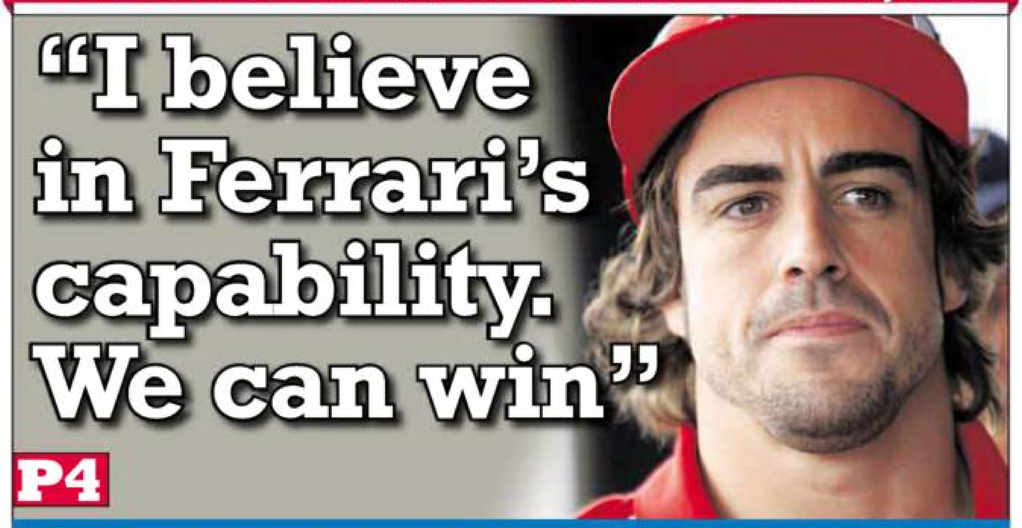

"I believe in Ferrari's capability. We can win"

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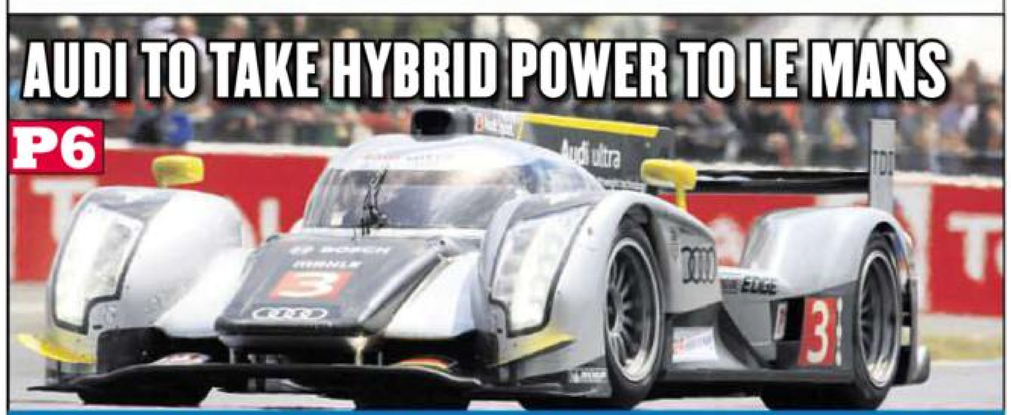
Fernando Alonso has high hopes for his new F2012



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Wanted: Ferrari to find the bit that it's lost from its front wing. We thought Italians were supposed to be stylish?!...

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F1 LAUNCH SPECIAL

McLaren knows it will have to beat close rivals in 2012

By Rob Ladbrook

McLaren boss Martin Whitmarsh believes that his team will have to fight harder than ever to win this year's Formula One world title after rating the field as the most competitive in history.

Speaking at the launch of the Woking team's new MP4-27 last week, Whitmarsh said that he expected the gap between the front teams to narrow and that the midfield teams would also be closer in outright pace.

The return of Kimi Räikkönen with Lotus also adds a sixth champion to the field, alongside Lewis Hamilton, Jenson Button, Michael Schumacher, Fernando Alonso and defending champion Sebastian Vettel.

Red Bull and its lead driver Vettel ran away with both the drivers' and constructors titles last season but this year Whitmarsh said that he doesn't expect a repeat performance.

"This year will be one of the closest seasons in history," he said. "We've never had six world champions on the same grid before and I don't think we've ever had a grid as competitive as the one we will have this year.

"Every team has its strengths in different areas and there's five potential race winners in ourselves, Red Bull, Ferrari, Mercedes and Lotus. It will be open. Nobody will be able to run away with the championship."

Hamilton and Button are two of six champions on the grid

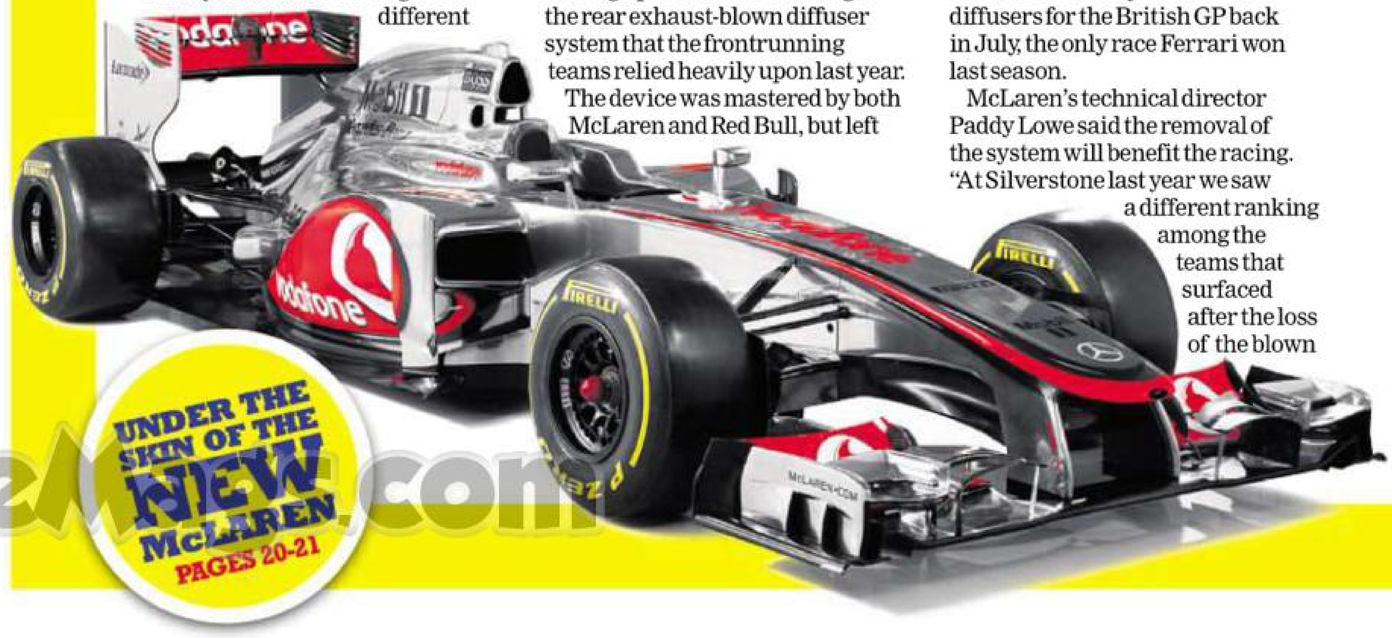
The new regulations

Part of the reason for the grid closing up is the FIA's banning of the rear exhaust-blown diffuser system that the frontrunning teams relied heavily upon last year.

The device was mastered by both McLaren and Red Bull, but left teams like Ferrari and Renault trailing. The emphasis on the development of the system also meant that the lesser funded teams couldn't afford to integrate the system, which left their cars at a substantial performance deficit.

The FIA initially banned the diffusers for the British GP back in July, the only race Ferrari won last season.

McLaren's technical director Paddy Lowe said the removal of the system will benefit the racing. "At Silverstone last year we saw a different ranking among the teams that surfaced after the loss of the blown



UNDER THE SKIN OF THE NEW McLAREN PAGES 20-21

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Photos: McLaren and LAT

Team boss says prevailing in this year's championship will be hard work

McLAREN READY FOR TOUGHEST TITLE FIGHT

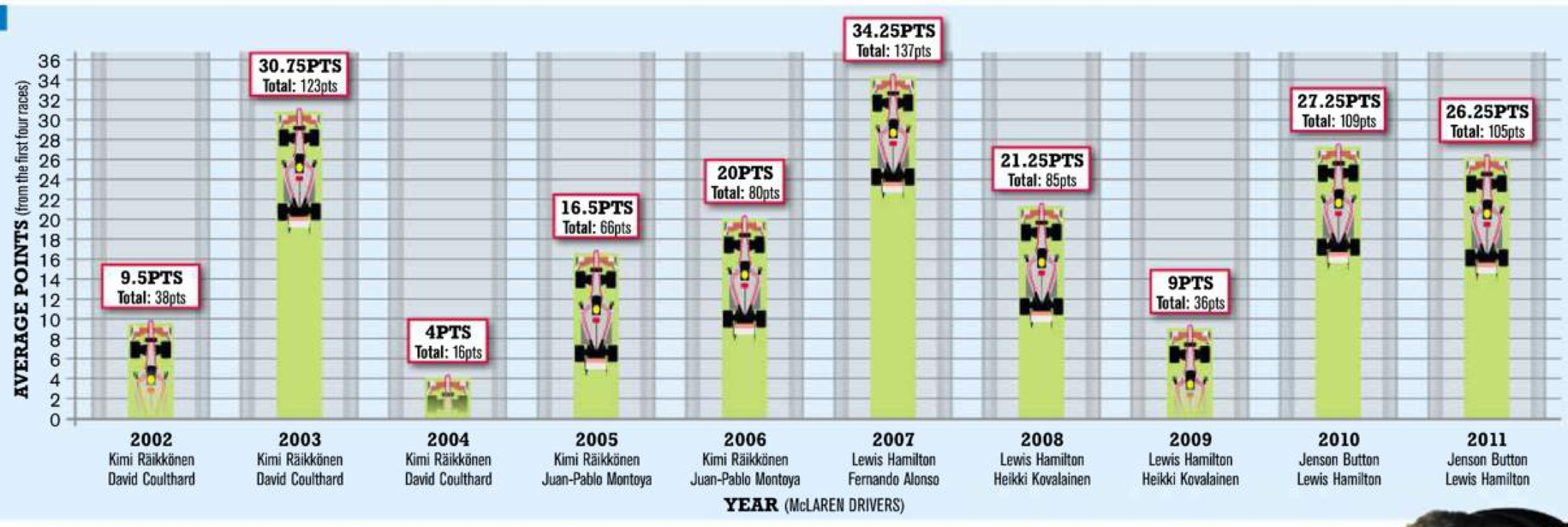
McLAREN FORM GUIDE

McLaren has highlighted that it needs to start the season strongly to have any chance of overhauling the dominant Red Bull team.

The adjacent graph explores how McLaren's two cars have fared across the opening four races of each season going back to the 2002 season.

We've taken the finishing positions of both cars in each of the opening grands prix and taken an average of points scored per race from the total.

To keep it consistent we've judged all points by the current scoring system.



diffusers. The total ban this year means that the rear end of the car will become far more key and it means that we have to compete on a par with our rivals to find efficiency and downforce. It will bring smaller teams back into play."

This year will also be the second for the Drag Reduction System (DRS) overtaking aid and the second consecutive season to feature the KERS boost system.

McLaren vs Red Bull

McLaren hopes that its MP4-27 will rectify many of the early problems that prevented the older 26 car from fighting for the title.

The team missed vital test time while trying to rectify an over-complicated multi-exit exhaust and played catch up across the rest of the year. The MP4-27 is an evolution of the principals learnt from the older machine and Hamilton says that starting on the front foot will be key to overhauling the Red Bulls.

"We start off from a good foundation this year, no doubt," he said. "By the end of last year we had a car capable of winning races. This is the next evolution of that so we start from a relatively known quantity.

"That will help us this year because we were the only team to get close to the Red Bulls last year. We're the strongest team in the world in terms of development. Red Bull will undoubtedly be quick but if they're equal with us at the start it will be tough for them to match our development."

Button too says that a quick start is vital. "Red Bull won't accidentally build a slow car; they will be strong again," said the Briton. "It's up to us to be stronger and take the fight to them from the start of the season.

"We won't know where we are in relation to them until we get some track testing done but I've got a good feeling. We've had stable regulations and that's allowed us to get the most out of the equipment that we have, such as DRS and KERS."

Whitmarsh adds that he believes the team has learnt from its early hiccup last year. He said: "We had an abysmal start to last year, but we recovered and built a race-winning car thanks to the strength and depth of our engineers here. I'm confident that we won't be fighting similar issues this season. Lewis and Jenson are fearsome on the track so it's up to us to give them a fearsome car to match. The team has a burning passion to win. Our goal is to secure two world championships, anything less is a failure. Coming second has its frustrations but ultimately we want to be on top all of the time."

Tyre changes

Pirelli has also revised its tyre compounds for 2012 in an effort to close the gap within the grid.

The Italian firm has maintained the performance of the softer compounds but has altered the harder covers to reduce the disparity between the two compounds. Last season teams like Ferrari were competitive on the soft rubber but dropped back dramatically on the harder tyre.

McLaren's sporting director Sam Michael says it will have an effect on the racing: "Tyres will be key this year. Pirelli has moved the harder tyres closer to the base performance of the softs. It will make the racing closer because cars won't have that huge disparity to cope with between compounds.

"Pirelli is keen to retain the high degradation rate, though, to avoid stale racing. Pirelli hopes to improve things just like the teams always want to improve things. It means all of the teams will have to revise set-up and geometry for the newer compounds for the new season."

Whitmarsh added: "The changes to the tyres will make things much more testing for the drivers, engineers and those on the pit wall. The gap will be narrowed this year."

Whitmarsh is upbeat over 2012 hopes

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A LOOK AT THE CARS THAT WILL RIVAL McLAREN ON PAGE 4

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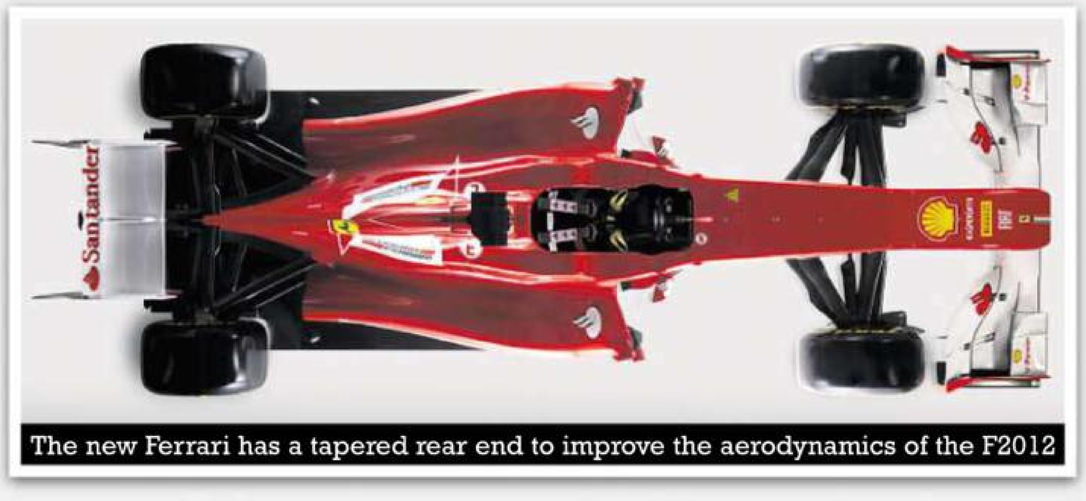
RACING NEWS

F1 LAUNCH SPECIAL

FERRARI



The new Ferrari has a tapered rear end to improve the aerodynamics of the F2012

Ferrari's first run was cancelled

TEAM DATA
Drivers: Fernando Alonso (ESP), Felipe Massa (BRA)
Chassis: F2012
Engine: Ferrari
2011 Constructors' position: third

Ferrari head Stefano Domenicali is adamant that the cancellation of the team's planned shakedown of its new F2012 machine will not prevent it from running at the front from the start of the season.

Ferrari was forced to cancel both its public launch event and its scheduled first running of the new car due to heavy snowfall at Maranello in Italy last week.

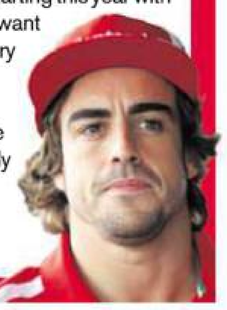
The team instead released studio images of the car that Fernando Alonso and Felipe Massa will drive in the world championship this year. The initial shakedown was due to be used as a systems set-up exercise. The cancellation means that Ferrari will not have any miles prior to this week's first test at Jerez in Spain.

Domenicali said the delay wouldn't hinder the car's development cycle: "We have learned many lessons from the past and taken difficult decisions. But I'm sure our efforts will be represented in the new car.

"From a technical point of view we have novelties in terms of mechanics and the shape of the car. But we wanted continuity also and hopefully we have the right performance. We have only 12 days to work on the car and achieve reliability, and also test the new Pirelli tyres."

The new Ferrari F2012 features revised pull-rod suspension, which has been designed to lower the car's centre of gravity and boost its aerodynamic efficiency. The rear has been tapered in design and the team has developed a new gearbox casing to fit the new design. The team has adopted a platypus-style stepped nose. Ferrari will run a lighter KERS system and the front wing is a development from the design that featured at the tail-end of last year.

Alonso said that he was convinced the car would put Ferrari back in the title chase. "I'm starting this year with strength and determination and we want to see red cars on the podium at every race," said the Spaniard. "The car looks different to what we had last year but I believe in the skills we have and we have two months to get ready before the start of competition. We have to fight for the title."



Alonso: upbeat

FORCE INDIA

New Force India has a clear target, says Briton di Resta

TEAM DATA
Drivers: Paul di Resta (GBR), Nico Hülkenberg (GER)
Chassis: VJM05
Engine: Mercedes
2011 Constructors' position: sixth

British star Paul di Resta says that Force India's new VJM05 can be the machine that will carry the team into fifth place in this year's constructors' championship.

The Scot believes that the new machine will be a significant step forward on last year's car. The squad enjoyed a late surge in form in 2011. After a slow start while it struggled to get to grips with its aerodynamic package, Force India scored points in each of the final four grands prix, netting sixth in the teams' points.

Di Resta said the team is still on a high from its strong end to the year and adds that it has the momentum to overhaul Lotus and fight for fifth this term. "The big aim is fifth place after what we achieved last year, but to do that we have to overtake a car manufacturer, which is a huge ask in F1," said the 25-year-old. "We need to make that step and everyone is motivated to make it happen.

"We need a stronger start to the year, because the momentum we had late last season was incredible and we're still on a buzz from that. We want to be better so the only target is to push forward."

LOTUS

Kimi Räikkönen says that he has no nerves about his return to Formula One this season after unveiling the new Lotus E20 at the team's Enstone base on Sunday.

The former world-beater is gearing up for his first year of grand prix racing since leaving the sport in 2009, and said that he was encouraged by the look of his new machine. "This team really knows how to build a good car, and even the biggest teams cannot build a great car every year," said the Finn. "The team is made up of a lot of capable people and they have good feelings and we're all pushing hard.

"Things will be a bit different for me this year. It's a different team and different regulations and it depends a lot on what the car can do. I felt happy with the first test in a 2010 car a few weeks ago."

The E20 addresses many of the 2011 car's problems. Last year Lotus experimented with a forward-facing exhaust system to try and further exploit the blown diffuser. Those have been ditched and an extra emphasis has been placed on aerodynamic design on the E20, which has been designed in Lotus's 60 per cent scale wind tunnel.

TEAM DATA
Drivers: Kimi Räikkönen (FIN), Romain Grosjean (FRA) **Chassis:** E20
Engine: Renault
2011 Constructors' position: fifth

Kimi Räikkönen says that the Lotus E20 is a solid platform

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"Ginetta will give £10 for each point"
Supercup prize bonanza, p9

Photos: LAT

RED BULL

New RB8 has had to make up for blown diffuser ban

TEAM DATA
Drivers: Sebastian Vettel (GER), Mark Webber (AUS)
Chassis: RB8
Engine: Renault
2011 Constructors' position: first

Red Bull Racing's technical guru Adrian Newey fears the changes in this year's Formula One regulations has wiped out his team's advantage, but has promised that world champion Sebastian Vettel is up for the fight.

Speaking at the launch of his new RB8 machine at the team's Milton Keynes base, Newey said the new technical regulations forced him to entirely revise his design from the old RB7, which dominated last year carrying the team to 12 grands prix victories from 19 races.

"The RB7 was designed around its exhaust, this year things have changed dramatically," said Newey. "We've had to go back and look at how we developed the car through the last one and two years with the side-exit exhausts. One of the key areas was rear ride height – the blown diffuser allowed us to run higher at the rear, we've had to completely redevelop the car around a new height.

"I have no idea how we'll fare in the first test. We have no way of knowing what our rivals have done over the winter. The regulation changes and new restrictions have made it quite a different game from last year. Sebastian matured excellently as a driver last year and there's no reason he won't get better."

The RB8 is another chassis to adopt the stepped nose to meet new regulations, leaving McLaren as the sole team to not use the design so far. Like the McLaren the rear of the car has been reworked to regain downforce lost from the blown diffuser's banning.

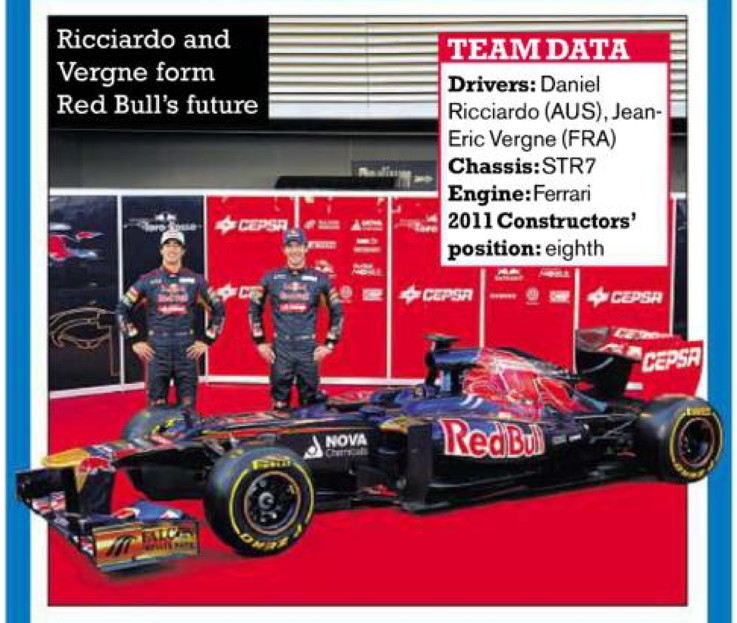
Vettel expects close battle

Vettel took 11 of Red Bull's wins last year on his way to a second consecutive world crown, and the champion admits that he expects a more testing year this season compared to 2011.

"We never expected the success we had last year and we know how hard it is to be that consistent," said the German. "I think it will be very tight this year and anything else would be a surprise.

"Looking at the new cars there's very little room for innovation, for the designers to find something revolutionary to give that little extra. We're missing the blown diffuser and without that it'll be tough to find a difference between the top cars. The gaps will be closer than they have been."

TORO ROSSO



Ricciardo and Vergne form Red Bull's future

TEAM DATA
Drivers: Daniel Ricciardo (AUS), Jean-Eric Vergne (FRA)
Chassis: STR7
Engine: Ferrari
2011 Constructors' position: eighth

Toro Rosso boss Franz Tost insists that having the most youthful driver line-up in Formula One won't hinder the team's performance this term.

The Italian squad revealed its STR7 charger at Jerez on Monday. This year marks a fresh start for the team, which has struggled to replicate the race-winning form it had with Sebastian Vettel in 2009.

The team ditched both Jaime Alguersuari and Sébastien Buemi in favour of a rookie line up, giving it the youngest driver combination currently in the sport with Jean-Eric Vergne and Daniel Ricciardo both under the age of 24.

Tost said at the launch: "The STR7 is the third car designed, fabricated and assembled completely by Toro Rosso. We have invested a lot of money to build up the infrastructure that we have.

"Both of our drivers are completely committed and are known to the team. Daniel has the greater experience but Jean-Eric will be pushing him."

The STR7 features a shorter wheelbase than its predecessor and a more streamlined shape. The engine and transmission have been mounted further apart at the rear in an effort to improve the car's internal aerodynamics.

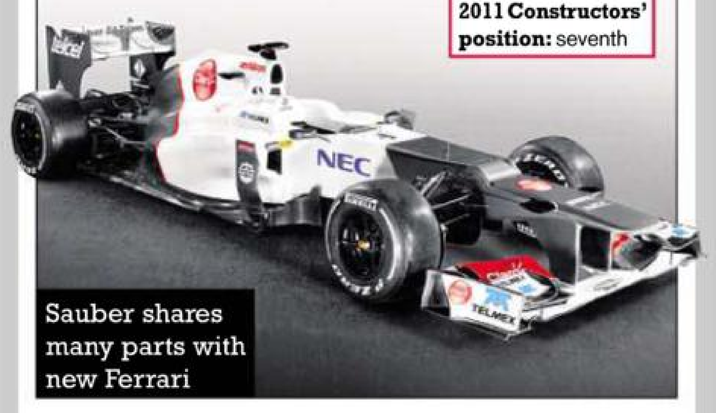
SAUBER

Japanese racer Kamui Kobayashi says that his third season in Formula One can be his most consistent yet.

Kobayashi helped unveil Sauber's C31 machine at Jerez Circuit in Spain on Monday and the team's new car shares many similarities with the new Ferrari. Both cars run the same drivetrain and share a similar rear mechanical assembly. Sauber has adopted pullrod rear suspension, similar to its Italian counterpart, but has kept the pushrod set-up at the front.

Sauber started last season strongly but dropped back when it ceased development of its blown diffuser. Kobayashi, who will line up alongside Sergio Perez again, said: "In our first year we had a terrible start and got better, and last year we had a great start but dropped off later in the year. I expect us to be far more consistent in our third year together. The banning of the blown diffusers also means that we don't have to try something radical to find some more downforce."

Team head Peter Sauber added: "The C31 has some very promising areas of innovation, but in many areas is a development of last year's car. Both drivers have huge potential and our goal is to be in the points on a regular basis."



TEAM DATA
Drivers: Kamui Kobayashi (JPN), Sergio Perez (MEX)
Chassis: C31
Engine: Ferrari
2011 Constructors' position: seventh

Sauber shares many parts with new Ferrari

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...Due to *Motorsport News* press deadlines the Williams launch will appear in next week's issue

THE VOICE OF MOTORSPORT

SIMON ARRON

"The modern F1 trend is to launch online"

Photo: LAT

Hamilton and Button showing off their new car

It would be an exaggeration to pretend the wheel has turned fully, but the accent is firmly on pragmatism. If your mind stretches far enough, cast it back to the typical Formula One launches of the 1970s.

A handful of journalists and, possibly, a couple of sponsors would turn up at a freezing Silverstone to watch a new chassis being rolled from its truck, then primed and tested (assuming the snow didn't lie too deep). No more was needed.

Over the following two decades, the procedure became increasingly lavish: teams hired banqueting suites, dance troupes, fire-eaters and much else as cars were shifted from their natural habitat and unwrapped beneath the spotlight's full glare. There were exceptions, though: in the mid-1990s, during its most potent period, Williams would summon the media to its factory, where the car would be parked in a corner so that we could take a look, ask questions and head home. A sensible, straightforward option, much appreciated.

The modern fashion is to unveil cars via the internet (an option forced upon Ferrari, after its planned Fiorano launch was snowed off last Thursday) or else synchronise their introduction with the dawn of official testing (i.e. do it somewhere in Spain). For all F1's conspicuous consumption, fiscal prudence is not yet wholly extinct.

McLaren opted for a two-pronged approach, with a webcast streamed from a live event at its Woking HQ. The McLaren Technology Centre is too architecturally sumptuous for any such event to be described as low-key, but the ceremony was simple: Lewis Hamilton and Jenson Button arrived on stage, then promptly swept back a sheet that had hitherto shielded the MP4-27.

The physical resemblance to its immediate forebear is striking, revised sidepods and relocated exhaust apart.

When Button and Hamilton were first brought together at a major function, during the MP4-25's Newbury launch in 2010, there was a short-sighted assumption (in some quarters, at least) that their relaxed, comfortable bonhomie was somehow manufactured. At the time, team principal Martin Whitmarsh said: "They have a level of trust you don't always see between team-mates."

If anything, the bond between them has since become stronger and insiders admit this is the easiest inter-team relationship McLaren has enjoyed for some time.

It flies in the face of F1 convention but, sometimes, truth really is stranger than friction.

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RACING NEWS

Van der Garde gets Caterham test role

Dutchman Giedo van der Garde has joined Caterham as the team's test and reserve driver for 2012.

The 26-year-old is an ex-FRenault 3.5 champion and he finished fifth in GP2 last year. Van der Garde will drive the CT01 in selected Friday test sessions.

"The team is fresh with new people," he said. "It's great for Holland to have a driver in F1 also as interest was declining since Jos Verstappen's days."

HRT has also announced that Indian racer Narain Karthikeyan will continue with the team this year.

The 35-year-old will drive alongside veteran Spaniard Pedro de la Rosa.

Heidfeld: Le Mans challenger

F1 refugee Heidfeld secures Le Mans deal

Former F1 driver Nick Heidfeld will compete in sportscars this year after securing a deal with Le Mans Series-winning squad Rebellion Racing to drive in the FIA World Endurance Championship.

The 34-year-old will drive one of the Swiss team's Lola-Toyota LMP1 cars in the eight-round series, which includes the Le Mans 24 Hours and Spa six hours. Heidfeld will share the car with Neel Jani and Nicolas Prost.

The German lost his F1 seat at Lotus to Bruno Senna last season but will not be a newcomer to sportscars following a Le Mans 24 Hours tilt back in 1999. "I am looking forward to it," said Heidfeld. "I am excited about the first race in Sebring, being a new circuit for me.

"Since I did Le Mans in 1999 I knew that I wanted to come back.

"I am happy to join Rebellion and hope I can help build on its impressive achievements."

Photos: LAT

Audi will split its Le Mans campaign and run a hybrid

AUDI'S LE MANS SHOCK

German firm will use hybrid technology for the first time at this year's French classic

By Rob Ladbrook

British sportscar star Allan McNish says that he will still be able to challenge for victory in this year's Le Mans 24 Hours after switching to Audi's new hybrid-powered R18.

Audi will field four cars at the French endurance classic this year, but will run two of its R18 chassis with a diesel-hybrid powertrain alongside two of its traditional TDi machines.

Scottish racer McNish, a two-time Le Mans winner, has been nominated as the lead driver for one of the hybrid entries. His team-mates have yet to be named.

McNish, 42, said: "Le Mans will be great this year because there's a lot of unknown variables such as Toyota coming in and our hybrid car. The development of a new drivetrain like the hybrid is very exciting to me because it's the future direction for both sportscar racing and for Audi especially.

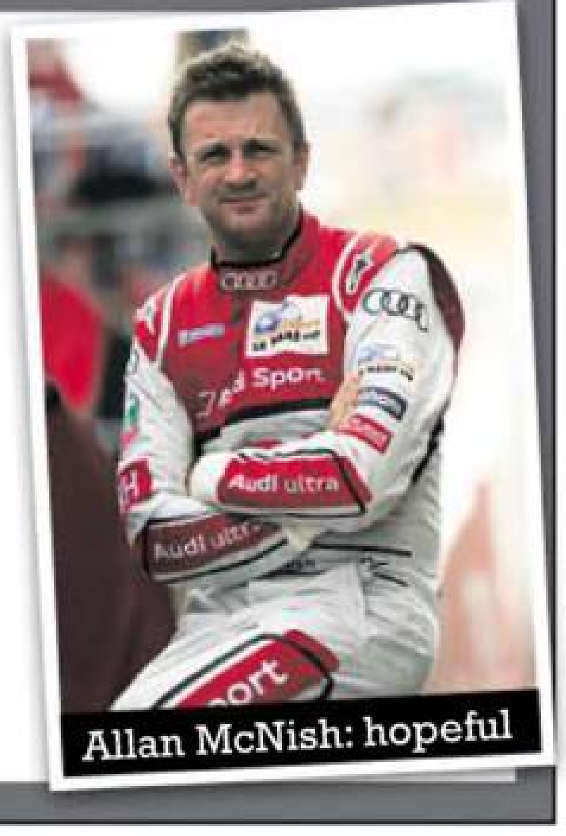
"The diesel was an unknown quantity when we started with it and look at what it's gone on to achieve. We wouldn't waste time developing a hybrid if we didn't think that it would be a step forward from what we have, so I'm very confident that the programme will be competitive. Of course we will have to adapt our driving style, but we won't know to what extent until we actually get the car into a race situation."

Audi's Sebring test car

Audi's hybrid system is thought to utilise a flywheel storage device similar to Porsche's hybrid 911 GT3. The car will make its competitive debut at the Sebring 12 hours next month.

Briton Oliver Jarvis has been promoted to the factory Team Joest squad for the first time.

The DTM racer will drive a diesel-powered R18 and will be in contention for outright victory. Jarvis said on his *Twitter* feed: "I'm delighted to finally be part of the works team at Le Mans."



Allan McNish: hopeful

BMW showed off one of its new DTM liveries last week. One of the German firm's six M3 DTM challengers will run with this green, blue and white Castrol livery this year. The cars will be raced by Briton Andy Priaulx, DTM champion Martin Tomczyk, Bruno Spengler, Augusto Farfus, Joey Hand and Dirk Müller

Brundle joins Carlin for new GP3 season

Formula Two racer Alex Brundle will join Carlin for an assault on the GP3 Series this year.

Brundle, who finished seventh in F2 last year scoring three podium finishes, is the first driver signed to the Farnham-based team's two-car entry. Brundle previously raced against Carlin in British Formula Three prior to his move to F2.

Carlin boss Trevor Carlin said: "GP3 is an extremely competitive series, where driver talent makes the difference. Having seen Alex race in F3 and watched him in F2, I can see that he will be a real asset."

Brundle, who will dovetail F2 with outings in the European Le Mans Series driving an LMP2 Nissan-Zytek, said: "GP3 fits well with my commitments this year. It will give me a great chance to develop my single-seater ability."

JAS will develop a new Civic for the global touring car contest

Honda develops new Civic for world tourers

Honda will enter the World Touring Car Championship with a brace of Civics.

The Japanese firm announced last week that it is building two 1.6-litre turbo machines to the FIA's rules and that it planned to enter selected races this year as a warm up to a full campaign in 2013. The cars will be run by Honda's JAS Motorsport team with engine assistance from tuner Mugen.

Honda's boss Takanobu Ito said: "We will develop a totally new engine for this project and we are all excited about starting this new challenge."

Honda's deal means that the WTCC will return to four manufacturer teams present in the series. Chevrolet will continue in the championship while Seat will run an assisted programme with the Sunred team. Lada will also enter.

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THE FASTEST NEWS ROUND-UP

Toyota will give its new hybrid-powered TS030 Le Mans challenger its competitive debut at the Six Hours of Spa on May 5. The team has opted to expand its programme in the World Endurance Championship in light of Peugeot's decision to pull out of sportscar racing this year. Toyota will also run two cars at Le Mans. Alex Wurz, Kazuki Nakajima and Nicolas Lapierre will spearhead the team... British squad Strakka Racing has confirmed its entry into the Le Mans 24 Hours and the World Endurance Championship this year. The team will run a single Honda Performance Development (HPD) LMP1 ARX-03a for Danny Watts, Jonny Kane and Nick Leventis...**Grand-Am team Starworks Motorsport will also enter the WEC with a HPD ARX-03a. Scottish ace Ryan Dalziel will drive alongside Enzo Potolicchio...**Sky Sports will screen every round of both the GP2 and GP3 Series live this season. All races will be shown on the new Sky Sports F1 HD channel. GP2 starts at Sepang in Malaysia on March 24/25 while GP3 begins at Barcelona on May 12/13...**Marino Franchitti has been confirmed to drive the new DeltaWing sportscar project for its debut at this year's Le Mans 24 Hours...**P1 Motorsport has retained both Walter Grubmüller and Daniil Move for its campaign in the Formula Renault 3.5 Championship this year...**Former Audi works driver Alexandre Prémat has made a shock switch to the V8 Supercar championship in Australia this year. The Frenchman will race the Holden Commodore formerly driven by Lee Holdsworth...**

Strakka will run a Le Mans assault

BLOODHOUND: HOW TO REACH 1000MPH >>>>>>>>>>>>>>>>>>>>>>>>>> PAGE 22

'Fiesta Junior champion to test a touring car'
Motorbase offers tin top prize, p11

Photos: Kevin Wood/LAT

CHEVROLET TO LEAVE BTCC

Chevrolet won big in the BTCC but it's pulled out for '12 season

Chevrolet has withdrawn from the British Touring Car Championship.

The marque joined the series as a factory team in 2010 and won the championship with Jason Plato, but it has decided instead to concentrate its efforts on its World Touring Car Championship attack. British squad RML has run both Chevrolet's UK and worldwide campaigns and the firm has taken the WTCC title for the past two seasons, with Yvan Muller at the wheel.

The General Motors brand was persuaded to join the BTCC after Plato – who was out of work following Seat's shock withdrawal at the end of 2008 – handled a privately-run Lacetti in 2009. The former champion won seven rounds and Chevrolet came on board as a full backer in 2010 with the new Cruze model. Plato lifted the crown at the final meeting at Brands Hatch. He announced two weeks ago that he was leaving to drive for MG in the BTCC in 2012.

RML's managing director George Ledrum said: "We had set ourselves deadlines to press the green light for this season and we went past all of those. We had been working on a new Next Generation Touring Car until recently. We were a long way down the road with that but Chevrolet had made the decision. We are obviously disappointed, but we are still fully behind the BTCC and would like to be back there in the future."

Chevrolet UK's managing director Mary Terry explained: "I would like to wish RML the very best for 2012, and thank our many fans for their support over the last two years."

It means there will be two works teams in the BTCC in 2012 – the newly announced MG programme and the Honda Racing Team.

MacDowall weighs up his options following Chevy's late withdrawal

Alex MacDowall says that he is considering his options after being left in the cold by Chevrolet's withdrawal from the 2012 British Touring Car Championship.

The Cumbrian drove alongside Jason Plato in the team last year, but will now assess chances to return to the BTCC in 2012, or switch to the World Touring Car Championship for a partial bid.

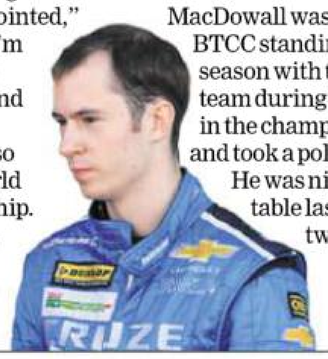
He says he is also interested in some sportscar outings.

"Once Chevrolet pulled out, I knew things were looking rocky but I'm still disappointed," explained MacDowall. "I'm due to test for Motorbase Performance this week and that is one of the options I'm looking at, and I'm also wondering about the World Touring Car Championship. If I did the world [series], it would only be for the European events to keep the budget down.

"I have the chance to test an Aston Martin GT3 as well."

MacDowall was 11th in the BTCC standings in his first season with the RML-run team during his first season in the championship in 2010 and took a pole position.

He was ninth in the points table last year and took two podiums.



MacDowall: disappointed

Carlin to field five cars in British Formula Three as Fantin aims high

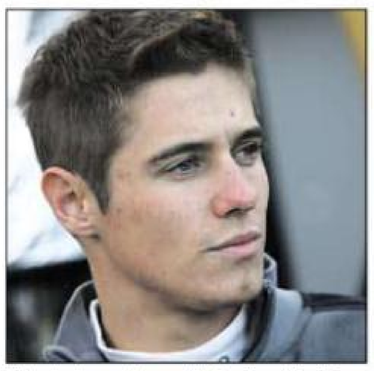
Carlin will run five cars in this year's British Formula Three International Series after revealing both Jazeman Jaafar and Pietro Fantin will join the team this year.

Jaafar and Fantin join Britons Jack Harvey and Harry Tincknell and Red Bull Junior driver Carlos Sainz Jr to complete the team's line-up for this year. All cars will run in the Championship class.

Malaysian racer Jaafar drove for the team last term, finishing sixth. Brazilian driver Fantin took a race win for the Double R Racing team on his way to eighth in the points. Fantin says he has the title in his sights: "I want to be the next Brazilian British F3 champion, no doubt," said the 20-year-old. "I wanted a top ten last year but my sights are set higher this year. Carlin has a great record and it was the wisest choice for me."

Jaafar, 17, added: "I now have experience of the car and the tracks. There is no reason why I can't run up front. I'm looking forward to the challenge."

Ginetta GT Supercup champion Adam Morgan has unveiled the livery for his maiden campaign in the BTCC this year. Morgan's Toyota Avensis NGTC machine will run with prime sponsorship from Ginetta, which has funded his switch to touring cars as his prize for winning the G55 class of the Supercup in 2011. The car will be run by Speedworks Motorsport



Nash is going global with Aon

Nash joins Team Aon for world challenge

Reigning British Touring Car Championship Independents Trophy holder James Nash will race in the global series with Team Aon in 2012.

The Newport Pagnell man will be Tom Chilton's team-mate in the Arena-run 1.6-litre Ford Focus in the World Touring Car Championship. He has already begun a testing programme with the team, which is currently in Spain running the new car.

Nash, 26, took his first outright BTCC win for Triple Eight in a Vauxhall last season.

He said: "I have always wanted to progress to the World Touring Car Championship since I raced in the Seat Leon Eurocup, which was on the support bill. It is a high profile series and it keeps the progression of my career going."

●Former double British Touring Car Champion James Thompson will also race in the World Touring Car Championship this season after securing a deal to drive a works Lada. It is a return to the Russian marque for Thompson, who scored points for the firm when it last entered in 2009.

THE VOICE OF NATIONAL RACING

MATT JAMES

"Where were the Chevrolet BTCC adverts?"

Photo: LAT

Honda promotes its BTCC activity to its dealers

It is no surprise that Chevrolet has withdrawn from the British Touring Car Championship, although it will be sad to lose an ace team like RML from the grid.

Chevrolet's UK arm was tempted to get involved with the British championship after Jason Plato's efforts in a privateer Lacetti in 2009. It came in, registered as a manufacturer and used the momentum that Plato had started with the project to scoop the title in 2010. It was a very easy way of earning itself a trophy. But, with Plato's departure to MG and the loss of its associated high-profile status, Chevy has decided to go back to concentrating on the world championship. It also means the UK arm of the marque got excellent value for money from its two-year foray into the BTCC.

Despite that, it hardly seemed to bother using the programme to promote the brand as heavily as some of other manufacturers do. Where were the adverts, or the media campaigns to tell people of the success? I can't remember seeing a single one.

Spreading the word of what you have achieved is as important for the makes as actually winning on the track. A significant part of the budget should be dedicated to it. Letting the world know you have a winner is the reason why the brands are there.

That is something that MG is likely to embrace very heavily, and that will have a positive spin off effect on the British Touring Car Championship as a whole. The more people who find out about MG's exploits in the BTCC, the more people will find out what the BTCC is all about. It is a win-win situation for series boss Alan Gow. He has a shiny new team with a budget to promote his series.

The Honda Racing Team, on the other hand, does things slightly differently. Of course it shouts loud and proud about the successes of Matt Neal and Gordon Shedden in its two-litre turbocharged Civic but it uses the British Touring Car Championship as a base for lots of dealership related programmes. On a race weekend, Neal and Shedden don't get a Saturday night off to relax. They are always to be found working by going around local dealerships meeting and greeting customers and dealership staff. It presents a demanding schedule when they have to rush from the circuit to appease the sponsors, but both drivers are clearly aware that if there isn't that feeling of connection from the backers, there wouldn't be any racing to tackle in the first place.

It is interesting to watch how different marques and different sponsors make the most out of each programme, but let's hope they continue too. It has to be good for the health of the sport.

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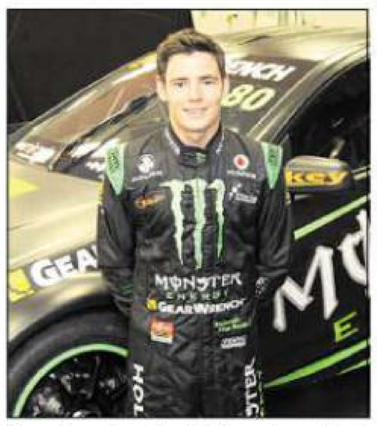
RUN BY FANS FOR FANS

Nigerian signs up for FRenault season

Ovie Iroro will become the first ever Nigerian to compete in Formula Renault BARC this year after signing a deal with RPD Motorsport.

The 18-year-old will make his debut in cars with the squad following two years of gearbox karting back in Nigeria. RPD Motorsport team boss Steve Durrant said: "In the short time we have been working together Ovie has shown great potential. We believe he might prove to be a title contender in the class"

The first round of the popular championship is due to take place at Snetterton on April 7.



Pye has landed Monster deal

British F3 star Pye bags Supercar deal

British Formula Three race winner Scott Pye wants to graduate to V8 Supercars after tying up a deal to join the second tier Fujitsu V8 category this year.

Pye, who won one race with Double R Racing in British F3 last year, has signed with leading team Triple Eight Race Engineering to drive its Monster Energy-backed Holden Commodore this year.

The 22-year-old, the 2010 British Formula Ford title winner, said: "It's fantastic to be returning home to race in Australia and Triple 888 is the benchmark of V8 racing. My goal has always been to get into Formula One but I've never overlooked V8 Supercars because it has a huge following in Australia. I've never raced with a roof over my head so it will be a different experience."

Triple 888's Roland Dane added: "At 22, Scott is still a star on the rise. We've signed him to a two-year deal, which will truly allow him to develop in this style of racing. Our goal is to see him improve and then look at the opportunities."

Photos: Jakob Ebrey and LAT

GINETTA REVEALS BIG MONEY PRIZE FUND

Cash incentives and bonuses on offer down the GT Supercup order

G55 winner is in for big pay day

By Rob Ladbrook

Drivers in the Ginetta GT Supercup will fight it out for a £100,000 cash incentive in 2012 after series bosses unveiled a new prize structure.

Ginetta has stumped up the bumper money pot, which will allow drivers to win a share of more than £6000 for each one of the championship's ten race weekends. In addition, double prize money will be offered at both the Croft and Knockhill weekends in an attempt to boost grids at the long-haul venues.

The cash will be divided on a sliding scale between the top ten finishers within the headline G55 class (see sidebar). Ginetta will award £10 for each championship point scored, meaning a race win nets £350 with tenth place taking home £110 per race. There will be additional £10 bonuses for drivers who record pole positions and fastest laps. The overall G55 champion will also scoop a £5000 bonus to add to their tally across the season. The prize structure replaces the funded British Touring Car drive won by Adam Morgan last season.

Ginetta coordinator Max Gregory explained: "Last year the BTCC seat was a one-off to celebrate the launch of the championship. This year we wanted to reward more of the drivers at each round and spreading the prize money between the top ten does that.

"NASCAR runs a similar system. It's great to give the guys lower down the order something extra to play for with each outing. Traditionally it's harder to get full grids at places like Croft and Knockhill due to the travel costs so we've doubled the incentive to encourage more drivers to contest the full championship."

The winner of the G50 class will again receive the use of a factory-run G55 machine for 2013.

GINETTA PRIZES

G55 class

POS	POINTS	POUNDS
1	35pts	£350
2	30	£300
3	26	£260
4	22	£220
5	20	£200
6	18	£180
7	16	£160
8	14	£140
9	12	£120
10	11	£110

How it would have worked last year:
Winner: Adam Morgan **Points:** 694
Fastest lap and pole bonus: £50
Pounds: £6,990 **Bonus:** £5,000
Total: £11,990

Aaron Scott and John Dhillon will handle top-flight Ferrari 458

Scott predicts win with British GT class switch

British GT ace Aaron Scott says he will be able to challenge for this year's title after securing a drive in a Ferrari 458 Italia GT3.

The 32-year-old won the GT3B class last season in a Ferrari 430 with MTECH alongside John Dhillon. The two drivers will now race one of the squad's two 458 machines.

Last year the team ran a 458 with Matt Griffin and Duncan Cameron finishing fourth overall.

The team has targeted the title this year for its second campaign with the machine.

Scott has previously competed in the championship in a Viper GT3 but struggled against modern cars. Now he reckons he can push for podium finishes. "It's different to the 430 and a rewarding car to drive," said Scott. "I tested it last year and now I have a lot of mileage under my belt in the car. It's easy to handle and quite forgiving."

Coates secures G50 step thanks to fans

Ginetta Junior frontrunner Max Coates will graduate to the Ginetta GT Supercup this year with the fan-funded YourRacingCar.com team.

The 18-year-old scored three podium finishes last year driving in the junior series and finished sixth overall. He will now drive a Ginetta G50 in the Supercup for the squad.

Team founder Hannah James says signing up Coates was an easy decision: "Max is totally different from any driver I've met before and having an opportunity to help support someone with his talent is something I know our members will be thrilled about."

Coates will be fans' favourite

Coates added: "Partnering with YRC this year is a great chance. Having fans behind me is an important part of being a racing driver and this unique supporters club gives me the opportunity to have just that."

IN BRIEF

Beechdean runs

The Beechdean Motorsport team had its first run in its new Aston Martin Vantage GT3 charger at Donington Park last week. The team's drivers, Andrew Howard and Jonathan Adam, shook the car down at the Derbyshire track ahead of its full year in the British GT Championship. The test was cut short when Adam collided with the barriers at Hollywood. "I was on an out lap and it just snapped, it was odd," said Adam.

Speed champs test

Speed champions Warren Hughes and Jody Firth both had a run in the new 2012-spec Ginetta G55 Supercup car at Donington Park. The WFR drivers are hoping to announce its British GT plans with a Ginetta in the near future. Nathan Freke also had a run out in the car, which has had a number of modifications from last year. "We want to get it quicker than the Porsche Carrera Cup cars," said Ginetta chief Lawrence Tomlinson.

Piranha is full

Piranha Motorsport has completed its line up for the Ginetta Challenge. Former Caterham ace JJ O'Malley will be joined by returnee Ryan Ratcliffe and Rick Parfitt Jr. O'Malley tested his brand new G40 at Donington last Thursday.

Britcar 458

Britcar Production class champions Simon Phillips and Peter Storey are stepping up from their Lotus Elise to an ex-European Challenge Ferrari 458 for a tilt at the MSA British Endurance Championship this year. Both drivers had their first runs in the Motionsport-run car at Donington Park.

Jackson joins

HHC Racing has signed 15-year-old karter Tom Jackson to partner 2011 race winner Charlie Robertson in the Ginetta Junior Championship. Jackson has been a regular in the Buckmore Park Kart Club series. The team still has one seat available.

Radical swap

Tony Wells and James Littlejohn have moved from 360 Racing to Radical UK Cup champions Marks Electrical Racing this season. The pair gave its brand new SR8 a shakedown at Donington Park last week before its race debut in the Nevada Cup at the Ascari Circuit later this month. The crew is also taking part in the Radical UAE Challenge with an SR3 and plan to dash from Dubai to Ascari on the same weekend.

Cash-strapped Skinner to step up to F3 with title-winning Australian team

Formula Ford 1600 star Jordan Skinner has agreed a deal to switch to the Australian Formula Three Championship this year with title-winning team BRM.

Skinner, who won the National, Northern and Southern FF1600 titles back in 2010, will join the team that ran Briton Joey Foster to the Aussie F3 title in 2009. Skinner struggled to find funding to race in Britain and has made only a handful of Ginetta appearances in the past year. The 19-year-old said: "I did some testing with BRM over the winter break and got on really well with the car so that's made me confident this is the right decision for me. I raced with BRM in Aussie Ford a few years back so I know the team well and its track record is awesome.

"The F3 is much more physical than the Ford to drive and the cornering speed is much different. It feels great to drive and I'm looking forward to the year ahead because the calendar is great and includes a race at Bathurst, which is a selling point."

Skinner: F3 seat

UK'S KART MECCA >>>>>>>>>>> PAGE 33

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Wednesday 15 Feb	Semi Exclusive testing	Snetterton	£565
Wednesday 15 Feb	General Testing	Brands Hatch	£149
Thursday 16 Feb	General Testing	Snetterton	£125
Tuesday 21 Feb	Semi Exclusive testing	Brands Hatch	£565
Wednesday 22 Feb	Semi Exclusive testing	Brands Hatch	£565
Thursday 23 Feb	Open Pit Lane - Closed Wheel	Brands Hatch	£149
Tuesday 28 Feb	Semi Exclusive testing	Oulton Park	£565
Wednesday 29 Feb	Semi Exclusive testing	Oulton Park	£565
March			
Thursday 1 Mar	General Testing	Snetterton	£175
Saturday 3 Mar	General Testing	Cadwell Park	£135
Monday 5 Mar	General Testing	Brands Hatch	£175
Thursday 8 Mar	Open Pit Lane - Closed Wheel	Brands Hatch	£225
Friday 9 Mar	General Testing	Snetterton	£235
Thursday 15 Mar	BTCC/Porsche/GT Supercup	Brands Hatch	£525
Friday 16 Mar	Masters	Oulton Park	£235
Tuesday 20 Mar	Open Pit Lane - Closed Wheel	Snetterton	£225
Friday 23 Mar	MSVR	Brands Hatch	£235
Friday 23 Mar	BARC	Oulton Park	£235
Friday 30 Mar	BRSCC	Oulton Park	£235
April			
Tuesday 3 Apr	General Testing	Oulton Park	£235
Wednesday 4 Apr	General testing	Oulton Park	£235
Friday 6 Apr	BARC	Snetterton	£235
Friday 13 Apr	CSCC	Snetterton	£235
Friday 20 Apr	Trucks	Brands Hatch	£235
Friday 20 Apr	BRSCC	Oulton Park	£235
Friday 20 Apr	HSCC	Cadwell Park	£215

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RACING NEWS

Photos: LAT and Jakob Ebrey

ROUND THE BEND WITH...

CARL BREEZE

Age: 32 **Lives:** King's Lynn, Norfolk

Ginetta ace Breeze has raced with some of motorsport's biggest names across single-seaters and tin tops. He is now targeting a switch to GT racing.

He competed against best of British in karting:
"My dad was a 250cc karter and he was keen for me to get involved. He bought me a Zip chassis and we competed in Cadets against the likes of Anthony Davidson and Gary Paffett. We won three titles in Cadets and then got some help from Martin Brundle, who lives about six miles away from me, to move up to cars."

He drove an ex-Mark Webber FFord chassis:
"My first chassis in FFord was a Van Diemen RF95 which Mark Webber had driven the year before he won the Festival. I was racing in the First Division of FFord in that season and then I went into the main class against the likes of Dan Wheldon. Dan was a great driver to compete against and really pushed hard in all his races."

Kimi Räikkönen was his Renault team-mate:
"I moved up to FRenault after FFord and was with Räikkönen at Haywood Racing in 1999. Räikkönen won the title in 2000 and then I won it in 2001. That was the best year of my race career. After Räikkönen had won the title there was a lot of focus on it and to win it after him meant a lot to me."

Funding stopped him graduating to F3:
"F3 was the goal – I wanted to have a crack at the championship. Formula Renault had cost me about £100,000 but people were quoting me about £500,000 per season for F3, which was just too much. It was a big shame but there were still a lot of options on the table for me."

Tin tops proved to be his area of expertise:
"I did some British touring car races but only as a privateer so it was pretty tough. Racing in Ginettas, though, is where I have really been able to do well. I finished second last year in the GT Supercup by only five points and now I am looking at getting a drive in the British GT Championship or some other form of GT racing. It's a class I enjoy and I can see myself staying in sportscars for a while."

Breeze wants long GT future

BTCC PRIZE DRIVE FOR FIESTA JR ACE

Teenaged champion will earn top flight test outing

Fiesta Jr championship will use the ST model

By Matt James

The winner of the new Fiesta Junior Championship will get a test drive in a Motorbase British touring car.

Motorbase has offered the incentive for the winner of the new class for 14 to 16-year-old racers. If the champion is too young to drive the BTCC car, the prize will be deferred until they are able to undertake the test.

As well as the test, the champion will be given a full tour of the race team and instruction from one of Motorbase's front-line BTCC racers about the two-litre turbocharged Ford Focus.

Motorbase boss David Bartrum explained that he was keen that the inaugural champion would get a real insight into the way a BTCC team operates: "This is not a mere token gesture on our part, we really want to make sure that we give the winner something tangible and valuable.

"They will get the whole deal with us and we will make sure that they are able to learn as much as they can by talking to the engineers and our drivers as well as actually lapping in the car.

"Championships like this are where the BTCC stars of the future will come from, so to get behind it is something that I am very happy to do."

The Fiesta Junior Championship will use the Ford Fiesta ST that will be fitted with slick tyres. The championship will take place over 16 races at eight events. Championship co-ordinator Kevin Shortis explained: "The Motorbase Performance prize is the chance for our inaugural Fiesta Junior champion to taste first hand what the championship ethos is all about – opportunities to shine in higher forms of motorsport. I am certain this will give added impetus to all our Fiesta Junior drivers during the season."

The series is due to kick off on Silverstone's National Circuit on April 7.

Motorbase BTCC car

Epps ready for slicks-and-wings progress

Formula Vee frontrunner Michael Epps says he will contest selected events in this year's Formula Renault BARC Championship if he cannot find the budget for a full assault on the title.

The 19-year-old finished runner up in last year's Formula Vee series and tested a Renault BARC machine last year with Antel Motorsport at Silverstone.

However he is yet to gather the full funding needed to run in all rounds of the championship and is planning to compete in the first couple of rounds with his current budget.

The Hemel Hempsted-based driver says that he is determined to make the step up to the slicks-and-wings Renault class.

"It's a progression I need to make," said Epps. "There is still potential to compete in Formula Vee but I want to try and make it in Renault. I want to be in FRenault UK so the first move is to establish myself in the BARC series. It will be difficult without the expertise of a top team but I believe I will be able to adjust to the category."

Rao will race an EcoBoost car

Fluid targets quartet for Formula Ford bid

Fluid Motorsport boss Lindsay Allen is aiming to field four cars in this year's MSA Formula Ford Championship of Great Britain after revealing his first two drivers.

The Norfolk team will run two of its new Sinter EcoBoost chassis alongside two Duratec-powered Van Diemen LA11s this year. Second year driver Matt Rao, 17, will race the first EcoBoost entry while Formula Ford 1600 racer Alex Drabble, 20, is the team's first Duratec signing.

Drabble has raced sporadically in the Castle Combe FF1600 series and contested last year's Walter Hayes Trophy meeting in a Swift SC92. Drabble has also raced in Historic events alongside his father Simon sharing a Merlyn Mk6. "I've got a lot of interest in FFord this year and it's shaping up to be my biggest year since 2009 when I last ran five cars," Allen said. "Alex has a lot of learning to do as Duratec Ford needs a different driving style to what he's used to. Last year was a learning exercise for Matt. He came in mid-year and struggled. We'll get him out in a Duratec for testing before the EcoBoost is ready later this month."

Dymond to light up the Carrera Cup GB field

Former Radical UK Cup winner Chris Dymond will contest this year's Porsche Carrera Cup GB.

The 24-year-old has spent the last three years competing in GT racing, taking in selected events of the Blancpain Endurance Series as well as two part-seasons in the FIA GT3 Championship.

Dymond will race in the Porsche Carrera Cup GB with Parr Motorsport, which recently confirmed that former Australian F3 champion Ben Barker would be joining the squad.

"In the Porsche Carrera Cup it's about me with no other factors," said Dymond.

"The career path with Porsche is very good and it's the best platform for me. Le Mans is where I really want to get to though. I'm really aiming to be consistently in the Carrera Cup top three by the end of the year."

Team boss Paul Robe added: "Chris is just the type of driver we want in the team. He has great potential and will be a great addition to the squad this year."

GT man Dymond will race in the UK

Knox sets sights on American race switch

Mini Challenge champion Chris Knox is targeting a drive in the US-based Continental Tire Sportscar Challenge this year after taking part in a support race at the Daytona 24 hours.

The 28-year-old raced an RSR Motorsport-prepared Mini at Daytona International Speedway after securing a last minute deal with the squad. The three-man team finished 20th in class following mechanical problems.

Knox had previously visited the Florida track in November for a test with Stevensons Motorsport and he says he is now closing in on a deal to race in the US. Knox said: "Daytona was great publicity for me although the circuit is not well suited to the Mini. The next round is in April so I am trying to get something together for that."

Knox has a US race ambition

Second Euro touring car Alfa Romeo to join one-make series grid

The European Touring Car Championship-winning Alfa Romeo 156 used by Fabrizio Giovanardi will feature in this year's BRSCC Alfashop Alfa Romeo Championship.

The 2002 spec machine, formerly raced by the multiple touring car champion, will be driven by Steve Dymoke and is the second ex-works 156 to join the series. Neil Smith drives the other car.

Smith's NJS Preparation firm will run Dymoke's car this year and he says it's in great condition.

"There is some cosmetic damage to the car but it runs really well," said Smith. "It will produce about 275bhp eventually and will have a six-speed sequential gearbox. It has run in the Portuguese Touring Car Championship in the last few years but not consistently.

"If all goes well we will have it ready for the first round of the series at Silverstone. It will be great to have two 156 machines on the grid though and we will try and get it back to its old livery so it should look the part."

Giovanardi drove the ETCC Alfa

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UNDER THE SKIN OF A 1000MPH CHALLENGER »»»»»»»»»»»»»»»»»»»»» PAGE 22

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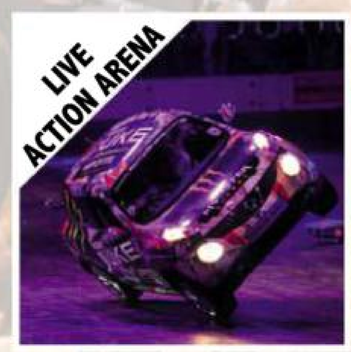

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HISTORICS

'Elliott is chasing the BTRDA Historic Cup'
Escort ace's new challenge, p18

Photos: Paul Lawrence

Snijers will be armed with a 911 as he chases Spa win

ALL-STAR CAST FOR BOUCLES DE SPA

Auriol, Waldegård and Duval among massive entry for Belgian rally

By Paul Lawrence

This year's Boucles de Spa is set to be the biggest and best historic rally of the year, boasting 350 entries and 17 former winners.

Stars including Björn Waldegård, Didier Auriol, François Duval, Patrick Snijers, Bruno Thiry, Marc Duez and Eric van de Poele have registered for the February 18 event.

Waldegård, winner of the event in 1985, will contest the 54th edition in a sensational Group 4-specification Ferrari 308GTB. The rebuilt machine is a copy of the car used by Jean-Claude Andruet in Ypres in 1981 and comes from the stable of Christophe Jacob. It will be the first time that such a car has competed on the event.

However, like every other car on the rally, the Ferrari will have to run on snow tyres regardless of the road conditions. Event co-ordinator Alain Lopes says that running snow tyres will help contain speeds in the event of another dry rally.

"You would be amazed at the effectiveness of these tyres once you get used to the feeling of floating," said Lopes. "It will also increase the spectacle for the fans." More than 50,000 spectators traditionally flock to the Ardennes region for the rally.

Duval and Thiry will join 2011 winner Stefaan Stouf in Escort Mk1s, while Snijers will bid for a record ninth win in Spa with a Porsche 911. Auriol, the 1994 World Rally Champion, will tackle the event for the first time in an Escort Mk2.

DOWN THE PUB WITH WARWICK BANKS

Age: 72 **Lives:** Bourne
The veteran racer was team-mate to Jackie Stewart in Formula Three in 1964.

He loved his time in Formula 3:
"It was a long time ago. It was a great time to be racing, but it was a very dangerous time. We really had an enormous amount of fun and made a lot of friends. We worked very hard at it."

The 1964 season was very important:
"It was the biggest year of my career, I suppose. Jackie Stewart won the British Formula 3 Championship and I ran second to him in a Cooper-BMC. I also won the European Saloon Car Championship in the same year, so we did a lot of races. I also drove Paddy McNally's Jaguar E-type and we went to the Nürburgring and finished second in class in the 1000km race, much to everybody's amazement. The three AC Cobras all had a shunt at the start and we led the class for many laps. It was a monumental year."

He immediately saw Stewart's ability:
"Jackie was clearly very good and we could tell straightaway. We went to La Châtre and Jackie won the first heat with no clutch, which with two tight hairpins was very impressive. Ken Tyrrell said: "I think we've got another Stirling Moss on our hands." He wasn't far wrong. Jackie knew where he was going commercially. I always treated the racing as a bit of fun so we had a different mindset."

He was also a pilot:
"I was doing a lot of flying at the time and, in some ways, I found that better for the brain rather than going round and round in circles. I was really an amateur racer, but with a very good team. Ken Tyrrell was a very good team manager and absolutely fair. Roger Bailey, who is now in the States with Indy Lights, looked after the Minis and he was a lovely chap. He was the local boy from Crowland."

He nearly won the BTCC:
"In 1965 I did the British Saloon Car Championship and won it for three weeks before a protest in another class was sorted out. Roy Pierpoint finally won it so I invited him up for a day's shooting and presented him with the trophy and we're still the best of friends."

Banks is a saloon specialist

Sports-racers get twilight Festival race

An hour-long race into the dusk of Saturday evening will be one of the key attractions at this year's Donington Historic Festival on May 5/6.

A race in the 1000km series for Pre '72 sports-racing cars will put Lola T70 Mk3Bs, Ford GT40s and Chevrons into battle in a race scheduled to start at 1845hrs. The organisers have structured the timetable to ensure an even mix of qualifying and six races on each day, with other feature races including Group C, the E-type Challenge, Pre '63 GT cars and Historic F2. The 'Mad Jack' Trophy race for Pre-War sportscars will be repeated.

Datsun duo land in Cape Town for charity bid

Despite a catalogue of dramas, the Datsun 240Z of rallying novices Alex Thistlethwayte and David Hiscox finally reached the finish of the London to Cape Town Rally in their bid to raise a million dollars for charity.

"We have only managed to raise £63,000 for charity so far and we will now match any donations up to a maximum of one million dollars," said Thistlethwayte.

The duo tackled the month-long marathon to raise money for two children's charities, the Right Now Foundation in India and also the Starfish Greathearts Foundation in South Africa.

The car was just finished in time for the January 1 start and the first big drama was an accident in Greece. Repairs meant they missed the ferry to Africa and had to get the car air-freighted to Jeddah in order to rejoin the rally. Major suspension failures in Africa almost put them out, but they limped to the finish in Cape Town.

Lareppe shines in Opel on Monte Historique

Tough conditions on the Rallye Monte Carlo Historique kept the result in doubt until the final regularity sections night on Friday and it was Belgian José Lareppe (Opel Kadett GTE) who moved ahead to win from the Alpine-Renault A310 of Frenchman Jean-Pierre Coppola.

With two sections cancelled due to snow and ice, Italian Mario Sala who led much of the event in his Porsche 911, only to go out on the final night.

David Mustarde was the leading Briton in his Alfa Romeo Giulietta until he rolled and left that honour to Mini driver Alastair Vines in 60th place from 214 finishers.

Siddall calls halt to globe-trotting to tackle BHRC with Cosworth power

After contesting events in New Zealand, Africa and Finland over the last two years, Andrew Siddall is planning to concentrate on the BHRC this season with a step up to Cosworth BDA power in his Ford Escort Mk1.

Having won class C3 last year with a Pinto engine, Siddall has decided to leap up the power ranks to class C5 where he will go up against current champion David Stokes.

"After a very expansive two years of rallying, 2012 will be quieter and a learning year," said Siddall. "Having driven a C3 car for four years, it is clear that to have any chance of a good overall championship result you have to be leading one of the categories. We plan to slowly build our speed this year with the new engine."

Siddall: moving to BDA power

IN BRIEF

Skyes will be taming Mustang

Mustang move
Former Ginetta and Porsche Boxster racer Richard Sykes will make the switch to historic racing this season at the wheel of the ex-Nigel Vaulkhard Ford Mustang. The car will be run by HHC Motorsport, the team that fielded Sykes in last year's Ginetta Challenge. Sykes plans to tackle Masters Pre '66 races, co-driven by HHC boss Charlie Kemp.

Forest dweller
Craig Salter will make his annual foray into the British forests on the Mid-Wales Stages with his Ford Escort Mk1. After the March 4 event, Salter and co-driver Preston Ayres plan to contest a few events in Belgium. In 2011, their only gravel outing was on the Bulldog Historic Rally.

Roots manoeuvre
Former BHRC contender Bob Gibbons is mounting an attack on the HRCR Historic Stage Rally Challenge this year after selling his trusty Ford Escort RS2000 and returning to his roots with his Ford Cortina Mk2 1600GT. Gibbons and co-driver Stuart Cardell will use this weekend's Wyedean Rally as a shakedown ahead of the first round on the Sunseeker Historique two weeks later.

Dakar ace on Tour
Cyril Despres, motorcycle winner of the Dakar Rally for the fourth time in January, will contest Tour Auto in April in a 1972 Chevrolet Corvette. "We feel like Americans 40 years ago," said Despres. "Driving is pure pleasure. The Tour Auto is a mixture of competition on closed roads and circuits during a lovely drive through France. I really appreciate it," said the Frenchman.

Older Alfas get series
The Classic Touring Car Racing Club and the Alfa Romeo Owners' Club have teamed up to run a series of races for classic Alfas. The series is particularly aimed at the older cars that used to run in the Alfa Romeo Championship and will have dates at Silverstone (May 5/6), Brands Hatch (June 2/3), Mallory Park (July 28/29) and Thruxton (August 18/19).

Turner in Great race
Aston Martin works driver Darren Turner is among the early entries for the HRDC Touring Greats race at Castle Combe on Easter Monday (April 9). The former F3 ace will partner James Turner in the ex-Adam Gittings Ford Zodiac Mk2. The car is currently being fettled by Shaun Rainford's team at CCK Historic, ahead of a full season in the series.

Kilty the road runner
Although he will continue to campaign his Ford Escort Mk2 on a selection of historic stage rallies, Roger Kilty will also try his hand at historic road rallying this season after acquiring a Mk2 RS2000. Roger Birkill will co-drive and they plan to start their HRCR Clubmans Championship campaign on the Tour of Cheshire (March 3).

McLAREN'S LATEST CHALLENGER »»»»»»»»»»»»»»»»»»»»»»»» PAGE 20

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Photos: mcklein-imagedatabase.com

PRODRIVE HIT BY BMW EXIT

Future of Prodrive in the WRC uncertain as BMW cancels Mini works deal

Sordo's contract is with Prodrive

Prodrive programme has gone off the rails despite showing promise

KEY QUESTIONS

What led to this situation?
BMW's deal with Prodrive to run the Mini WRC effort was similar to the arrangement Ford has in place with M-Sport. BMW provided partial funding to Prodrive, which then had to attract private sponsorship to make up the rest of the team's operating budget. Bar a couple of minor sponsors, Prodrive has been unable to secure any long-term backing to date.

Why has BMW not provided extra funding?
BMW weren't duty-bound to help Prodrive out if the Banbury firm was unable to come up with its share of the cash for whatever reason. BMW has also made significant investment of late into developing its new DTM touring car, and so may not be willing to spend an additional large amount on motorsport at short notice.

What does this mean for Prodrive?
Without BMW backing, Prodrive could try and continue the team with the same cars, as M-Sport would have done if it had lost its Ford backing late last year. To do this, it may be forced to take on more customer drivers and sideline Dani Sordo in the same way that Kris Meeke found himself out of a drive. Alternatively, it may be more profitable to scrap the WRC team entirely and focus on simply selling cars to customers, with the JCW having been a hit with customers so far in both sales figures and performance.

By Dan McCalla

The Prodrive-run Mini World Rally Team will continue its WRC operations as planned at Rally Sweden, despite it losing its full works backing, but its future beyond this weekend's second round of the season is unclear.

Mini Motorsport confirmed on Monday that it has lodged a full-scale manufacturer entry for the remainder of 2012 under the name WRC Team Mini Portugal. The effort is run by the Motorsport Italia team, one of the prime Mini customer outfits, with Portugal's former Production world champion Armindo Araújo and Brazilian football magnate Paulo Nobre driving all 12 remaining rallies this season.

By registering as a full manufacturer, the homologation of the John Cooper Works WRC has been completed and makes it a valid car up until the end of 2018. Prodrive will continue to build and sell the cars to customers, and has been downgraded from a full works team to what BMW describes as a 'works-supported private team'.

Prodrive has been unable to bring in the sponsorship funding that it hoped to in order to keep its factory team running fully, and that compromised its plans and driver selection. The initial intention was for the team to run all 13 rounds of this year's championship with Dani Sordo and Kris Meeke driving. But in December cutbacks had to be made, including dropping some rallies and sidelining Meeke in favour of a host of pay drivers, in order to keep the team going.

This situation has led BMW bosses to switch its factory allegiance to a team which has support for every round of the season in place, and allows the Mini name to be a full-time part of the WRC.

Mini senior vice-president Dr Kay Segler said: "The FIA was just as interested in the long-term presence of the Mini brand in the WRC as we were, and was actively involved in finding a constructive solution. We are grateful for the good co-operation and the understanding it has shown us."

Prodrive refused to comment on the severing of its works team partnership as *MN* closed for press, but did say that its current pairing Dani Sordo and Patrik Sandell would still be able to contest Rally Sweden as normal this weekend.

Beyond that, the Prodrive team is expected to skip the following round, next month's Rally Mexico, as it had already cut back from doing a full season and long-haul rallies outside Europe create the largest expense for teams. That would give Prodrive seven weeks between Sweden and the next round it is likely to contest, Rally Portugal at the end of March, to shore up the team's funding.

If Prodrive does decide to press on with its own team, it would still have the services of team leader Sordo at its disposal. The Spaniard admitted in an interview with Spanish sports daily *Marca* last month that his contract is directly with Prodrive rather that BMW, and that he took a 30 per cent pay cut to stay with the cash-strapped team through the 2012 season.

HOW FRANCE BACKS HOME-GROWN TALENT >>>>

'Young BRC ace will rally through the pain barrier'
Driver returns after road smash, p16

Photo: mcklein-imagedatabase.com

Monte organisers arranged TV deal

WRC COVERAGE DEAL IN CRISIS

British rally fans were facing a World Rally Championship TV blackout as *Motorsport News* closed for press on Monday, with Rally Sweden organisers racing against time to find a company to film the event.

The crisis situation arose after Eurosport and the FIA broke off talks about replacing North One Sport to become the WRC's new global promoter last Friday. An FIA statement cited 'a series of issues proving impossible to reconcile' as the reason. The Rally Monte Carlo was filmed by Eurosport last month, but only through a direct deal with rally organiser, the Automobile Club de Monaco.

The lack of a deal means the FIA has informed individual rally organisers that they will be responsible for lining up their own TV coverage packages, and has left Swedish organisers without coverage just days before the rally is set to begin.

Rally Sweden chief Glenn Olsson has made contact with Finnish company Filmworks about taking on the challenge of filming the snow rally, but said that the event needs contributions from those within the sport to pay for the filming and distribution: "Filmworks, which has produced TV broadcasts from the WRC for five years running, is prepared to come to Sweden, but we cannot make decisions regarding production until we have secured that the revenues are in parity with the costs."

In the UK, MotorsTV has a valid contract to show daily highlights of every WRC event for the rest of the season, but will be left without programmes to broadcast if no-one is in Sweden to film the rally. MotorsTV was unable to guarantee to *MN* that the network would be able to cover Rally Sweden as we closed for press.

Hirvonen kicks off with win in Norway

Photo: Citroën Racing

Hirvonen: season started well

Mikko Hirvonen opened his Citroën win account with victory on Rally Sweden warm-up event Rally Finnskog in Norway on Saturday.

The 31-year-old Finn, winner of Rally Sweden for the last two seasons with Ford, completed the eight-stage rally 30 seconds clear of Henning Solberg, who was driving a modified Group N Mitsubishi Lancer.

"Our feeling with the car improved the further we went," said Hirvonen. "Going first meant we nonetheless had to clear the fine layer of snow covering the frozen ice. We thought that the conditions would be better on the second runs, but they turned out to be more difficult due to the other competitors having completed their runs."

Other WRC regulars on the event completed the top six, with Mads Østberg (Ford Fiesta WRC) third ahead of P-G Andersson (Proton Satria Neo S2000), Andreas Mikkelsen (Skoda Fabia S2000) and Eyvind Brynildsen (Fiesta WRC). Super 2000 WRC points leader Craig Breen retired with suspension damage after hitting a snowbank on stage five.

Solberg supports Qualifying Stage introduction

Ford's Petter Solberg has backed the introduction of the Qualifying Stage to decide WRC first-day road positions, which will be used for the first time on Rally Sweden tomorrow (Thursday).

The format *(see infobox)* allows the fastest driver first choice of road position between all the top crews for the opening leg of gravel rallies. "It's a great idea," said Solberg. "Every driver has the possibility to earn the start position they want with a good performance in qualifying."

Solberg also expects to fight for a long-awaited victory this weekend despite his relative lack of knowledge of his Ford Fiesta RS WRC: "I've had only two days of testing in which to get used to the car on snow and ice, but I'm not worried."

Photo: mcklein-imagedatabase.com

Former world champion Solberg backs stage plan

HOW QUALIFYING WILL WORK

- The qualifying stage (formerly known as shakedown) will be open to all Priority One and Two crews. In Sweden this accounts for 22 crews – all 21 WRC entries and Sébastien Ogier's Skoda Fabia S2000.
- Each driver will get two practice runs prior to qualifying commencing. Crews will run in championship order and get just one attempt.
- The fastest driver gets first pick of road position for the opening leg out of all positions available to the qualifying drivers – so in Sweden, that could be anywhere between first and 22nd on the road. The second fastest driver then picks his position and so on down to the slowest driver, with those who don't complete their runs 'picking' last.
- In Sweden, drivers will select their positions at a special ceremony on Thursday evening, prior to the ceremonial start.

Wilson out of action after training accident

Matthew Wilson will miss this weekend's Rally Sweden after suffering a suspected broken ankle in a training accident last week.

The Briton fell while running in the Lake District just a few days after his 25th birthday, and initial assessments in hospital indicate he might have broken his left ankle.

"I was really looking forward to Sweden," he said. "We were a lot more prepared for this rally [than we had been for Rally Monte Carlo] and we would have been looking for a good result. I am absolutely gutted."

It ends Wilson's run of contesting 86 consecutive WRC rallies, a run that stretches back to the start of 2006. He will not be replaced within the Go Fast World Rally Team for Sweden.

VIEW FROM THE WORLD STAGE

JERRY WILLIAMS

"What the hell are the men of Munich up to?"

As we watch BMW dealing a heavy blow to Prodrive, let us Brits have a little laugh at their expense. It must have seemed a clever PR wheeze to buy the German naming rights to the current weather front (apparently you can for a few hundred euros). So they called it 'Cooper' to publicise the release of the new Mini Cooper Roadster.

But what they ended up buying was -9 degrees Celsius in Munich, -40C elsewhere and a large Europe-wide death toll...

As for Prodrive, according to a confusing press release from Germany earlier this week, the Banbury firm has been relegated to the role of private team.

The official outfit is now WRC Team Mini Portugal, running cars for Armindo Araújo and the Brazilian Paulo Nobre. They'll contest all rounds of the championship, while Dani Sordo will drive only the events Prodrive can fund. For the immediate future that means Sweden, but probably not Mexico.

You've got to ask what the hell are the men of Munich up to? How many wins or podiums do they think Araújo and Nobre are going to score? I can tell them now: somewhere between none and none!

We know that finance has been a major cause of friction between Germany and Britain and to me, this week's episode smacks of revenge for David Richards trying to bounce BMW into providing more funding. Sure he can be confrontational and condescending and the Germans are clearly on their high horse over it. You can see them, all rimless spectacles and pursed lips: "We've done our bit, now they want more!"

So DR asked for more: so what? Whatever he wanted would always be peanuts in Beemer-land and given that Prodrive have forgotten more that the Munich brains trust will ever know about world championship rallying, the project would be far better off run from Banbury.

I was recently assured that Big BMW and Mini BMW are totally separate – "so it's impossible for the main board to inject more funding". Piffle: They could if they wanted to – obviously they didn't.

Believe me, this is going to end up as a massive own goal for BMW this year, enraging many potential UK buyers.

We Brits can only hope that Prodrive's customer operation brings in enough wonga to fund a decent championship programme for Sordo and that he whups the so-called official team.

That would provide an even more delicious slice of *Schadenfreude* than the weather blunder!

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RALLY NEWS

Gethin Jones will drive Fiesta

BRC returnee Jones to use experience

Rallying veteran Gethin Jones is returning to the MSA British Rally Championship in a Ford Fiesta ST this season after a 13-year absence.

Welshman Jones last took part in the BRC in 1999, when he drove a Ford Puma Super 1600, but has opted to make his return now that the series has switched to a more affordable two-wheel-drive format. He'll pilot an ST for AVS Motorsport in a two-car team with Matt Cotton that has been registered for the BRC Teams' Championship for 2012.

"Going down to front-wheel-drive makes it more realistic from a financial point of view," said Jones. "It's always an incentive to try and push on and beat the youngsters. I was lucky to get a test in the car with AVS Motorsport in October and I think the experience will hold me in good stead."

OBITUARY
Bert Shankland 1932 – 2012

Scottish-born African rally star Bert Shankland, twice a winner of the Safari Rally, passed away on January 26 at the age of 79.

Shankland arrived in Tanganyika (now Tanzania) in 1957 to work for a Ford dealer. Inevitably he was drawn into rallying and when he started working for Peugeot, he got a 404 to rally. Teamed with Chris Rothwell, he won the Tanganyika rally series in 1966 and then won the Safari, a feat they repeated the following year. A hat trick was on the cards in 1968, but with just three controls left, a connecting rod broke, denying them victory.

Political differences between what was now Tanzania and Uganda kept him out of the Safari in 1969, but in 1970 he was back with a Group One Peugeot 504. Despite starting at number 94, he came through to finish third. Shankland returned to Scotland in the 1980s. He leaves a wife Margaret and sons Scott and Neill.

John Davenport

Photos: Jakob Ebrey

Cumbrian will handle an R2 Twingo in the BRC

TAYLOR WILL FIGHT PAIN FOR BRITISH BID

Young ace will return to action weeks after a serious road crash

By Dan McCalla

British Rally Championship frontrunner Peter Taylor is to make an astonishing return to competition just ten weeks after being seriously injured in a road accident – and he says he's ready to fight for the BRC title.

The 20-year-old from Carlisle finished 11th overall in the BRC in his Renault Clio R3 last season and contested several club-level events to gain more mileage in the car.

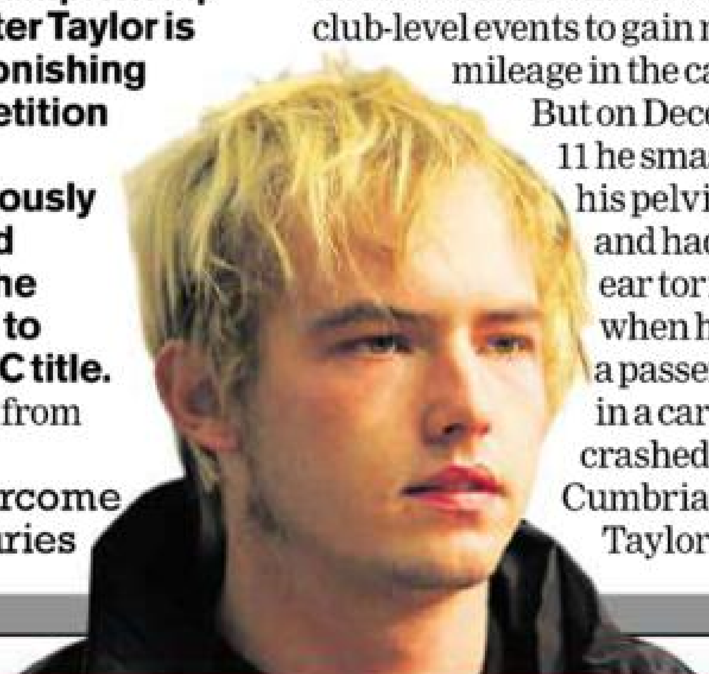
But on December 11 he smashed his pelvis and had an ear torn off when he was a passenger in a car that crashed in Cumbria.

Taylor was originally told that he would have to wait seven months before making a full recovery, but his rehabilitation has been much quicker than expected and he was discharged from hospital at the beginning of last week.

He is now committed to taking part in all six BRC rounds, and will make his return to competition on the Scottish championship opener, next week's Snowman Rally.

"Everything has healed, and I'm just still very sore," said Taylor. "There's nothing wrong with me now and it's just the pain from the soreness that's the problem. We're now trying to get everything organised and by the time Rallye Sunseeker comes around, I should be completely fine.

"I think my chances for the championship are very good, as the mileage we got last year was all a good effort towards going for the title this year. I know the entries are a little low at the moment, but I hope we get some more R3 cars because I want plenty of competition."


Taylor has overcome his terrible injuries

Production crews urged to back BRC series

British Rally Championship boss Mark Taylor has warned that the proposed Production BRC series will be scrapped unless more crews sign up for the Group N-based championship.

BRC chiefs created the PBRC as an affordable place for drivers to run Group N Subarus and Mitsubishis no longer accepted into a British championship that is restricted to two-wheel-drive machinery. Despite initial interest, Taylor has been frustrated by the lack of entries coming in, and he says the series will be canned unless ten crews register for the opening round, Rallye Sunseeker later this month.

"The number of PBRC registrations appears to fall well short of the entries promised," said Taylor. "The MSA stipulated that we need ten registrations ahead of Rallye Sunseeker otherwise they won't grant the series a permit. If the limit is reached before the Sunseeker National, then we will go ahead with our plans to promote a top-class four-wheel-drive production-based series for 2012. If it is not, then we will focus our efforts on two-wheel-drive."

Four-wheel-drive entries for PBRC have been thin on the ground

Finns join forces for attack on teams' title

Young Finn Niko Nieminen will join friend and compatriot Jussi Kumpumäki in a two-car assault on the British Rally Championship this season in Ford Fiesta R2s.

Nieminen, 19, has one year's rallying experience from competing in a Fiesta R2 in the Finnish and Estonian national championships. He has been taking help and advice from Kumpumäki over his first year and has been convinced to try his hand at all six BRC rounds.

"I've been giving him help to learn how to make pace notes," said Kumpumäki, who intends to enter an as-yet unnamed outfit into the BRC Teams' Championship. "It helps us to share mechanics and make costs lower. We'll do all six BRC rounds and maybe some other events in the UK too."

Fisher will begin in the BRC

Fisher warms up with some domestic runs

WRC Academy title hopeful Alastair Fisher is planning to contest the first half of the British Rally Championship season in his Ford Fiesta R2.

The County Tyrone ace has entered the first round, Rallye Sunseeker on February 24/25, to get himself tuned up ahead of his second Academy season, which doesn't begin until Rally Portugal at the end of March. He also expects to take part in the Bulldog and Pirelli rallies.

"It's good seat time and it will allow me to get focused and used to driving the R2 again," said Fisher. "We should do the first two or three rounds and then we will see how things go."

Places on offer for co-driving talents

Young British co-drivers can apply for places on the MSA Academy's junior programme to receive tuition from ex-world champion navigator Nicky Grist.

The new scheme will act as a feeder to the governing body's Team UK national squad.

Grist, who took the 1993 WRC crown with Juha Kankkunen, currently works closely with co-drivers on the Team UK programme but has now been recruited to mentor the junior scheme as well.

"Our aim is to develop a junior group of navigators who will then be well-placed to progress up to Team UK when the current co-drivers graduate from the programme," said Grist.

Applicants must be 21 years of age or under and hold a minimum National A licence. For further information go to msauk.org.

The WRC Academy runners will still have a prize to aim for

M-Sport gets behind a reworked WRC Academy prize structure

M-Sport has taken over the promotion of the WRC Academy on top of its operations of the one-make series, and this year's champion will be offered a prize that gives them links with the Cumbrian firm.

Last year's Academy champion Craig Breen won a 500,000 euro (£430,000) jackpot which he put towards a Super 2000 WRC campaign, provided by now-defunct series promoter North One Sport. Now M-Sport has taken over, the 2012 champ will be allowed to choose either a programme of five WRC rounds in 2013 in an M-Sport-run Ford Fiesta S2000, or an entire WRC campaign in a Ford Fiesta R2. Both prizes are roughly comparable in value to the previous cash prize.

Alastair Fisher, who is one of the Academy title favourites for the title, says that the changed prize is still a worthy reward. "It's better to have that connection to M-Sport as having that link to a professional team and a WRC manufacturer counts for a lot."

The WRC Academy season begins on Rally Portugal on March 29-31.

WHERE TO WATCH RALLIES THIS YEAR »»»»»»»»»»»»»»»»»»» PAGE 24

Storemags

'Chilman will be eager for victory'
Full BTRDA preview, p26

IN BRIEF

Rally on the box
Special Stage TV will again be bringing highlights of each BTRDA Rally Series and MSA Asphalt Rally Championship round to MotorsTV on Friday nights. Coverage begins with the Wyedean Forest Rally at 2100hrs on March 9, while the Special Stage crew will also provide the best action from the Legend Fires North West Stages on March 7.

Midlands mania
This year's Rally of the Midlands will take place on June 22/23 and will count as the fourth round of the MSA Asphalt Rally Championship. Regulations will be available next month, but competitors can register their interest in taking part by emailing entries@rallyofthemidlands.co.uk.

Caerwent regs
Regulations are now available for the Marshall And Hicks Tour of Caerwent in south east Wales on Sunday March 25, and can now be downloaded from forresterscarclub.co.uk.

Get to Sunseeker
Three different forest car parks will be available for Rallye Sunseeker, the opening round of the British Rally Championship on February 25. Ringwood South and Uddens Forest will both feature two passes, with Wareham Forest being run once. Car park passes will available at the entrances on the day, cost £25 per car and allow roving access to all three areas throughout the day.

Summer of rally
Endurance Road Rally Championship organisers are now accepting entries for their Summer Challenge, from which the winner will earn a free entry to the final round at Exmoor in October. More details are available from endurance-rallying.co.uk.

An app for that
Former WRC co-driver Killian Duffy has created a multi-purpose app for co-drivers to be used on iPhones that is now on sale via the App Store. He hopes to make Ultimate Rally Co-Driver available on Android smartphones next month.

Charity Snowman
The Rally2Raise all-female charity rallying team is to make its competitive debut on the opening round of the Scottish Rally Championship, next week's Snowman Rally. Rachel Medich will drive the Nissan Micra with Marieanne Gray on the notes.

A touch of class
Bosses of the Welsh National Championship have revised the series' class structure. It will allow sub-categories for eight-valve and 16v cars within the 1400cc, 1600cc and 2000cc classes. The change has been made to give drivers in lower-powered 8v machinery the chance to fight for class wins.

DMack chargers
BTRDA Rally Series frontrunner Charlie Payne (Ford Focus WRC) and reigning BTRDA Rally First champion Ashley Slights (Toyota Yaris) have both secured support from tyre firm DMack for this year's series. The pair are among those to have taken advantage of tyre deals now available thanks to the relaxing of the BTRDA series' control tyre rules.

Photos: mcklein-imagedatabase.com

Allen has been tempted from California to the BRC

AMERICAN ACE FOR BRITISH CAMPAIGN

Young American rally ace Nick Allen is to contest a full season in the MSA British Rally Championship this year in a Renault Twingo R2.

The Californian has two years of rally experience from the Rally America series in a Ford Focus, where his bid to win the two-wheel-drive title last year was halted by a radiator problem on the Olympus Rally. He has now decided to try British rallying in a Twingo run by Team Birkbeck Rallysport, and will make his BRC debut on Rallye Sunseeker, the opening round, later this month.

"We have terrific events in the 'States but sometimes you have to drive up to 3000 miles to get to some of them, which can be a bit of a chore," said Allen.

"With the BRC format changing to 2WD and having the one-make series, it seemed the best place for me to go as a driver. The Twingo is all brand new to me but I'm sure the car will be competitive. I haven't done any Tarmac rallies before but I'm with a good team with Chris Birkbeck and I'm going to be relying on it a lot to get up to speed."

Nicholls follows in his dad's rallying shoes

James Nicholls, son of former top national driver Stuart, made his debut on the K&R Mitsubishi Stages at Brean last weekend

The 22-year-old finished 19th in his Peugeot 205GTi. He was following in the footsteps of his successful father, who won the Vauxhall Astra Challenge in 1984 and was co-driven by Nicky Grist on the RAC Rally during the following year.

"I'm very pleased with the result," said Walsall-based Nicholls Jr. "We went to test the car and to get a feel for it. I learnt so much about it and how stage rallies work."

Nicholls' main priority this year is his university course, but the rally was a shakedown for the Heart of England Rally Championship.

"The Heart of England has some quality rallies on the schedule and I can't wait to get started," he said.

Carlin truckie steps into the hotseat

Rally stalwart Mark Withers is to make his driving debut on this weekend's Towncross Engineering South Downs Stages at Goodwood after 28 years as a co-driver.

Withers, who works as a truckie for reigning Formula Renault 3.5 and British F3 champions Carlin, has been lent the Peugeot 205GTi of former driver Chris Penney as a thank you for helping Penney hone his skills.

Withers said: "I've helped a few drivers over the years in the early stages of their careers and Chris wanted to help me out. Justin Dale was one of my old drivers and he's been giving me some driving tuition ahead of the rally. I'm not expecting to win, but at least I can tick a box and say I've done it."

Smith branches out with new car build

Inverness rally driver Allan Smith will contest selected rounds of this year's Scottish Rally Championship in a new self-built 1600cc Ford Fiesta.

The car is being built and should be ready for April's Granite City Rally in Aberdeen.

"Our plan is to get the Fiesta finished," said Smith. "We'll do a few rounds in the 1600s, going up against the Civics to see how competitive the car is. We should be ready for the Granite and then we'll take it from there.

"Building a car is a new thing for us, it's a lot more work than buying one but it's a good chance to learn what goes in to putting a car together."

Smith will take part in this season's Snowman Rally in the Focus ST he used in 2010.

He hasn't competed on a rally since finishing 11th in a Mitsubishi Evo on the same event last year.

McCulloch sticks with Satria for challenge bid

Rising star Mark McCulloch will switch to a Proton Satria to tackle this year's BRC Challenge.

The 25-year-old Scottish ace contested the early rounds of last year's series in a Ford Fiesta, but dropped out after a number of early problems. He also impressed in selected four-wheel-drive outings in Scotland, but has decided to stick with the 2WD Challenge in the 1600cc Proton.

"I enjoy the Challenge events, and if it wasn't for some bad luck we'd have been up there last year," said McCulloch.

"I've done two single venues in the Proton so far. I did the Christmas Stages at Croft and struggled there. Proflex gave me some advice on the suspension, and I went to the Knockhill Stages and took second place. That's given me a lot of confidence."

McCulloch has title aim

A CO-DRIVER'S CONFESSIONS

HOWARD DAVIES

"The French rallying pedigree is amazing"

The French stand on top of the rallying universe

Having spent a week in France on the Monte Carlo Rally I can now confirm the French are taking over the world – it's stale bread and smelly cheese all the way!

When the WRC is struggling, the French don't just sit there and put up with the problems – they get themselves out there and fix things themselves. With the WRC at a low ebb, who else could run a five-day Monte starting in Valence and finishing in Monaco?

Putting that into a UK context, it's like starting Rally GB in Wales and finishing it in London with a blast round Hyde Park as a Power Stage. And no TV deal? No problem! They'll just go and film the whole thing with a French TV company called Eurosport...

On the downside, when you get there, the gendarmes will make life as awkward as possible for anybody to follow or watch – but considering what the French have achieved in motorsport, it's almost as if they've got a right to be awkward.

Sébastien Loeb is probably the best rally driver to walk the earth and Ogier is there to pick up the pieces when Loeb's bank is bursting at the seams with Euros. The French Tarmac championship is renowned as the world's best learning ground for wannabe star drivers to perfect their Tarmac skills and pace note-making techniques.

As if it is not enough to have Monte Carlo as the French round of the WRC, they have Corsica in the IRC and Rally Alsace to fall back on in the world championship too. The FIA is overrun by the French, too, with Jean-Marie Balestre in charge for years, and now Jean Todt and Michèle Mouton running the rally side of things.

France's motorsport pedigree is long and successful, with the Andros Trophy ice racing spectacular over the winter months attracting a host of ex-Formula One drivers to an obscure sideways racing formula which is normally backed by several manufacturers.

And Dakar – another French creation – pulls together bikers, cars, trucks and now quads into one mad race, and doesn't even need to go anywhere near to Dakar now!

I always hear lots of people refer to Britain as the centre of world motorsport – but that crown is coming under threat. The French are taking over...

AGREE/DISAGREE?
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RALLY NEWS

Photos: Writtle Photographic

BURTON PREDICTS HARD FIGHT FOR BTRDA TITLE

Sidelined champion says club rally title battle is impossible to call this season

WYEDEAN SPECIAL

Perez will feature

Hugh Hunter will be one of the stars

By Dan McCalla

Reigning BTRDA Rally Series champion Andy Burton says that the fight to succeed him as the 2012 winner will be one of the most open in years.

The eight-round club gravel series gets underway with the Chepstow-based Wyedean Forest Rally this Saturday, but without Burton, whose legendary Peugeot-Cosworth has been sidelined due to changes in MSA regulations.

Burton dominated last year's BTRDA season, winning five of the eight rounds, and with the Herefordshire farmer on the sidelines, he says any one of four drivers could claim the overall spoils.

"It could be any one of Hugh Hunter, Roger Chilman, Charlie Payne and Steve Perez," said Burton. "The entry list for the Wyedean is one of the best I've seen and it's going to be wide open, so I'm going to try and get down there on Saturday and see what it's like from the other side of the fence."

Burton also added that he has no plans to make an immediate return to rallying with a new self-built car, and says he wants to take stock first: "With the new rules it's hard to invest the time and money to build a new car. We had a different car that we half-built a couple of years ago which we abandoned, but we want to take time out this year and see what's what."

Burton says it will be tough

WYEDEAN ESSENTIALS

Starts: Saturday February 11, 0801hrs, Chepstow Racecourse
Finishes: Saturday February 11, 1440hrs, Chepstow Racecourse
Competitive distance: 44 miles **Stages:** seven **Entries:** 180
2011 winners: Andy Burton/Robin Kellard (Peugeot-Cosworth)

LEADING ENTRIES

NO.	DRIVER	CAR
1	Steve Perez/Paul Spooner	Ford Focus WRC
2	Hugh Hunter/Andy Marchbank	Ford Focus WRC
3	Charlie Payne/Craig Thorley	Ford Focus WRC
4	Roger Chilman/Bryan Thomas	Subaru Impreza WRC
5	David Wright/Michael Wilkinson	Mitsubishi Lancer E9
6	Shaun Gardener/Ben Innes	Mitsubishi Lancer E9
7	Roger Duckworth/Mark Broomfield	Subaru Impreza WRC
8	Nigel Griffiths/Jon Scott	Subaru Impreza WRC
10	Tom Cave/Craig Parry	Subaru Impreza
11	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9

Cardiff man back to the rallying hot seat

Dave Edwards and co-driver Adrian McNally will be doing their first event together on the Wyedean Rally.

Cardiff-based Edwards, who is competing for the first time in over 30 years, is a sponsor of the event and has competed in clubman rallies in the late 1970s. The duo is planning to enter more rallies after Saturday's BTRDA season-opener in their Ford Escort RS1800.

Co-driver McNally, who is from the Forest of Dean, said: "We did a couple of time trials at Sweet Lamb in October but this is the first proper event. We're keen but a bit nervous. We've had help in the build up to the rally, with help with tuition too. We're hoping to do six or eight events this year but we're not doing a championship. We'll see what events we can do."

Edwards steps up to the fastest division

Former BTRDA 1400 champion Matt Edwards will compete in the BTRDA Rally Series in a Mitsubishi Lancer E9.

Edwards, 27, admits that the first round of the series, Saturday's Wyedean Forest Rally, will be spent getting used to the car. "I've only driven ten miles in the Lancer so far, so it's going to be a learning experience," he said. "We've got to just get on with it and worry about driving the car properly. There's a strong entry but I am aiming to break into the top ten."

The Llandudno-based driver is teaching ice driving in Sweden. He will fly back to the UK for the Wyedean, and might miss the shakedown.

Edwards is also hoping to compete on a few Scottish rallies later this year.

Elliott registers for full 2012 campaign

Top historic driver Nick Elliott is targeting victory in the BTRDA Historic Cup after registering for a full campaign this year.

The Cheltenham-based driver won the historic class of the Wyedean Rally last year, his only outing of the 2011 series. Now he intends to enter all eight rounds of the cup this season.

Elliott, who will compete in his Ford Escort Mk2, said: "Historics is my thing. At every event we'll be out to be as competitive as possible. We want to score points for the championship. How we do will depend on how good the other drivers are.

"You have to register before the championship begins so we've done that. It means we get TV exposure and we avoid finding ourselves in a position where we end up thinking 'if we had registered, we could have won.'"

Nick Elliott wants historic wins

Weir cautious ahead of first run in 27 years

Rob Weir is making a return to rallying after a 27-year absence on the Wyedean Forest Rally this Saturday.

The Chepstow-based driver will take part on the BTRDA season-opener in a newly-built Group N Subaru Impreza. His son Ross will be making his co-driving debut alongside his father in the event.

Weir said: "My last event was the Wyedean in 1985, but I've always gone to watch it because it's so local. We ran the car on the Sweet Lamb Rally Time Trial in October and it's running well. We're looking forward to the forests, although I don't think we'll put our name up in lights."

The 59-year-old offers his premises for use by the Wyedean scrutineers and it has encouraged his return to the sport: "As Ross has got older he's been saying I should get a new car. Last year was the turning point because we were watching all the cars coming into scrutineering. We decided to do it."

Weir will also enter Rally Barbados in June.

More power for Bennett's new 1400 attack

Double BTRDA Rally First champion David Bennett is to return to rallying this season, piloting a new Vauxhall Corsa in the BTRDA's Millers Oils 1400 class.

The 2008 and 2009 Rally First champion was runner-up in the 1400cc division in 2010, before deciding to take a year out of rallying to build a brand-new Corsa to replace his old version.

"At the end of 2010 I'd realised just how underpowered the old Corsa was for the 1400 class," said the 30-year-old from York. "We've taken 12 months building up a new car from a bare 'shell, and got the engine tuning and mapping done by Pro-Tec so it's a big improvement on the old car.

"Our first drive will be on the Wyedean, although we've already driven the car on the road to make sure it's OK. I'm hoping that I'll be able to have a good crack at the 1400 title."

Bennett has reworked his Vauxhall Corsa for 1400cc campaign

Gardener thinks that consistency will be the key to title hopes

Top three title challenge is target for Gardener

Former BTRDA rally champion Shaun Gardener thinks he will be in the fight for podium finishes in this year's championship – but says he needs luck on his side to take a second overall title.

The Shropshire driver won the series in 2006 and picked up strong results on the events he competed in last year, including a win on the season-ending Cambrian Rally.

"I would like to be top-five on the events," said the 44-year-old. "It depends on the stature of the entry. There's a strong entry on the Wyedean for example. I'm aiming for the top three in the series. You've got to have luck and a decent budget to win the championship, it isn't all down to speed."

Gardener believes he can beat the WRC cars in his class B13 Mitsubishi Lancer: "The statistics show what I'm capable of but you've got to have luck. We're on it all the time."

FULL BTRDA SEASON PREVIEW >>>>

INSIGHT: EQUIPE DE FRANCE

Photos: mcklein-imagedatabase.com

Campana has had help from the French governing body

Pierre Campana landed Mini role

THE FRENCH WAY

How the French motor racing bosses get behind home-grown talent, but at a price...

BY DAN McCALLA
RALLY EDITOR

France currently has two rally-winning drivers in full-time factory seats in the world championship. Thanks to Mini's money woes sidelining Kris Meeke, Britain has none, and there is no-one ready to rectify this situation.

Many in British rallying lay the blame for this malaise at the door of our governing body, the Motor Sports Association, for failing to do enough to promote home-grown rally talent – especially when it comes to putting its hand in its pocket. Many like to use the French policy, where federation funding helped Pierre Campana take Meeke's seat for Rally Monte Carlo, as an example of how it should be done. But the FFSA's way of creating stars through its Equipe de France scheme isn't simply a case of buying drivers the best rides. There are misconceptions that need to be cleared up.

There's no 'free money'

While the FFSA is willing to make an investment in its rally stars, it wants to see a return on its investment. That means that it wants drivers who it thinks stand the best chance of becoming champions, but also ones that will be able to repay that investment.

It's been six years since Rallye Jeunes competition winner Sébastien Ogier started receiving backing from the FFSA. After two years in the French championship, the body also helped him get a seat as a Citroën Junior driver and to become Junior world champion in 2008. Ogier went on from there to become a full works driver with Citroën and now Volkswagen, but the story isn't completely over.

"The FFSA was a big help to me – without it, I wouldn't be here with Volkswagen today," explains Ogier. "It gave me a lot. I started with the Rallye Jeunes selection, that helped me through almost all of my first two seasons, and then when I came into the world championship my first programme in the JWRC was paid half by the federation and half by Citroën. It's a good system because now as I became an official driver with a salary, I have to give back the help I got from the federation. That's in the contract with the FFSA – if you become a top driver, you have to give that money back so it can help another young driver.

"At the time, the president of the FFSA was very close to Citroën and Guy Fréquelin, who was the chief of Citroën then. Seb Loeb helped me as well, because we met for the first time at the end of my second season in France when I was doing the Peugeot 206 Volant Cup, and he wanted to help a young French driver. I think he spoke to Citroën a little bit as well."

Drivers have to work

Given the cost of hiring something as expensive as a World Rally Car for a WRC event – easily six figures per rally with either Ford or Mini – no national governing body is going to spend all its money on buying a ride for one driver.

The FFSA is happy to support certain drivers on certain programmes up to a point, most recently Campana in a Mini, but there's far more to it than giving a driver a suitcase full of cash.

Campana's manager Ange Pasquali says: "When it identifies a guy that it feels is good enough to be in the Equipe de France, the FFSA decide a budget which is not the full budget. It tells you that it is happy to support this particular programme, and it will give you a certain amount of budget, and then it's up to you to find the balance. This is a way to show the driver that nothing is granted, and it's a way to build up a good programme.

"We discuss with the FFSA what the best programme is, and we try to find a compromise of the best programme at the lowest cost. For example, with a fixed budget you could do three rallies or maybe try and stretch it to four. I read a lot of articles that say that Pierre is a pay driver – he's anything but a pay driver! He isn't someone who comes with a huge wallet and with no reference or sponsors. He has to work for his budget, and he fulfilled his objectives last year, with WRC points in Alsace [Rally France] and so the FFSA is backing him again."

Corsican Campana receives other fringe benefits from the FFSA, such as use of its own contracted masseur at Rallye Monte Carlo and driver training at the Autosport Academy at Le Mans. But he still has to work for it.

"When you enter a programme like this, you're contracted to the scheme for five years," Pasquali adds.

"The FFSA can use you for promotion and so on, and you owe it and you have to repay the investment. The last thing it wants is just to give a driver an envelope full of money. It wants to make sure the money is spent in the correct way. It wants a return on its investment, and the ultimate return is getting a driver into a factory drive and winning rallies." ■

TALENT IN EUROPE

BELGIUM
The RACB has no official scheme, but decided to fully fund and heavily promote one future star in Thierry Neuville. Now that Neuville has reached WRC level with the Citroën Junior Team, the Belgian federation is hoping to repeat the feat with another young Belgian in the lower ranks

NETHERLANDS
The **KNAF Talent First** initiative takes one or two drivers on three-year development contracts who receive partial funding for drives. The funding doesn't have to be paid back, but has to be used for a WRC programme as it comes from Dutch lottery grants. Timo van der Marel is currently the scheme's only driver

FINLAND
Rally Finland boss and WRC Commission president Jarmo Mahonen has run the **AKK Sports Academy** since 1995, and it works along similar lines to Team UK. Drivers get tuition and workshops, but no formal funding. Jukka Korhonen, Mikko Pajunen and Esapekka Lappi are the scheme's 2012 drivers, and Mikko Hirvonen and Jari-Matti Latvala are both graduates

UNITED KINGDOM
Three rally drivers and three rally co-drivers are taken onto the MSA's **Team UK** programme each season, with one-to-one tuition and group workshops helping on-stage and off-stage performance. The programme is very useful for making contacts within the sport, but inductees don't receive any financial backing

GERMANY
Run as a charitable foundation and funded by all of Germany's big automotive players and motor clubs, ADAC **Stiftung Sport** covers young talent in all areas, on two and four wheels. Christian Riedemann, Sepp Wiegand and Valentin Hummel are on this year's scheme, and as well as workshops and coaching, receive small financial bursaries

FRANCE
Under the Equipe de France scheme, the FFSA provides partial funding to help a small number of elite rally drivers gain top drives at international level, but that money must be repaid from future earnings. The annual **Rallye Jeunes** contest assesses 4000 drivers, and finds two winners that receive funded 2WD rides in the French series

Stefanags

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McLAREN'S

British team takes the wraps off a car it hopes will be able to wrest the F1

The new McLaren is neatly packaged

F1 LAUNCH SPECIAL

BY ROB LADBROOK
RACING EDITOR

It may not look it at first glance, but McLaren's MP4-27 Formula One challenger is a completely new car.

Following the hiccups that put the Woking team on the back foot with its 2011 challenger, much speculation had suggested that its 2012 car would be a radical revamp. But when the covers were finally taken off last Wednesday, the new car was a far more conventional looking one than expected.

The front end looks largely similar to the 2011 design and the lines of the body are sleek and smooth – there's no outrageous fins, vents or even trick adjustable ride height devices. McLaren's changes are instead much more subtle.

Team head Martin Whitmarsh says that although the initial design looks fairly straightforward, it will still push boundaries: "We've definitely not been conservative with the MP4-27," he explains. "We've got many great minds here that work day and night to find an edge in performance.

"Within F1 there's just a few per cent of performance between pole and the back of the grid and you find that extra bit by scrutinising every intricate detail and every component that goes into the car. We feel we've found that edge with the MP4-27."

So where is that extra performance going to come from in such a seemingly simple design? New FIA regulations have dictated much of the car's alterations from last year. The banning of the controversial rear exhaust-blown diffusers has meant that McLaren, which depended heavily on the system last season, has been forced to revise its aerodynamic package.

Much of the effort in design has gone into the rear of the MP4-27. The FIA has mandated that exhaust pipes must be mounted higher in the chassis this year and must exit at a set angle, a rule designed to ensure gasses are directed well away from the diffusers.

McLaren's technical director Paddy Lowe explains that the rear of the car was a crucial area for development. "The regulations are trimming us into smaller and smaller boxes, so it makes developing radical ideas increasingly difficult," he says. "But that doesn't mean that we don't put the same level of innovation into the smaller details.

"We've done a lot of work on the rear of the car to tidy it up and rework the aero package to recoup much of the downforce that was lost with the banning of the blown diffuser. Everything had to be redesigned from scratch – the floor, the diffuser, the rear wing and the exhaust outlets themselves. The entire rear end of the car has been tidied up and neatly packaged to create as little drag and as much downforce as possible."

Engineering director Tim Goss adds: "We've had to concentrate on finding unblown performance, instead of relying on the unnatural blown system we used last year. We've kept the lines clean and worked to channel natural, clean air instead of rely on gasses.

"The loss of downforce was a very significant one. When the FIA banned the systems at Silverstone last year it hit us hard because that was the area most of our development had gone into at the time. We're confident our new package can recoup a lot of that loss and get us off on the right foot."

Lowe hails new car

As a result of the changes the rear of the car is much more dart-like. As well as the changes to the lower end of the car the new rear wing is another area of interest. It has been tweaked and slimmed to reduce drag and to make the DRS system more efficient. Goss believes that the team has found a good compromise to run a low-drag set-up without compromising overall downforce.

One of the more noticeable changes to the car is the sidepods. Last year McLaren ran distinctive U-shaped sidepods, which were intended to channel air over the sides of the car and feed it into the path of the diffuser. The MP4-27 utilises a more traditional rectangular intake, which will instead bring air through the chassis for both downforce and cooling. The team has also ditched the multi-air intake cooling system it ran above the roll bar last year to further streamline the car.

Goss says: "The U-shaped sidepods worked very well for us last year when we ran the blown diffuser, but we looked hard at both the internal and external aerodynamics of the new car and they didn't fit in with our plans."

The front of the car is perhaps the most notable area. With the FIA's new rules limiting the height of the front nose of the cars industry experts expected much of the grid to run the bizarre stepped nosecone recently unveiled on most other teams' new cars.

McLaren has gone in the opposite direction. The nose is smoothed down to the FIA's limit without the odd 'bill' above the front wing.

"The new regulations made the front of the car a difficult compromise," says Lowe. "Ideally you want to get the front of the car as high as possible to get clean air to flow under the car. When you look at the front end, particularly the wing, you have to look at many factors such as the height and the weight of the materials used, as well as the angle and its capability to produce downforce. It will be one of the key differences between all of the cars this year because it's a trade-off between style, downforce and top speed."

So far McLaren isn't giving away many of its secrets, and there's little doubting that there will be a high level of technical innovation hidden within the 'toned-down' MP4-27 that was revealed last week. Goss adds that the team has upgrades ready for the front wing, bodywork, floor and rear wing. So don't expect the car to look much like this when it lines up for qualifying in Australia in March.

It won't be until then that we're likely to see the true pace of all of the new cars for this year. Goss adds: "We're nervous to see where we are compared to our rivals' pace, but we've set our goals very high with the new car. We had to because it had to be a significant step forward. Every area has been heavily reworked. When designing the car we had a pool of ideas, such as a brake operated ride-height system like Lotus tested. We've concentrated on the key areas that offer us the greatest performance."

In the meantime McLaren's drivers, Jenson Button and Lewis Hamilton, have a limited amount of time to adapt to a car that will feel considerably different to last year. Button says: "The car will be different this year, we both know that, but with the changes we roughly know what to expect from the driving experience. A lot of downforce has gone missing at the back and none has at the front so it's going to be a balancing act. There's a lot more basic aero to deal with now so we will have to drive it completely differently."

The MP4-27

Hamilton especially will be hoping for a turnaround in fortune from the new machine. Last year he slumped to his worst F1 season ever, finishing fifth in the points and second to his team-mate for the first time in his grand prix career.

"This new car is really something special," says the 2008 world champion. "The rear floor is a work of art. When we were off the power last year we had so much downforce from the blown exhaust but I honestly think that we'll regain a lot of that loss with this new design. And we're still looking for extra performance. Before we had to drive looking for front-end grip because the rear was so stable, this year it'll be the other way around.

"Jenson and I have both had a huge input into the car. Although we have different driving styles the way we go about setting up and developing a car is very similar so we're all moving in one direction this year and we've started off on a stable platform. It's back to basics with aero this year, which is one of McLaren's key strengths.

"The changes will erase our problems from last year and we should be able to start a beneficial development programme at the first test, which we couldn't do last year. We've also heavily revised the wing mirrors, so we can actually see out of them this year. That'll please Felipe..." ■

Photos: McLaren

STEALTH FIGHTER

laurels from Sebastian Vettel and Red Bull

Button and Hamilton are both enthusiastic about the new machine

McLaren has tried to recover downforce with the MP4-27

McLaren has not used a stepped nose on the car

"The new car is something special"
Hamilton

Track runs are vital, says McLaren

Early test work will pay for McLaren's new car

McLaren's presence at this week's first Formula One test at Jerez in Spain will be a simple data gaining exercise.

For McLaren the first running of its new car, surprisingly, isn't about finding its raw pace straight away. Instead the team will use the four-day session to set up the car's systems and find a base set up to check all of the mechanical components are running properly and reliably.

Former GP2 racer and McLaren GT driver Oliver Turvey got first turn at the wheel of the MP4-27 yesterday (Tuesday) before handing over to Jenson Button and Lewis Hamilton.

Currently only Mercedes GP, Marussia and HRT will not run at Jerez, an approach that surprises Goss: "It's dangerous to prefer workshop hours to running because most of the time will be found on the track. If you have a problem on a later test you are left with very little time.

"The third test at Barcelona is the one for outright speed, but most teams won't show their hand until qualifying at Australia. That's when we'll see which car can do what."

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BUILDING THE BLOODHOUND

Why the land speed record challenger will leave a massive engineering legacy

BY JAMES BOLTON
JUNIOR REPORTER

The Bloodhound project has been in development for a number of years now. During that time the team of designers and engineers have been working out how to build a car that's capable of travelling at 1000mph.

It's a huge challenge. A car has never travelled at that speed before. How do you get the car up to that speed, how do you sustain 1000mph for the measured mile, and how do you then slow down, turn around, and do it all again?

These are huge questions, but Bloodhound is about so much more than reaching 1000mph. While the car might not exist yet, the project is already achieving solid results in the industry and in classrooms. Project director Richard Noble has been aware of the need for Bloodhound to have a real legacy since he set it up three years ago. "What we're doing is fascinating. It's pioneering," he says. "There's the education side and the engineering side. In the UK our education standards are slipping. We're providing a catalyst that gets young people excited about science and engineering."

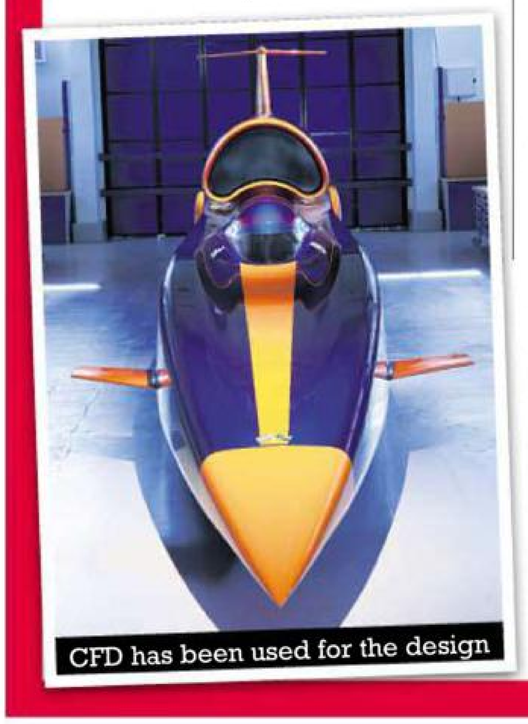
The Bloodhound team provides lots of educational resources on its website and tours schools as it excites pupils about its activities (*see sidebar*).

While the education programme has been going from strength to strength, so too has the design of the Bloodhound Supersonic Car. In this process, the problems the team has faced have been immense. Usually there has been no workable solution in sight. Take the wheels as an example: they will rotate at 10000rpm, which means the outer edges will experience a force 50,000 times the force of gravity. Making a wheel that can travel at that speed without failing was difficult. But, as with almost all the other challenges it has faced, the Bloodhound team has solved the problem. In its own words, it has literally had to reinvent the wheel to make this car a reality. It has ended up with aluminium wheels that weigh only 90kgs.

Bloodhound has targeted reaching the 1000mph mark

There is a full-scale mock-up in the Bristol workshops

Controls resemble a jet fighter



CFD has been used for the design

As well as Britain's manufacturing industry, the UK has a state-of-the-art motor racing industry. The Bloodhound team has tapped these resources and the result is a project that has brought hundreds of companies together.

"We've self-developed a rocket system," says Noble. "We've put in 30 man years of research. We've run an enormous computational fluid dynamics (CFD) programme. It's been the equivalent to creating a jet fighter."

Likening Bloodhound to a jet fighter is an apt reference. The difficult part of the design process was understanding the aerodynamics of travelling at 1000mph. A huge amount of work went into making the car stable at such a high speed. Every area of it has been looked at in detail, and like any vehicle, aerodynamic changes made to the front have ramifications on the rest of the vehicle. It's a constantly evolving process.

The car will use a Eurofighter Typhoon jet engine. This has created further challenges, because the air the engine would breath when it's at an altitude of 40,000ft is different to what it will breath at ground level. Engineer James Painter reveals the scale of the challenge: "The air is denser at the ground. This is an area of limitation – we want to get as much performance out of the engine as possible. We need to package it so it thinks it's in the back of a Typhoon. We also have to hang the engine from the frame of the car because that's where the mounting points are on the engine."

The CFD programme was necessary because there aren't any wind tunnels big enough to fit the car in, but Painter reveals that the job has been made just slightly easier because the team isn't chasing the final 0.01 per cent of performance that F1 teams hunt. "The Virgin F1 team developed the aerodynamics of its car using just CFD and it didn't work out. We've correlated our figures with a model of ThrustSSC."

The engineers have also decided that air brakes are the best way to slow the car, but have packaged in parachutes as a safety precaution. When ThrustSSC was running in 1997, the team broke the world land speed record but missed it officially because it didn't complete a return run within the allotted one hour. It was delayed by a fault in the parachutes which meant they didn't deploy. This necessitated a further, successful, run.

Painter explains the stage that the Bloodhound project is now at: "We're full on into building the car. The primary structure is in manufacture and the chassis elements have been in manufacture for six to 12 months. A company called Hampson Industries, which usually build fuselages for jumbo jets, is building the rear of the car and Umeco is doing the composite monocoque, jet intake, nose and rear wheel farings."

Part of the building of Bloodhound is being done using advanced techniques. One of these is a process called Additive Manufacture. This is a form of computer aided manufacture which is similar to 3D printing. Fine particles of metal are fired at by a laser. After that another fine layer of particles are added and they too are lasered. The outcome is a manufacturing process that cuts waste from around 80 per cent to just six per cent.

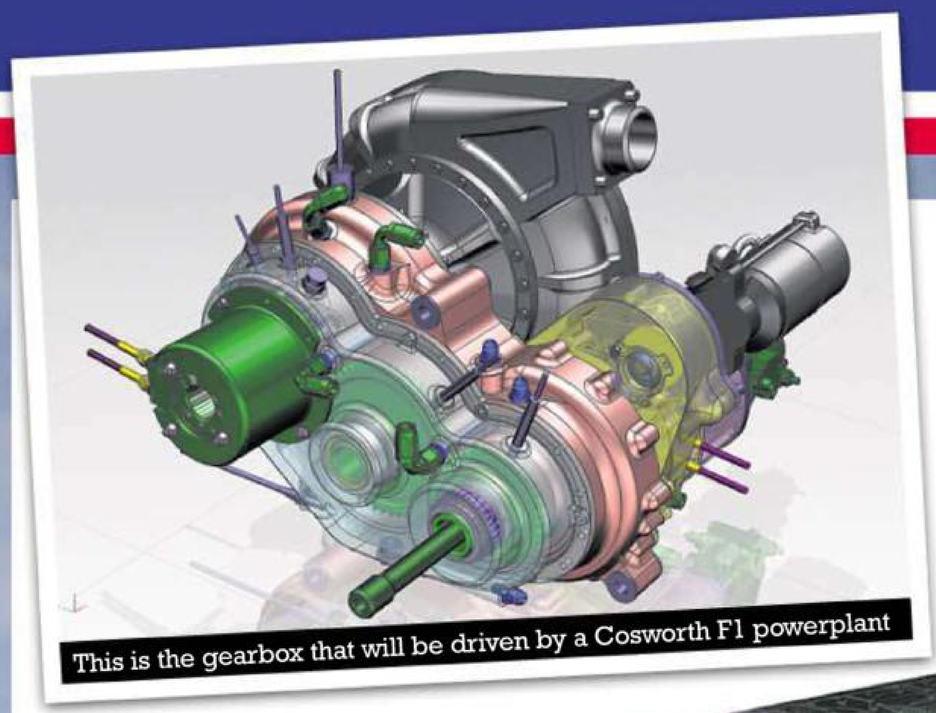
It's a new technology which some F1 teams are just starting to use for their prototyping. The Bloodhound engineers hope they will prove its effectiveness.

Painter is enthusiastic: "This is a great example of what Bloodhound can do to move manufacturing and technology forwards. There are numerous outcomes of the research we are doing in all these different areas that we don't understand yet. Like the space programme resulted in Velcro and Teflon, who knows what will come out of Bloodhound?"

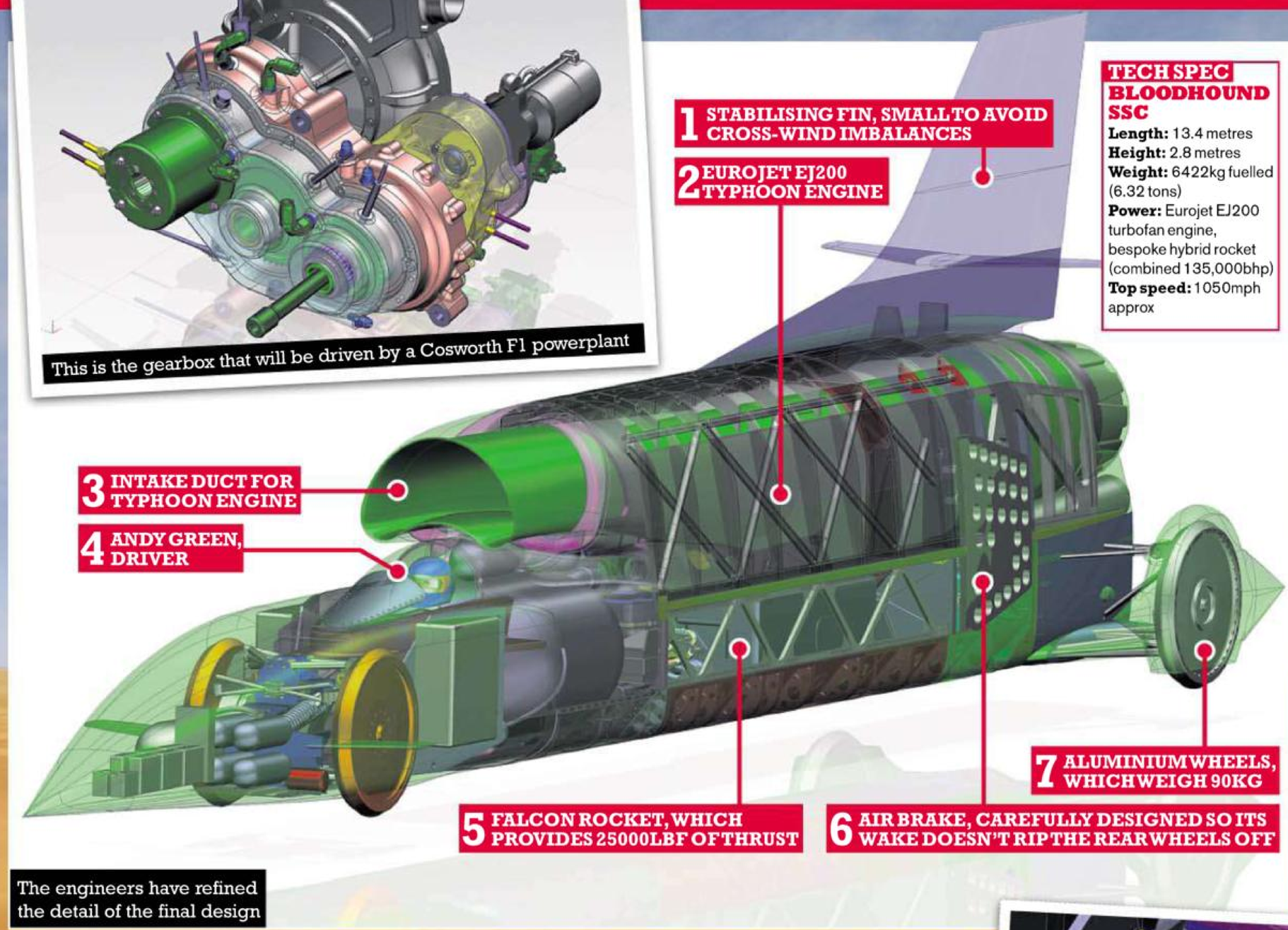
Other areas of the car are still being detailed, which is the final part of the design process. One engineer is spending his time working on the location of 20,000 rivets. Elements such as the jet fuel tank and the numerous bits that make up the Cosworth engine and gearbox assembly (*see sidebar*) are going through the detailing process now.

At the recent Autosport International Show, the Bloodhound team revealed a

Photos: The Bloodhound Project



This is the gearbox that will be driven by a Cosworth F1 powerplant



The engineers have refined the detail of the final design

TECH SPEC BLOODHOUND SSC

Length: 13.4 metres
Height: 2.8 metres
Weight: 6422kg fuelled (6.32 tons)
Power: Eurojet EJ200 turbofan engine, bespoke hybrid rocket (combined 135,000bhp)
Top speed: 1050mph approx

Project helps to inspire our future generations

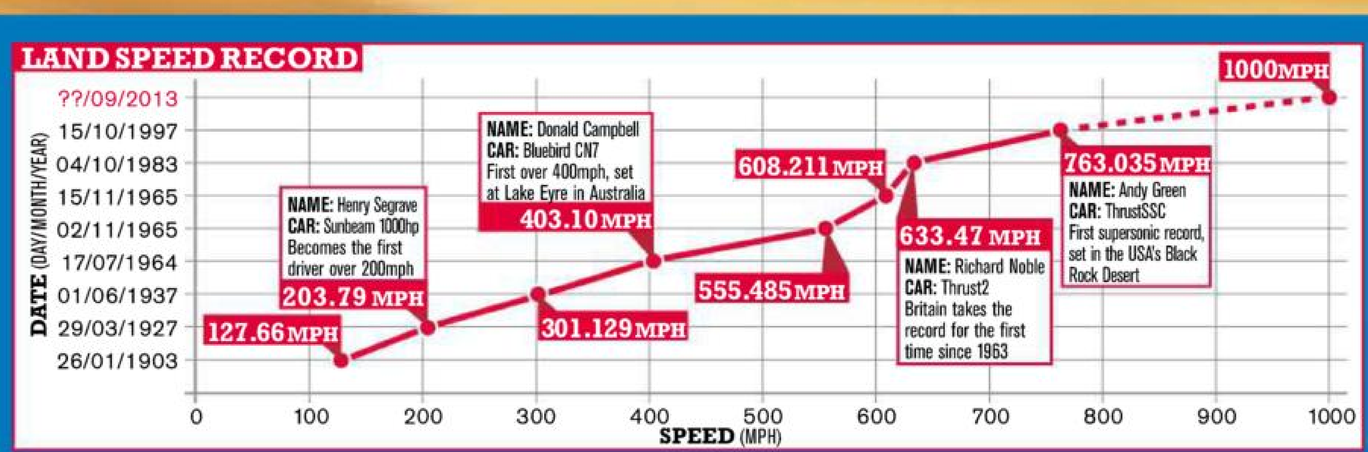
The most important part of the Bloodhound project is the legacy it will leave. From the earliest stages, the group was clear that it wanted to use Bloodhound to inspire children.

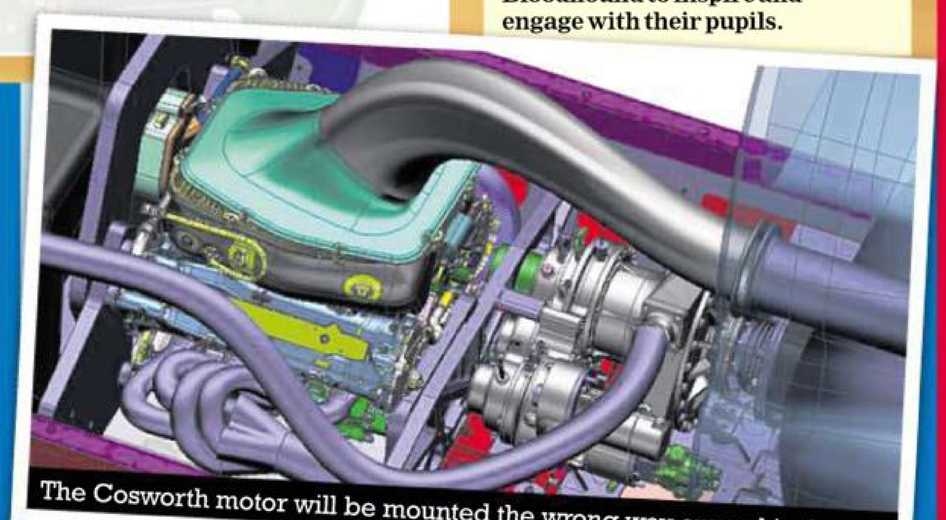
It's hard to get children excited about acceleration, mass and aerodynamics. What better way to reinvigorate science and maths lessons than to discuss a 1000mph jet-engined rocket car?

The Bloodhound education team has a variety of resources on its website which teachers can use. To date 4900 schools have signed up to use these and Bloodhound also has team members who visit schools to interact with pupils.

Universities are benefitting too. Swansea University in particular has been heavily involved in crunching the numbers for the aerodynamics. It has played a major role in developing Bloodhound's shape. The University of the West of England, in Bristol, has been on board since the project's conception when it provided premises for the Bloodhound engineers. Its deep association with the project has resulted in applications for its engineering courses increasing.

It's not just in the UK that Bloodhound is making a difference to maths lessons. Schools from 207 countries around the world are using Bloodhound to inspire and engage with their pupils.





The Cosworth motor will be mounted the wrong way around in the car

process called Bid to Build. This is where companies can select items that require manufacture from the Motorsport Industry Association's website. They then put in a bid to complete the work. Bloodhound has a variety of partners, but there is still room for organisations to get involved. Being a part of Bloodhound is likely to prove rewarding, as the success of ThrustSSC proved to be for the companies involved.

The aim for this year is to have a rolling chassis completed and to then go on to have the car ready for testing by the second quarter of next year. It is hoped that this will take place at a runway somewhere in the United Kingdom. This will primarily be to check all the systems work as the car reaches 200mph. It's a bold timetable but that's what the team has to stick to if it is to get into the South African desert in late summer.

The desert track, in Hakskeen Pan, is ready and waiting. Numerous rocks that littered the intended route have been removed by hand. Up to a million square feet were cleared, and the Bloodhound team also built a new road for the locals in the area. The elements are playing their part too, with the winter rains smoothing the surface of the track. Back in the UK, a look around the Bristol factory reveals a litany of components, such as a Eurojet EJ200 engine from a Eurofighter Typhoon. Sitting there, gleaming, is a full size mock-up of the Bloodhound SSC car.

It's an impressive sight. The vehicle carries a huge presence, and it is physically big too. It has taken a long time to get everything about the car just right. The next step for the Bloodhound project is to develop from a research organisation into a design and manufacturing organisation. This is a challenge from a number of perspectives. It's hard to find engineers. Noble states that even the Red Bull F1 team has found it hard to recruit quality engineers. It's also difficult from a budgetary perspective. "We grew 65 per cent last year," says Noble. "And we've got to grow by another 40 per cent this year."

It's an achievable target and it becomes even more realistic when you consider the huge enthusiasm for the project. The public are contributing around £300,000 each year to the Bloodhound team. It's a huge amount and it greatly pleases Noble to see such enthusiasm for what they are trying to achieve: "The public is fantastic. We've done presentations in front of thousands of people and they seem to love the technology side of it. The media have started to lose interest a bit. I went to see some editors and they said 'it's very high-tech and the readers won't understand' but that's not what I've found. We went onto the internet with ThrustSSC in 1994 and the website grew and grew. We found people loved the technology. We gave them 800 pages and they kept coming back. With Bloodhound we're making all the data available. We've made an online academy too so people can understand it all. When the car runs we'll have everything online for people to see. If you look at F1, the military, all this technology is secret. We want to be open."

The Bloodhound team is certainly open, and the website brings the project to life.

Over the past few years, the Bloodhound project has built up a strong momentum. Successfully bringing British engineering talent together to reach 1000mph and make history looks like a serious possibility.

But while all this is going on, the real legacy is being laid down every day as Bloodhound representatives visit schools across the country and inspire the next generation of British engineers. ■

Why F1 power will be at the heart of record attempt

Formula One engines are state of the art pieces of kit. They are designed to push the most technically advanced racing car around the world's most demanding circuits. These engines don't even work unless they have been gently warmed through with pre-heated oil and water. So imagine Cosworth's disdain when it found out that one of its 2010-spec engines was planned to drive...the Bloodhound's fuel pump.

Actually, Cosworth loves the idea. It has a rig set up at its Northampton base in which it is working to perfect the engine's ability to drive, via a gearbox, 50kg of Hydroxyl-Terminated Polybutadiene (HTP) per second into the Bloodhound's rocket. HTP is a synthetic rubber and the fuel pump engages once the Bloodhound is travelling at 300mph. The only thing that could do this job was a F1 engine.

While the engine is virtually an off-the-shelf motor, or as off-the-shelf as an F1 engine can be, the gearbox it drives, which reduces the revs of the engine from 18000rpm to a useable 11000rpm, is a complicated piece of kit. It has been put together by a number of engineering companies including X-Trac, AP Racing, Newburgh and Jaivel. The engine will also power other hydraulic components on the Bloodhound, including the air brakes.

The car's layout means the Cosworth engine has had to be mounted backwards to how it would be in an F1 car. There are technical challenges that have had to be overcome. When the Bloodhound hits the 300mph mark, it will accelerate vigorously when the rocket kicks in. It's important that this doesn't dump the Cosworth's internal oil to the back of the engine. Cooling and feeding good quality air into the engine is tricky too because the air speed will be so high. The team has also looked at how the shockwaves at Mach 1 might affect the exhaust outlets.

Using an F1 engine in this way shows just what huge effort it has taken to find solutions to the challenges the Bloodhound engineers have faced.

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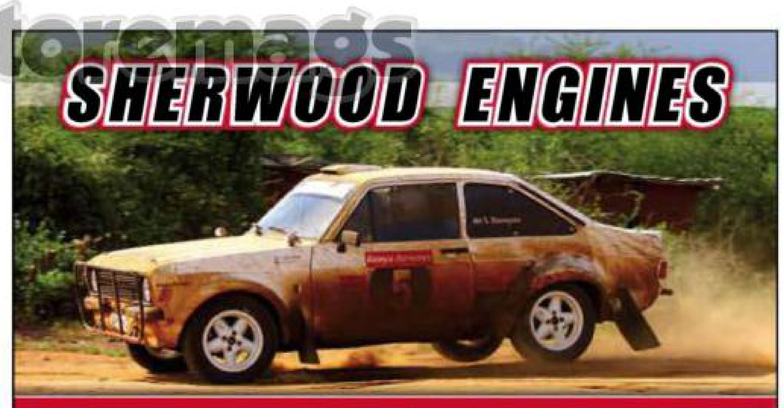

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MOTORSPORT NEWS

NATIONA CALE 20

CHAMPIONSHIP INDEX

NO	CHAMPIONSHIP
1	MSA British Rally Championship
2	Kololi Beach Club MSA British Historic Rally Championship
3	Swisher MSA English Rally Championship
4	MSA Scottish Rally Championship
5	MSA Welsh National Rally Championship
6	MSA Northern Ireland Rally Championship
7	REIS Get Connected MSA Asphalt Rally Championship
8	NGK BRC Challenge
9	Production BRC Challenge
10	Citroen Racing Trophy UK
11	Fiesta SportTrophy UK
12	Twingo Renaultsport UK Trophy
13	REIS Get Connected BTRDA Rally Series
14	Millers Oils BTRDA 1400 Championship
15	Rallyschool.co.uk BTRDA Rally First
16	MG ZR Rally Challenge
17	DMack Tyres BTRDA Historic Cup
18	Fuchs Titan Race ANCC Forest Stage Rally Championship
19	Fuchs Titan Race ANCC Tarmacadam Stage Rally Championship
20	Fuchs Titan Race ANCC Multi-Use Stage Rally Championship
21	Steve Harkness Competition Tyres Welsh Tarmacadam Championship
22	In Car Services Welsh Clubmans Forest Rally Championship
23	King of Epynt
23	S G Petch Association of North East and Cumbria Car Clubs Stage Rally Championship
24	Heart of England Stage Rally Championship
25	AS Performance North of England Tarmacadam Rally Championship
26	Cotswold Motor Sport Group Stage Rally Championship
27	Hamilton Classics Associations of Central Southern Motor Clubs Rally Championship
28	Ward Construction Association of Eastern Motor Clubs Stage Rally Championship
29	Eurocars Motorsport Manx Rally Championship
30	East Midland Association of Motor Clubs Multi-Venue Championship

31	East Midland Association of Motor Clubs Multi-Use Championship
32	Association of North East Midlands Motor Clubs Multi-Venue Stage Rally Championship
33	Association of North East Midlands Motor Clubs Multi-Use Stage Rally Championship
34	Association of North Western Car Clubs Stage Rally Championship
35	Association of North Western Car Clubs Forest Rally Championship
36	Association of South Western Motor Clubs Loose Stage Rally Championship
37	Association of South Western Motor Clubs Sealed Stage Rally Championship
38	Scottish Tarmack Rally Championship
39	Scottish Borders Championship
40	Kames Rally Time Trial Championship
41	Brian Dennis Motorsport Welsh Historic Championship
42	Motoscope HRCR Northern Historic Rally Championship
43	Association of North Western Car Clubs Historic Stage Rally Championship
44	HRCR Historic Stage Rally Challenge
45	HRCR Mini Cup
46	Waterend Properties Gravel Cup
47	Waterend Properties Asphalt Cup
48	Hankook 205 and RWD Challenge
49	Formula 1000 Forest Championship
50	Formula 1000 Tarmac Championship
51	Super 1000 Rally Championship
52	Junior 1000 Rally Challenge
53	MSA British Cross Country Championship
54	Irish Tarmac Rally Championship
55	Dunlop Irish National Stage Rally Championship
56	Valvoline Irish National Forestry Rally Championship
57	Irish Historic Tarmac Stage Rally Championship
58	Sligo Pallets Border Rally Championship
59	Loughran Signs Midlands East Rally Championship
60	Triton Showers South East Stages Championship
61	Southern Four Rally Championship
62	Top Part West Coast Rally Championship

EVENT CALENDAR

FEBRUARY

DATE	EVENT	CHAMPIONSHIP
11	Wyedean Forest Rally	3, 5, 13, 14, 15, 16, 17, 26, 36, 41, 49
11	South Downs Stages (Goodwood)	27
17/18	Chris Kelly Memorial Stages Rally	29, 34
18	Arnold Clark Snowman Rally	4
18	Kynaston Stages (Smeatharpe)	37
18	Magic Bullet Stages (Kirkistown NI)	6
19	Riponian Stages Rally	18, 23, 30, 32, 35, 42, 43
19	Rally Cwm Gwendreath (Pembrey)	21
25	Rallye Sunseeker	1, 8, 9, 10, 11, 12, 36, 44, 45
25	Fivemiletown Spring Rally (NI)	
26	Birr Stages Rally (IRL)	55, 59, 62

MARCH

DATE	EVENT	CHAMPIONSHIP
3	Malcolm Wilson Rally	3, 13, 14, 15, 16, 17, 23, 35, 42, 43, 48, 49
3	Ballypatrick Stages Rally (NI)	
3	William Loughman Forestry Rally (IRL)	56, 60
4	Mid Wales Stages	2, 22, 35, 41, 43, 46
4	Rally Time Trial (Kames)	40
11	Tour of Epynt	7, 21, 23
11	Roskirk Stages (Three Sisters)	34, 50, 52
11	Mayo Stages Rally (IRL)	55, 58
11	Jack Neal Memorial Rally (Blyton)	
17	Border Counties Rally	4, 23, 39
17	Bishopscourt Stages (NI)	6
17/18	West Cork Rally (IRL)	61
17/18	Bovington Stages	27, 28, 37
18	Lee Holland Memorial (Anglesey)	19, 34, 50, 52
18	Flying Fortress Stages (Grafton Underwood)	28, 31, 33
23/24	Bulldog Rally	1, 2, 5, 8, 9, 10, 11, 12, 35, 41, 43, 46, 51
25	Tour of Caerwent	21, 26
25	AGBO Stages (Weston Park)	24
25	SMC Stages (Weeton)	20, 34
25	Midland Moto Stages (IRL)	59
31	Charterhall Stages	38, 39

APRIL

DATE	EVENT	CHAMPIONSHIP
1	Lookout Stages (Melbourne)	31, 33, 34
1	Circuit of Kerry (IRL)	55, 62
6/7	Circuit of Ireland Rally	IRC, 6, 54, 57
8	Alan Healey Memorial Rally (Cadwell Park)	
14	Granite City Rally	4
14/15	Pikes Peak 4x4	53
15	Bob Shaw Stages (Talbenny)	21
15	Moonraker Forest Rally (IRL)	56, 60
21	Somerset Stages	3, 13, 14, 15, 16, 17, 36, 49
21	D'Isis Rally (MIRA)	24, 31, 34
21	Get It Sideways Stages (Down Ampney)	26, 27, 44, 45
22	Cadman Construction Stages (Honington)	28, 52
22	Monaghan Stages Rally (IRL)	58
22	Twyford Wood Stages	20, 28, 30, 33, 34
27/28	Pirelli Rally	1, 2, 8, 9, 10, 11, 12, 42, 46

MAY

DATE	EVENT	CHAMPIONSHIP
5	Corinium Stages (Down Ampney)	26, 37, 52
5	Tour of the Sperrins (NI)	6
5/6	Rally of the Lakes (IRL)	54, 57, 61
6	RDP Welsh Rally (Epynt)	21, 23, 41
6	Hallamshire Stages (Wittering)	31, 33, 34, 50
7	McAleer's Spar Stages (NI)	
11/12	Manx Telecom Rally	7, 19, 29, 34, 51
12	Ingliston Stages	25
12	D&W Brown Stages (Crail)	38
12	Cetus Stages (Three Sisters)	34
12/13	Nesscliff 4x4	53
13	Tour of Hamsterley	18, 23, 30, 35, 39, 42
13	Middlewick Stages (Woodbridge)	28
13	Carlow Stages (IRL)	55, 60
13	DW Construction Hallburn Stages	
19	Plains Rally	5, 13, 14, 15, 16, 17, 22, 35, 43, 48, 49
19	Jim Walsh Cork Forest Rally (IRL)	56
19/20	TSH Stages (Portreath)	27, 37, 52
20	John Overend Stages (Melbourne)	20, 31, 33
20	Rally Time Trial (Kames)	40
26	EMCOS Stages (Down Ampney)	24, 26
27	Cavan Stages Rally (IRL)	58

JUNE

DATE	EVENT	CHAMPIONSHIP
1/2	Jim Clark Rally	1, 7, 8, 9, 10, 11, 12, 25, 42, 51
2	Bill Cammack Rally (Manby)	31, 33
3	Jim Clark Reivers Rally	4, 23, 38, 39
3	Circuit of Munster (IRL)	55, 62
9	Severn Valley Stages	2, 5, 41, 44, 45, 46
9	Dukeries Rally	3, 13, 14, 15, 16, 17, 18, 28, 30, 32, 49
9	Mourne Rally (NI)	6, 58
9/10	Forrest Lodge 4x4	53
10	Mini Epynt Stages	
10	Abingdon Carnival Stages	26, 27, 28, 37
10	Keith Frecker Stages (Weeton)	34
10	Laois Mini Stages Rally (IRL)	59
15-17	Donegal International Rally (IRL)	54, 57
16	Crail Summer Stages	38
16	Jurby Stages	29
17	Ranges Stages (Trawsfynydd)	34
22/23	Rally of the Midlands	7, 19, 24
24	Turnbull Trophy (Albermarle)	25, 38
24	Midsummer Caerwent Stages	21, 50, 52
24	Three Counties Stages (Smeatharpe)	27, 37
24	Ravens Rock Rally (IRL)	60, 61
30	Swansea Bay Rally	5, 22, 35, 36, 44, 45, 46, 48
30	Scottish Rally	4, 39, 42
30	Loughall Country Park Rally (NI)	

INTERNATIONAL

FIA World Rally Championship

DATE	EVENT
January 18-22	Rally Monte Carlo
February 9-12	Rally Sweden
March 8-11	Rally Mexico
March 29-April 1	Rally Portugal
April 26-29	Rally Argentina
May 24-27	Acropolis Rally
June 22-24	Rally New Zealand
August 2-4	Rally Finland
August 24-26	Rally Deutschland
September 13-16	Wales Rally GB
October 4-7	Rallye de France Alsace
October 18-21	Rally d'Italia
October 8-11	Rallye de España

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JULY

DATE	EVENT	CHAMPIONSHIP
7	Down Rally (NI)	6
7	Connacht Sligo Stages (IRL)	58
8	Greystoke Stages	18, 23, 35, 42
8	Brawdy Stages	
8	Enville Stages (Anglesey)	34
8	Sean Conlon Memorial Rally (IRL)	56, 60
13	Roy Haslett Preparation Stages (NI)	
14	Nicky Grist Quinton Stages	13, 14, 15, 16, 17, 30, 35, 43, 49, 51
15	ALMC Stages	7, 59
15	Gareth Hall Stages (Trawsfynydd)	34
15	Rally Time Trial (Kames)	40
20/21	PokerStars Rally	29, 34
21	Opposite Lock Stages (Manby)	20, 31, 33, 34
22	Coracle Stages (Sweet Lamb)	22, 35, 36
28	Lurgan Park Rally (NI)	
28/29	Radnor 4x4	53
29	Harry Flatters Rally	2, 21, 23, 41, 44, 45, 47
29	Lawrence Landfill Stages (Dale)	52
29	Boconnoc Motorsport Carnival Stages	

AUGUST

DATE	EVENT	CHAMPIONSHIP
4	Speyside Stages	4
4	Dogleap Stages (NI)	6, 56
5	Jane Cowling Stages (Fulbeck)	20, 31, 33
5	Ditton Priors Stages	24, 34
11/12 (TBC)	Richard Burns Rally (Marham)	50
12	Tyneside Stages	7, 23, 25, 39
12	Solway Coast Rally	38
12	Stonethrowers Stages Rally (IRL)	55, 60
18	Neath Valley Stages	22, 41
17/18	Ulster Rally	1, 2, 6, 8, 9, 10, 11, 12, 47, 51, 54, 57
19	Centenary Stages (Cottesmore)	24, 31, 33, 34, 52
24	Davagh Sunset Rally (NI)	
26	Mewla Rally (Epynt)	7, 21, 23, 34, 37, 48
26	Galway Summer Stages (IRL)	62

SEPTEMBER

DATE	EVENT	CHAMPIONSHIP
1	Woodpecker Stages	3, 5, 13, 14, 15, 16, 17, 22, 35, 36, 41, 43, 49
1	Merrick Forest Stages	4
1	Tyrone Stages Rally (NI)	
2	Castle Hellfire Stages Rally (IRL)	59
7/8	Promenade Stages (New Brighton)	20, 34
8	Lincoln Green Stages (Blyton)	31, 33
8	Lakeland Stages (NI)	6
8/9	Wexford Stages Rally (IRL)	60
8/9	Nesscliff 4x4	53
9	Bournemouth Stages (Smeatharpe)	37
13-16	Wales Rally GB	WRC
16	Lindisfarne Rally	23, 25, 38
16	Clare Stages (IRL)	55, 62
21/22	Rally Isle of Man	29, 47,
22	Omagh Bushwhacker Rally (NI)	6, 56
23	Pendragon Stages	19, 23, 25, 34, 38
23	Hutton Kitchens Stages (Woodbridge)	27, 28, 50, 52
28/29	Trackrod Rally Yorkshire	1, 3, 8, 9, 10, 11, 12, 18, 30, 32, 35, 42, 43, 51
30	Patriot Stages (Caerwent)	7, 24, 26, 37
30	Pendle Heroes Stages (Weeton)	34

OCTOBER

DATE	EVENT	CHAMPIONSHIP
6	Colin McRae Stages	2, 4, 39, 46
6	Harold Palin Stages (Manby)	31, 33
6	Clubman Stages Rally (NI)	
6/7	Cork '20' International Rally (IRL)	54, 57, 61
12/13	Jersey Stages Rally	
12-14	Mull Rally	34, 38
13	Donegal Harvest Rally (IRL)	55, 58
13/14	Walters Arena 4x4	53
14	Adgespeed Stages (Three Sisters)	34
14	GSMC Mini Stages (IRL)	59
20	Cambrian Rally	5, 13, 14, 15, 16, 17, 22, 35, 41, 43, 49, 51
20	Gullion Stages (NI)	
20/21	Regency Stages (Shepton Mallet)	26, 27, 37
21	Lynn Stages (Sculthorpe)	28, 33
21	Peter Lloyd Stages (Pembrey)	21, 52
21	Rally Time Trial (Kames)	40
27	Fat Albert Stages (Keevil)	26, 27, 37
28	Adrian Barker Swynnerton Stages	24, 34, 50
28	Rally Time Trial (Sweet Lamb)	
28	Fastnet Stages Rally (IRL)	61

NOVEMBER

DATE	EVENT	CHAMPIONSHIP
3	Tempest Rally	3, 28, 36, 48
3	Kingdom Stages (Crail)	38
3	Glens of Antrim (NI)	
3/4	Glyn Memorial Stages (Anglesey)	21, 23, 34, 52
4	Cheviot Keith Knox Stages	7, 19, 23, 25
4	Malton Rally	18, 30, 32, 42
11	Neil Howard Stages (Melbourne)	34
11	Kerry Mini Stages (IRL)	62
18	Carfax Stages (Benson)	26, 27, 37
18	Premier Stages	28, 30, 32
18	Tamdown Snetterton Stages	
18	Manx Autosport Forest Stages	29
23/24	Kall Kwik Rally	42, 48
23-26	Roger Albert Clark Rally	
24	Hall Trophy Stages (Blyton)	20, 34
24	Bexley Winter Stages (Goodwood)	37
24	Donegal Mini Stages (IRL)	

DECEMBER

DATE	EVENT	CHAMPIONSHIP
1	Grizedale Stages	18, 23
1/2	Rockingham Stages	29
1/2	Killarney Historic Rally (IRL)	
2	Talbenny Winter Stages	
29	Longmoor Loco Stages	28
30	West Wales Rally Spares Stages (Pembrey)	

CHAMPIONSHIPS

Intercontinental Rally Challenge

DATE	EVENT
February 23-25	Rally Azores
March 15-17	Rally Islas Canarias
April 6/7	Circuit of Ireland
May 11/12	Tour de Corse
June 2/3	Mecsek Rally
June 22/23	Ypres Rally
July 6/7	Rally San Marino
July 20-22	Sibiu Rally
Aug 31-Sep 2	Barum Rally Zlin
September 15/16	Yalta Rally
September 29/30	Rally Sliven
October 12/13	Rallye Sanremo
November 2/3	Cyprus Rally

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CHAMPIONSHIPS AT A GLANCE

MSA British Rally Championship

Feb 24/25	Rallye Sunseeker
March 23/24	Bulldog Rally
Apr 27/28	Pirelli Rally
June 1-3	Jim Clark Rally
Aug 17/18	Ulster Rally
Sept 28/29	Trackrod Rally

Kololi Beach Club MSA British Historic Rally Championship

March 4	Mid-Wales Historic Stages
March 24	Bulldog Historic Rally
Apr 28	Pirelli Historic Rally
June 9	Severn Valley Historic Stages
July 29	Harry Flatters Historic Rally
Aug 17/18	Historic Ulster Rally
Sept 7/8	Historic Tour of Flanders
Oct 6	Colin McRae Historic Stages

Swisher MSA English Rally Championship

Feb 11	Wyedean Forest Rally
March 3	Malcolm Wilson Rally
Apr 21	Somerset Stages
June 9	Dukeries Rally
Sept 1	Woodpecker Stages
Sept 29	Trackrod Clubman Rally
Nov 3	Tempest Rally Two

MSA Scottish Rally Championship

Feb 18	Snowman Rally
March 17	Border Counties Rally
Apr 14	Granite City Rally
June 3	Jim Clark Reivers Rally
June 30	RSAC Scottish Rally
Aug 4	Speyside Stages
Sept 1	Merrick Stages
Oct 6	Colin McRae Forest Stages

MSA Welsh National Rally Championship

Feb 11	Wyedean Forest Rally
March 23/24	Bulldog Rally
May 19	Plains Rally
June 9	Severn Valley National Rally
June 30	Swansea Bay Rally
Sept 1	Woodpecker Stages
Oct 20	Cambrian Rally

MSA Northern Ireland Rally Championship

Feb 18	Magic Bullet Stages
March 17	McGrady Insurance Stages
Apr 6/7	Circuit of Ireland
May 5	Tour of the Sperrins
June 9	Mourne Rally
Julyy 7	Down Rally
Aug 4	Dogleap Stages
Aug 17/18	Ulster Rally
Sept 8	Lakeland Stages
Sept 22	Bushwhacker Rally

REIS Get Connected BTRDA Rally Series

Feb 11	Wyedean Forest Rally
March 3	Malcolm Wilson Rally
April 21	Somerset Stages
May 19	Plains Rally
June 9	Dukeries Rally
Julyy 14	Nicky Grist Stages
Sept 1	Woodpecker Stages
Oct 20	Cambrian Rally

REIS Get Connected MSA Asphalt Rally Championship

March 11	Tour of Epynt
May 11/12	Manx National Rally
June 1/2	Jim Clark National Rally
June 22/23	Rally of the Midlands
July 15	ALMC Stages
Aug 12	Tyneside Stages
Aug 26	Mewla National Rally
Sept 30	Patriot Stages
Nov 4	Cheviot Keith Knox Rally

Scottish Tarmack Rally Championship

Jan 8	Knockhill Stages
April 7	Charterhall Stages
May 12	D&W Brown Stages
June 3	Jim Clark Reivers Rally
June 16	Crail Summer Stages
June 23	Albemarle Stages
Aug 12	Solway Coast Rally
Sept 16	Lindisfarne Stages
Sept 23	Pendragon Stages
Oct 12-14	Mull Rally
Nov 3	Kingdom Stages

Irish Tarmac Rally Championship

Feb 5	Galway International Rally
April 6/7	Circuit of Ireland
May 4-6	Rally of the Lakes
June 15-17	Donegal International Rally
Aug 17/18	Ulster Rally
Oct 6/7	Cork '20' International Rally

Dunlop Irish National Stage Rally Championship

Feb 26	Birr Stages Rally
March 11	Mayo Stages Rally
April 1	Circuit of Kerry Stages Rally
May 13	Carlow Stages Rally
June 3	Circuit of Munster Stages Rally
Aug 12	Stonethrowers Stages Rally
Sept 26	Clare Stages Rally
Oct 13	Donegal Harvest Stages Rally

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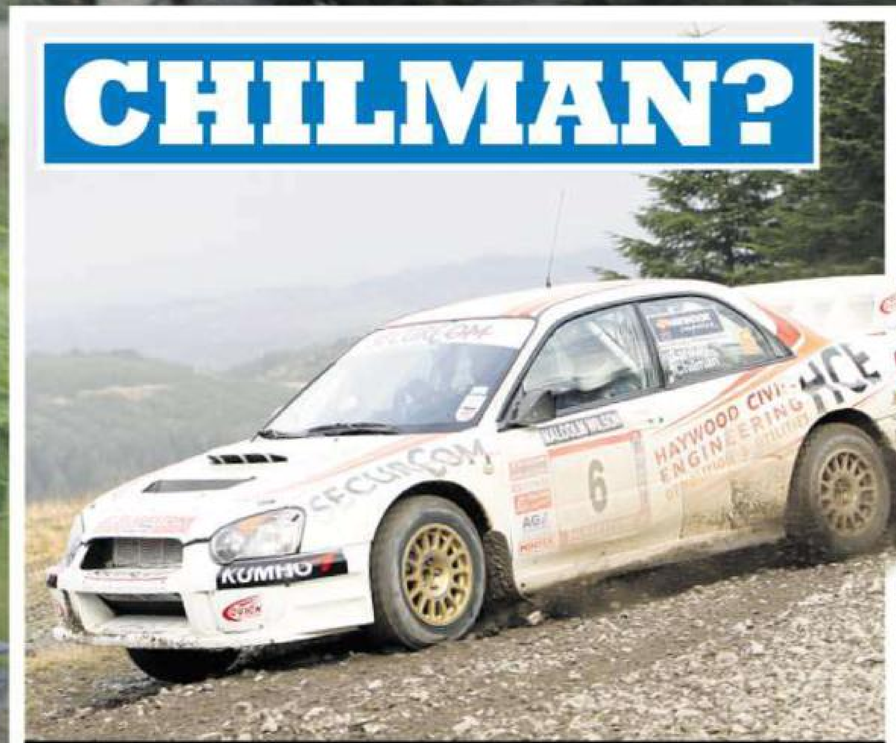
IT'S OPEN

Andy Burton might have gone, but that has left a very even fight for

PEREZ?

Perez has pace, but has yet to commit to the full season



CHILMAN?

Car developments and a new co-driver will boost Roger Chilman

BY JAMES ATTWOOD
EDITOR

It will probably take until the first car thunders through the Forest of Dean on the Team GMF Wyedean Forest Rally this Saturday morning for it to sink in that Andy Burton's Peugeot-Cosworth really is gone.

The popular car is no longer eligible to compete in British rallies thanks to new MSA rules, and that means the wailing Cosworth powerplant won't reverberate around the forests of Britain again.

It also means that reigning REIS Get Connected! BTRDA Gold Star champion Burton has been left without a car for this year.

While it is sad that Burton's machine won't grace British forests again, the UK's top club rally series has never been about one car or driver. And the good news is that Burton's absence has made this year's Gold Star championship one of the most open in years.

Gold Star Championship

At the time of writing there were 16 World Rally Cars entered for the Wyedean, and a host of machines in Class B13 that are capable of challenging for a strong result in the right circumstances.

In fact, since the demise of the Gravel Rally Championship at the end of 2010, the BTRDA's Gold Star division has become the top gravel WR Car championship in the country. It's something that doesn't always sit easily with championship organisers, who remain determined to treat all competitors equally.

It provides a great treat for spectators, who get to see a host of machinery with world championship pedigree driven by some of Britain's top privateers. Reigning champion Burton might be out, but five of the last seven champions are poised to take part this year.

Picking a favourite – for the Wyedean or the whole season – isn't easy, but Roger Chilman Jr is high up the list. The 2005 champion traded his old Group N Subaru Impreza for a WRC version last year, and was right up there in pace with Burton on occasion. It rankled with Chilman that he didn't manage to win an event outright, and he's done a host of development work to the car and roped in British championship-winning co-driver Bryan Thomas in a bid to improve his form this year. It would be a shock if he didn't win one, especially when the series moves into the mid-Wales stages near his Hereford home.

"What I need from a co-driver has changed," said Chilman. "Andrew [Sankey, former co-driver] gave me masses of feedback to start with which really helped. Now I'm experienced my requirements are very different."

Steve Perez, who won the Gold Star title in 2010, has registered for points and will contest the Wyedean, but has yet to commit to a full season. But then, when you also have a Lancia Stratos and a Datsun 240Z – among other cars – in your garage, you'd take your time picking what you wanted to do. Perez will be a favourite for the Wyedean, and his ex-Marcus Grönholm Ford Focus RS WRC 06 is one of the best cars on the entry list.

"It's a real shame that Andy Burton's car has been banned, because I had some great battles with him," says Perez. "But while it's a shame he's gone, it's really made things open. There are a lot of World Rally Car competitors who have come into it, and we'll all be very evenly matched without Andy."

Hugh Hunter, who won the 2008 title, has upgraded to a newer Ford Focus WRC and will be another threat, having mixed it with Burton and Chilman on occasions last year.

The other two former champions who have signed up for points are 2006 pace man Shaun Gardener and 2009 title-winner David Wright. Both of them face slightly tougher challenges, running a Mitsubishi Lancer E5.9 and an Impreza respectively in the open B13 class. It will be tough for them to beat the World Rally Car on the events, but the durability of their machines means they can string a title challenge together if they can finish well consistently.

The Class B13 drivers including Gardener and Wright will be helped by the BTRDA's scoring system, with crews counting their best six scores in eight starts. It rewards consistency, and also puts pressure on any driver who notches a retirement or two early on.

Another driver likely to feature at the sharp end of the title fight is Focus WRC driver Charlie Payne. The Yorkshireman has really made great strides with his speed in recent years, and will be a contender for victories at the very least. Also aiming to string together a title bid is Tom Cave, who is poised to run his Impreza in Class B13.

Millers Oils 1400

The BTRDA Rally Series might now be home to most of Britain's top World Rally Car drivers, but the series isn't all about four-wheel-drive machinery.

In fact, some of the most intense battles in the BTRDA occur in the Millers Oils 1400 division, where a host of quick clubmen drivers battle for supremacy in some amazing souped-up machinery. And the good news this year is that the championship is primed for a return to its golden age.

At the end of the 2006 season, the BTRDA's 1400 division was the must-do championship for any driver who wanted to prove themselves in 1400cc machinery. And it helped produce some amazing talent – future British rally champion David Bogie was a series frontrunner in 2005 and '06. Some 58 drivers signed up for the series in the 2006 season. A year later that had slumped to just 26.

The fall in entry numbers could be attributed to the introduction of a rule requiring 1400 competitors to run Silverstone Tyres. It was an unpopular move, and many crews voted with their feet, claiming Silverstone rubber was more expensive than discounted deals they could get with other firms. Of course, it wasn't really that simple: many of the objectors to the rule forgot that the cash infusion from sponsors such as Silverstone Tyres played a vital role in ensuring the series could actually run.

It wasn't totally disastrous for the competition. The 1400 division maintained a competitive core, led by double series champion Darren Pinchin, and many of the crews who refused to register still competed on the events. But that meant the championship table didn't really reflect the battles that were waged on the stages.

That argument is all in the past. Silverstone Tyres stepped down as series sponsor at the end of last year, to be replaced by insurance firm REIS and mobile phone company Get Connected!. And with Silverstone Tyres gone, the control tyre is also gone – and that has sparked a surge of interest in the 1400

Pinchin will fight for 1400 honours

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Photos: Writtle Photographic

SEASON

BTRDA honours this year

HUNTER?

Former champion Hugh Hunter will aim to recapture the Gold Star

It could be a tough season for former winner Gardener

GARDENER?

CHANGES FOR 2012

IN
- REIS and Get Connected! as title sponsors
- A new highlights programme on MotorsTV
- A £500 on-event prize fund for the Rally First division

OUT
- Silverstone Tyres as the new title sponsor
- Control tyres for the 1400 division of the championship
- Reigning champion Andy Burton's Peugeot-Cosworth

category. Leading the charge of the returnees is the rapid Julian Wilkes. The Taunton driver is a former multiple class winner in the Asphalt Rally Championship, but in recent years has really honed his form on gravel, although a string of problems has curtailed his attempts to win the BRC Challenge title.

"We really want to go for the title," says Wilkes. "This is the best championship in the UK, and we want to mix it with some of the best 1400 competitors the country has to offer."

The biggest problem for Wilkes will be a lack of experience of some of the events. "There's a few on the calendar that I haven't done, like the Malcolm Wilson, the Plains and most of the Woodpecker," he says.

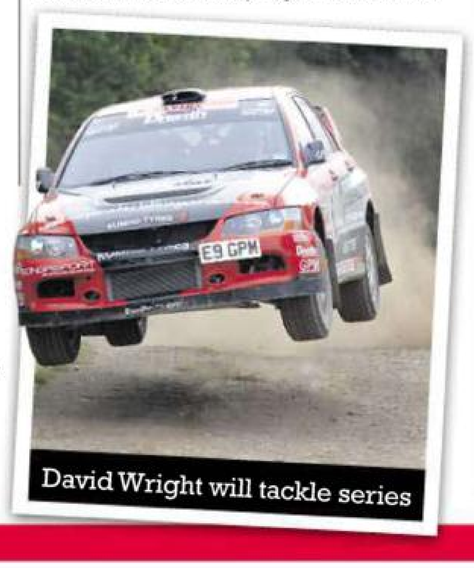
A lack of experience won't be a problem for the man likely to be Wilkes's main opposition in the top-level 1.4C class: 2008 and 2011 champion Pinchin. Since switching to the 1400 division in 2008, the Proton Satria driver has taken on and beaten proven competitors including Matt Edwards and Graham Middleton, and he has a wealth of experience of all the events.

An intriguing returnee is Sion Matthews. The promising Welsh driver has put in some strong performances on BTRDA events in a Vauxhall Nova, and has now swapped that for a 1400 Ford Escort Mk2. Also aiming to challenge for overall 1400 honours is Ashley Slights. The back-to-back Rally First champion has upgraded his title-winning Toyota Yaris to run in the 1.4S class, and certainly has the natural ability to challenge for strong results.

Another newcomer to the series worth watching is Nick Cristofaro. The Milford Haven driver was a contender for last year's Fiesta SportTrophy UK before running out of funds, and the 18-year-old is hoping to prove a point in the 1400 division this year. He's been given the use of a rallyschool.co.uk Ford Focus. It's a machine that has yet to feature at the sharp end of the 1400 division, but Cristofaro should have the talent to get it up there.

The supporting cast

The BTRDA Silver Star championship for two-wheel-drive cars has arguably waned a little in prestige in recent years, with many of the Ford Escort Mk2 drivers that frequented it switching over to historic rallying. But with the BTRDA's Historic Cup division growing, the two titles are still likely to attract a good entry of crowd-pleasing, sideways sliding machinery.



David Wright will tackle series

Reigning Silver Star champion Allan McDowall is building a new car that will be eligible for the Historic division, and will likely miss the first few rounds as a result. That opens the door for the likes of rapid Escort Mk2 man Nick Elliott. The Cheltenham driver was the top two-wheel-drive finisher on the Wyedean last year, and had signed up for BTRDA points for the season.

Other notable drivers to register in the historic classes include Escort man (and Swift Caravans magnate) Peter Smith and fellow Mk2 driver Barry Jordan. Dave Brick (Escort Mk2) and multiple champion Jon Ballinger (Opel Manta) will be among the drivers in non-historic spec cars likely to challenge the historic crews for Silver Star honours.

The rallyschool.co.uk Rally First division for production-based 1000cc and 1400cc cars has shown growth since its introduction. With Ashley Slights moving into the full 1400 class, the division is wide open this year. Series returnee Jason Hopkins is likely to be a threat in a Nissan Micra, and big things will be expected of Junior 1000 graduate Aaron McClure – one of *Motorsport News's* Fast 50 drivers to watch and the winner of the Next Big Thing competition. The Rally First division runs across all eight events, although competitors only count their best five scores. ■

CALENDAR

WYEDEAN FOREST RALLY
When: February 11
Where: Chepstow
Organiser: Forest of Dean Motor Club
Stages: Forest of Dean and Lower Wye Valley
2011 winners: Andy Burton/Robin Kellard (Peugeot Cosworth)
Notes: The only rally to use the popular Forest of Dean

MALCOLM WILSON RALLY
When: March 3
Where: Cockermouth
Organisers: Morecambe Car Club, Kirkby Lonsdale Motor Club, West Cumbria Motorsport Club
Stages: Forests in the Lake District including Grizedale
2011 winners: Burton/Kellard (Peugeot Cosworth)
Notable: The event is the BTRDA's sole trip to the North

SOMERSET STAGES
When: April 21
Where: Minehead
Organiser: Minehead Motor Club and Burnham-on-Sea Motor Club
Stages: Forest roads in the Brendon Hills near Exmooor National Park and the Porlock Toll Road
2011 winners: Hugh Hunter/Andy Marchbank (Ford Focus WRC)
Notes: The event features lots of short stages on Tarmac

PLAINS RALLY
When: May 19
Where: Welshpool, Powys
Organisers: Knutsford and District Motor Club
Stages: Classic mid-Wales stages including Dyfi, Gartheiniog and Hafren
2011 winners: Burton/Kellard (Peugeot Cosworth)
Notes: The first of four Welsh events

DUKERIES RALLY
When: June 9
Where: Southwell
Organiser: Dukeries Motor Club
Stages: Sherwood Forest
2011 winners: Burton/Kellard (Peugeot Cosworth)
Notes: The sandy stage surface makes set-up difficult

NICKY GRIST STAGES
When: July 14
Where: Builth Wells
Organisers: Quinton Motor Club
Stages: Epynt forest tests including Halfway, Route 60 and Crychan
2011 winners: Charlie Payne/Craig Thorley (Ford Focus WRC)
Notes: The event, formerly the Quinton, is renamed

WOODPECKER STAGES
When: September 1
Where: Ludlow
Organisers: Sixty and Worcestershire Motor Club
Stages: Forests to the west of Ludlow and Radnor
2011 winners: Burton/Kellard (Peugeot Cosworth)
Notes: Radnor Forest usually decides the winner

CAMBRIAN RALLY
When: October 20
Where: Llandudno
Organisers: North Wales Car Club
Stages: Clocaenog and Penmachno forests
2011 winners: Shaun Gardener/Ben Innes (Mitsubishi Lancer E5.9)
Notes: Last year's route included the Great Orme

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ITRC ROUND ONE: GALWAY

Brian Patterson watches a thrilling Irish opener

DARREN STEPS ON THE GASS

Young ace Darren Gass led home in a tight Galway finish

A new name was added to the Irish Tarmac Championship roll of honour when 23-year-old Darren Gass in his Subaru Impreza WRC clinched a narrow but well deserved win on the Galway International Rally.

Former Pirelli Star Driver and British Junior champion Gass moved to the front of the field just two stages from the end of a thrilling rally. Defending ITRC champion Tim McNulty had led for most of the day until he damaged his Subaru's steering on the sixth of ten stages. On the same stage, second-placed Eugene Donnelly lost time and dropped behind Gass when his new Mini John Cooper Works WRC sustained a puncture. When the cars got to the Eyre Square finish ramp, Donnelly had moved back up to second by dint of a tremendous charge that left him just short of Gass, while McNulty had to settle for third. A damaged hub on McNulty's Subaru meant he was in no position to respond to the battling Gass and Donnelly.

The Galway Rally organisers cut back from the event's customary two-day format to running the whole event on a Sunday. Whereas last year the rally was sparsely supported, both by competitors and spectators, the changes helped to revitalise the event.

A puncture thwarted Eugene Donnelly's attack in the Mini WRC machine

The opening stage pulled in a crowd of spectators to witness McNulty setting the first of five consecutive fastest times.

Derek McGarrity was second quickest on the opener, while Donnelly dropped a few seconds when he took a wayward line through the car park slalom that started the stage.

The action then moved out to the Headford area where a steady drizzle made the opening eight-mile Kilbeg stage very slippery.

McNulty chose an intermediate tyre and set fastest time from Donnelly, with Garry Jennings next up in his Group N Mitsubishi Lancer, while Gass was back in fourth and unhappy with way his Impreza was handling over the jumps.

Gareth MacHale picked the wrong tyres for his Focus WRC and was fifth, and things went from bad to worse as his Focus was sidelined after SS6 when it picked up two punctures.

MacHale had an especially difficult weekend, as his father Austin's long time friend and rally engineer Mickey Eiffe died on Friday at the age of 65 following an illness. Gareth was in two minds whether to withdraw, but the decision was taken in the early hours of Saturday to go ahead.

McGarrity overshot a junction in Kilbeg which dropped him to sixth, and with his Subaru Impreza WRC in 'European' specification, he was suffering from not having enough suspension travel. After an initial wrong tyre choice, he did eventually get on the right rubber only to catch Donnelly's Mini when it was struggling with its own puncture.

As the day progressed, Donnelly kept the pressure on McNulty, although the Subaru man was the faster of the two. That lasted until SS6 when his Subaru collided with a heavy silage bale at a chicane and sustained both bodywork and suspension damage. McNulty still led after the stage, but found himself on the back foot thanks to the damage.

Donnelly, who had said earlier that he was still bedding himself in with the Mini WRC, got caught out on a crest jump into narrow left-right through the dip and a front tyre got sliced against a stone. Whereas McNulty lost about 20 seconds with his off, Donnelly lost 40 and slipped behind Gass to third.

That set up a fantastic fight for victory over the last three stages as Gass flew through SS8 and SS9 to move into the lead. Donnelly was actually fastest, although by only by a second or two each time. McNulty dropped a few seconds on each stage, but was still second starting the final stage.

Donnelly did one of his famous charges on that final test to set fastest time and move to within 1.3 seconds of Gass, with McNulty dropping to third, a further five seconds back. It was a dramatic end to a fascinating day.

Behind the leading trio, Garry Jennings set a great time through that first proper stage and revelled in the slippery conditions. The Fermanagh man got his Group N Lancer up to third overall, but then got a shock in SS3 when on a square right with rocks on the inside, his Lancer slithered wide and knocked into a wall. Fortunately, damage was light, as was the time loss.

Jennings still set a very rapid, if slightly easier pace for the rest of the day, to finish a brilliant fourth ahead of several WRC machines.

Young Sam Moffett was closest to Jennings throughout the day and was second in the category and seventh overall, with Donagh Kelly third after making a poor tyre choice early on.

Between Jennings and Moffett were the recovering McGarrity and Cork man Daragh O'Riordan, who had hired Peter Lloyd's Impreza WRC S14 for the weekend. Lloyd's car was also on a European suspension set-up, and O'Riordan struggled to sixth with it.

Tralee's Thomas Fitzmaurice was on his first outing in an Impreza WRC, and his ninth place was misleading. He had incurred some road penalties and suffered a few mechanical woes, but also set some good times in the process.

Alan Ring was expected to feature in the Gp N category, but the Killarney man knocked a rear wheel off in SS2. Another retirement from Gp N was Daniel Barry, who was sidelined with a broken steering arm.

Just outside the top ten at the end were Trevor Bustard and Stephen Wright in their Gp N Lancers, while Mark Nangle retired his Gp N Impreza when the gearbox dipstick tube allowed oil to spray on to the exhaust. ■

Ernie Graham took historics

NATIONAL RALLY

Boyles increase their pace over the event to win

Declan and Brian Boyle took victory in the well-supported National event, which featured a thrilling fight for victory throughout the day.

Monaghan's Daniel McKenna was the early pacesetter, until he hit the same wall on SS3 that blighted top overall runner Garry Jennings. Although he lost only a little time, the oil cooler on McKenna's Escort was damaged. He eventually got that sorted but had slipped to eighth, eventually recovering to finish fourth.

That allowed Tom Flaherty in another Escort to lead for most of the day despite power steering issues. But the Boyles kept their cool throughout the day, and gradually upped their pace towards the end to take victory by just over two seconds, assuming the lead on the penultimate stage.

John Hendy/Alan White had a very good drive in their Corolla twin cam to take third position, while local crew Pat and Jonathan Kelly finished seventh and won class 16. The Kellys' run was impressive as they had damaged the manifold on their Impreza in SS4 and having then to conserve the car for the rest of the day.

Leading retirements from the National field included Gary McPhillips, whose Escort spun off backwards at a chicane on SS2. Although damage was slight, the jack somehow pierced the fuel tank and ended his rally. Richard Burke had run as high as sixth, but his Subaru suffered gearbox trouble and was retired.

In the historic event, John Keatley was the early leader in his Porsche 911, but he was delayed when he came upon Philip Wylie's crashed Escort Mk1. Keatley then had a major moment of his own a couple of stages later, but in any case had no answer to the flying Ernie Graham in his Escort. Graham upped his pace throughout the day to win by well over two minutes from Keatley, with another Porsche, driven by Brendan McAree, in third.

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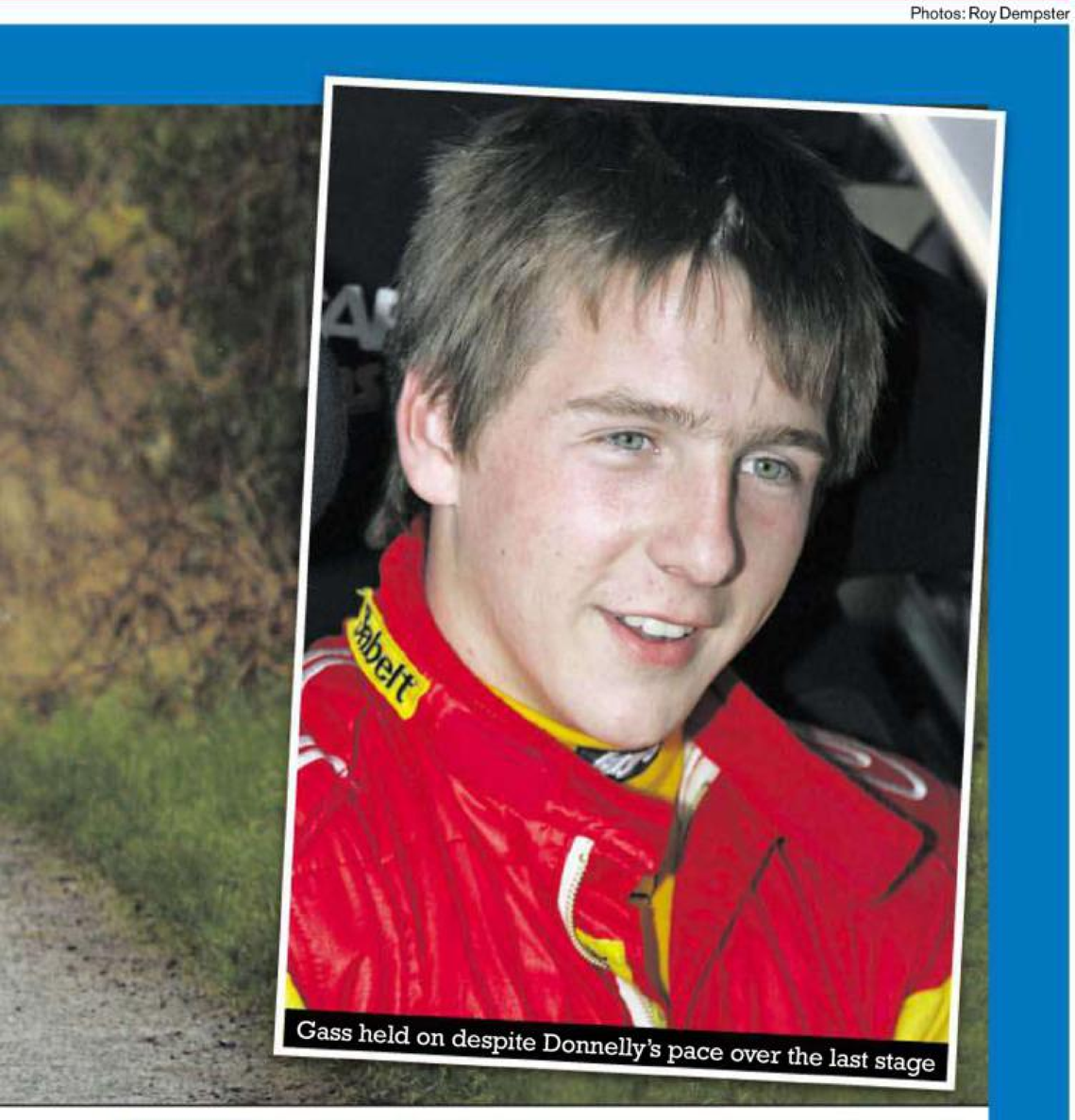
Photos: Roy Dempster



Gass held on despite Donnelly's pace over the last stage

RESULTS

Irish Tarmac Rally Championship, round 1/6
Galway International Rally, February 5

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Darren Gass/Enda Sherry	Subaru Impreza WRC	1h 08m 18.8s
2	Eugene Donnelly/Paddy Toner	Mini John Cooper Works WRC	+1.3s
3	Tim McNulty/Paul Kiely	Subaru Impreza WRC	+6.4s
4	Garry Jennings/Rory Kennedy	Mitsubishi Lancer E9	+1m 25.4s
5	Derek McGarrity/James McKee	Subaru Impreza WRC	+1m 47.7s
6	Daragh O'Riordan/Tony McDaid	Subaru Impreza WRC	+1m 58.0s
7	Sam Moffett/James O'Reilly	Mitsubishi Lancer E9	+3m 00.5s
8	Donagh Kelly/Kevin Flanagan	Mitsubishi Lancer E9	+3m 11.9s
9	Thomas Fitzmaurice/Fionn Foley	Subaru Impreza WRC	+4m 32.1s
10	Josh Moffett/Domhnall Lennon	Mitsubishi Lancer E9	+4m 42.7s

11 Stephen Wright/Susanne Wright (Mitsubishi Lancer E9) +4m 51.3s; 12 Trevor Bustard/Kenny Bustard (Mitsubishi Lancer E9) +6m 05.7s; 13 David Quigley/Des Sherlock (Honda Civic) +6m 34.3s; 14 Jer O'Donovan/Stephen O'Donovan (Subaru Impreza) +6m 57.7s; 15 David Carney/Ray Fitzpatrick (Citroën C2 R2 Max) +7m 21.0s; 16 Stanley Ballantine/Richard Hyland (Mitsubishi Lancer E9) +7m 21.7s; 17 Willie Mavitty/John Rowan (Mitsubishi Lancer E9) +7m 45.1s; 18 Joseph McGonigle/Ciaran Geaney (Citroën C2 R2 Max); 19 Eugene O'Donnell/Sean Harris (Honda Civic Type-R) +10m 04.9s; 20 Liam Higgins/Brian Commins (Mitsubishi Lancer E7) +10m 23.0s.

National rally: 1 Declan Boyle/Brian Boyle (Ford Escort) 1h 12m 15.7s; 2 Tom Flaherty/Patrick Curley (Ford Escort Mk2) +2.5s; 3 John Hendy/Alan White (Toyota Corolla Twincam) +54.4s; 4 Daniel McKenna/Andrew Grennan (Ford Escort Mk2) +1m 22.5s; 5 Arthur Kierans/Mac Kierans (Ford Escort Mk2) +2m 15.4s; 6 Tom Cahill/Philip Conneely (Mitsubishi Lancer E8) +2m 23.2s; 7 Pat Kelly/Jonathan Kelly (Subaru Impreza STi) +2m 53.0s; 8 Jonathan Folan/Sarah Whelan (Subaru Impreza) +3m 20.8s; 9 Liam Howlett/Andy Hayes (Ford Escort Mk2) +3m 58.2s; 10 Neil Pierce/Enda O'Leary (Honda Civic) +4m 04.9s.
Class winners, One: O'Donnell/Harris; **Two:** Quigley/Sherlock; **Three:** Anthony Masterson/Tommy Clinton (Honda Integra Type-R); **Four:** S Moffett/O'Reilly; **Six:** O'Riordan/McDaid; **Nine:** Noel Lappin/Cian Corbett (Ford Escort); **Ten:** Patrick Kieran/Darren O'Brien (Ford Escort); **11:** Pierce/O'Leary; **12:** Kierans/Kierans; **13:** Howlett/Hayes; **14:** McKenna/Grennan; **15:** Cahill/Conneely; **16:** Kelly/Kelly; **Historic:** Ernie Graham/Will Graham (Ford Escort RS); **Junior:** Damien Boyle/Nicola Boyle (Honda Civic).
Starters: 136. **Finishers:** 95.
Championship positions after 1/6 rounds: 1 Gass 24pts; 2 Donnelly 18; 3= Jennings, McNulty 18; 5 McGarrity 10.5; 6 S Moffett 9.5; 7 O'Riordan 9; 8 D Kelly 7; 9 Fitzmaurice 4.5; 10 J Moffett 3.
Next round: Donnelly Group Circuit of Ireland, Belfast/Armagh, April 6/7.

Despite a small off early on, Jennings fought back to secure fourth position

RALLY REPORTS

Photos: Pro-Rally.co.uk

BARDY TAKES HIS REVENGE

Legend Fires North West Stages
By Phil James

Organisers: Motorsport (North West) Ltd **When:** February 3/4 **Where:** Blackpool **Championships:** ANCC; NETRC; ANWCC; SD34 **Stages:** 24 **Starters:** 85

Bardy took his Nissan to victory

Tony Bardy made up for missing out on victory by one second on last year's event by taking victory by over a minute this year in his familiar Nissan Sunny GTi-R.

What made Bardy's win even more impressive was that it was achieved without his regular co-driver. With Reg Smith out of the country, Bardy renewed an old partnership with Tony Walker and they came out on top despite not having competed together for ten years.

John Stone and Lee Carter enjoyed a brief spell as rally leaders on Saturday morning but a failing clutch meant the Skoda Fabia WRC crew had to settle for second ahead of 2011 winners Kevin Procter/Dave Bellerby (Ford Focus WRC).

Procter's Subaru Impreza WRC headed the standings after Friday's four-stage leg but it could have been different. A timing error cost Paul Bird/Kirsty Riddick a six-minute penalty at the start of the first Blackpool stage leaving their Ford Focus WRC 81st overall.

Procter and Stone swapped first place back and forth on Saturday morning but freezing rain forced the cancellation of the second pair of stages in Fleetwood.

The break clearly suited Bardy, who set a blistering time through Weeton before taking the rally lead in Clifton, SS13, a position he held to the finish.

Stone then pulled clear of Procter, who wasn't happy with the lack of grip afforded by a new set of tyres, whilst Mark Roberts/Gareth Twiss survived an off in Lytham to bring their Ford Escort Cosworth home in fourth place.

Meanwhile, Bird's charge up the leaderboard was relentless. Some 13 fastest stage times got him back up as high as fifth, and a win would have been his but for the earlier timing error. Simon Bowen and Richard Robinson survived a huge spin in Clifton to take sixth in their Impreza ahead of the Subaru Forester of Alex Taylor and Martyn Taylor, who hit the Armco in Clifton on Friday night.

Russell Morgan and Martin Kenyon were the top two-wheel drive finishers in their Escort Mk1. Their only problem was a small misfire. Ninth-placed Pete Gibson and Josh Davison had been running in sixth place before being forced to tackle the last group of six stages with three-wheel drive after breaking a rear differential on their Mitsubishi Lancer E6. Adrian Atkinson and Dave Riley completed the top ten in another E6 despite losing all their brakes in Weeton.

The icy conditions took their toll and resulted in no fewer than 40 retirements from the field of 85. Saturday's Blackpool stages were only saved after the organisers arranged for the local council to grit the test.

RESULTS

1 Tony Bardy/Tony Walker (Nissan Sunny GTi-R) 1h 27m 22s; 2 John Stone/Lee Carter (Skoda Fabia WRC) +1m 29s; 3 Kevin Procter/Dave Bellerby (Subaru Impreza WRC) +3m 53s; 4 Mark Roberts/Gareth Twiss (Ford Escort Cosworth) +4m 56s; 5 Paul Bird/Kirsty Riddick (Ford Focus WRC) +4m 58s; 6 Simon Bowen/Richard Robinson (Subaru Impreza) +4m 59s; 7 Alex Taylor/Martyn Taylor (Subaru Forester) +5m 57s; 8 Russell Morgan/Martin Kenyon (Ford Escort Mk1) +6m 08s; 9 Pete Gibson/Josh Davison (Mitsubishi Lancer E6) +7m 29s; 10 Adrian Atkinson/Dave Riley (Mitsubishi Lancer E6) +8m 27s. **Class winners, A:** Andrew Fawcett/Chris Purvis (Vauxhall Nova); **B:** David Benson/Steven Benson (Honda Civic); **C:** Barry Stevenson-Wheeler/John Pickavance (Ford Escort RS); **D:** Roberts/Twiss; **F:** Stephen Johnson/Steven Butler (Nissan Micra).

Lowe beats a spin in the snow to power his Metro 6R4 to Eastwood Stages win

Eastwood Stages Rally
By Peter Scherer

Organisers: Eastwood and District MC **When:** February 5 **Where:** Mallory Park, Leicestershire **Championships:** ANEMMC; EMAMC **Stages:** six **Starters:** 35

Rob Lowe and Sid Buckley's Metro 6R4 managed to master a snow-covered Mallory Park and, despite having spun at Gerards on the fourth of six stages, they maintained the lead all day and claimed the win.

For most of the day Tom Jordan/Charlotte Banner's Citroën C1 headed the chase but, as the snow began to thaw, Mick Holland/Jamie Hill's Ford Escort closed in on the leaders. Holland worked his way past Duncan/Adam Moss' Impreza and Stuart Tomlinson/Nick Taylor's Escort on stage three, aided by Moss having four spins. Jordan finally lost second place on stage four after outbraking himself into one of the chicanes. Holland also had another spin and was briefly stuck on the grass on the penultimate stage, but had enough in hand to retain the runner-up spot.

The pressure on Jordan continued and although he won his class, he was pipped for third overall by Tomlinson, who had benefitted early on by the use of his snow tyres, despite the covers being 20 years old.

Arthur Woodfield/Fred Roberts' Peugeot 306 took a solid fifth place, after taking things very cautiously on the opening stage, but their cause was aided when Moss had another 360 degree spin on the last run.

Baz Jordan/James Gratton-Smith started the day with a glancing blow to the armco in their Mitsubishi Lancer, followed by a pirouette at Gerards on the next stage and further attacks on the chicanes, as they fought for grip on their road tyres.

They finished seventh, while Gary Wayne/Shane Barnes (Impreza), Alex Kirk Willey/Nathan Gunson (Corsa) and Graham/Rachel Williams (Impreza) completed the top ten.

Results
1 Rob Lowe/Sid Buckley (MG Metro 6R4) 28m 42s; 2 Mick Holland/Jamie Hill (Ford Escort MkI) +1m 47s; 3 Stuart Tomlinson/Nick Taylor (Ford Escort Mk2) +2m 24s; 4 Tom Jordan/Charlotte Banner (Citroën C1) +2m 41s; 5 Arthur Woodfield/Fred Roberts (Peugeot 306) +2m 49s; 6 Duncan Moss/Adam Moss (Subaru Impreza) +2m 50s; 7 Baz Jordan/James Gratton-Smith (Mitsubishi Evo) +2m 56s; 8 Gary Wayne/Shane Barnes (Subaru Impreza) +3m 20s; 9 Alex Kirk-Willey/Nathan Gunson (Vauxhall Corsa) +3m 25s; 10 Graham Williams/Rachel Williams (Subaru Impreza) +3m 27s. **Class winners, Zero:** Jordan/Banner; **One:** Trevor Jones/Mark Jones (Metro GTi); **Two:** Kirk-Willey/Gunson; **Three:** Lee Ryan/Paul Webster (Ford Escort MK2); **Four:** Holland/Hill.

ROAD RALLY ROUND-UP

The Semi-Expert crew of Chris Elkins/George Mullins overcame difficult conditions to take their Citroën AX to victory in the **Bath Festival Rally**.

This was the first running of the event in 24 years, but just an hour before the intended start time, it appeared that the event might have to be abandoned due to the snowy conditions.

However the organisers held their nerve and, as the snow turned to rain, the roads became simply treacherous rather than completely impassable.

Dhiren Solanki/Wayne Lander led after the opening two tests, but a missed code board and an off meant that they fell to 22nd at the finish.

Elkins/Mullins had been in second after the tests, they then went clean in the first third of the night rally to take lead they weren't to lose.

For Michael Pedley/David Pedley it was an achievement to make it from their Manchester home to the start of the rally, having had to contend with the snow-affected motorways.

Their rally got off to a bad start as they missed the very first code board, adding five minutes to their total. They came back strongly, dropping the least amount of time of any crew on the night leg and finishing in second place.

The **Powys Lanes Rally**, which was also due to take place on Saturday night, was cancelled due to the heavy snow that fell in the mid-Wales area on Saturday afternoon, followed by the freezing temperatures that evening.

Ian Mills

Bath Festival Rally
Organiser: Bath Motor Club **Date:** February 4/5 **Where:** Somerset **Championships:** ASWMC **Route:** 130 miles **Starters:** 31
1 Chris Elkins/George Mullins (Citroën AX GTi) 17m 05s; 2 Michael Pedley/David Pedley (Ford Escort Mk1) 19m 23s; 3 Will Rutherford/Bob Rutherford (Vauxhall Astra) 29m 56s; 4 Phil Harris/Liam Burns (Daihatsu Sirion) 34m 21s; 5 Steve Conner/Mark Milton (Peugeot 205 Rallye) 41m 44s; 6 Andrew Lees/Simon Lassam (Vauxhall Nova) 42m 34s; 7 David Axford/David Thorpe (Vauxhall Nova SR) 43m 37s; 8 Chris Foxley/Graeme Williamson (BMW 318i Compact) 47m 18s; 9 Alan Holly/James Holly (Vauxhall Corsa Sport) 1h 02m 58s; 10 Steve Hart/Mike Aldridge (Peugeot 205 GTi) 1h 04m 14s. **Class Winners: Semi-Experts:** Rutherford/Rutherford; **Novices:** Holly/Holly; **Beginners:** Foxley/Williamson.

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SPORTING SCENE ROUND-UP

BACK TO YOUR ROOTS

AUTOGRASS: SANDRA JONES

Grassroots motorsport is packed with enthusiasts who give their weekends up for a bit of racing and socialising. This week *MN* catches up with highly successful Autograss racer Sandra Jones

How did you get started in motorsport?
"I started through my family. My uncle used to race in the 1970s. He won the Autograss National Championship in 1977. My mum and dad followed the sport because of him, and my dad started in 1977. I started competing in 1991."

What was your first competitive car?
"I raced my dad's Class Five [modified saloons up to 1400cc, free engine position] when I started in '91. We had a Ford engine in the back of an Imp. After that I went on to a Metro, which also had a Ford in the back. We had the Metro for a few years and I won the National Championships with it in '93. I also raced a Class Ten [unlimited specials] that year."

What was your most memorable moment?
"Back in 1993 I was racing in the Champion of Champions race. I had done all the hard work, I'd passed everyone. Then a wire came off the battery and I dropped back to second. Then it reconnected and I got back into the lead. Then it came off again on the last lap. The same thing happened last year, the engine blew up. I've won the Champion of Champions four times though."

What was your funniest moment in the sport?
"Last year at York I won the Ladies Class Eight [the most competitive class]. I went down to the Champion of Champions race but there weren't enough Ladies to run the race so I was put in with the Men. I lined up alongside Mark Grice [the multiple autograss champion] and he said 'don't go and show me up now.' Then I beat him! I overtook everyone and finished second. It turned out Mark was due to present the trophy. As he gave it to me he said 'Alright, I admit, I just got shown up by Sandra Jones....'"

What do you love about Autograss?
"It's a family sport. My kids race too, my son's building a Class Seven to race next year. My partner races in Class Eight, my dad in Class Five. Sometimes we get to race each other, I've beaten dad and Steven but then they beat me too."

Jones has shown up the men

WANT TO BE FEATURED?
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Photo: Tim Whittington

O'DONOVAN TO BID FOR ANOTHER TITLE

Former rallycross champion confirms his British series comeback

Champ: return

Ollie O'Donovan will use Pat Doran's Focus for his assault

By James Bass

Former British Rallycross champion Ollie O'Donovan will return to the Supercar class this season following a three-year break and reckons he will be able to challenge for the title.

The 45-year-old won the championship back in 2007 using Andy Scott's Peugeot 306 but has been racing in the RX150 buggy class for the past three years. He will lineup on the grid in the Ford Focus used last season by Pat Doran. He recently drove the car for the first time at the Autosport International Show at the NEC.

The London-based Irishman won last year's RX150 class and is responsible for the running of the category, one of the main reasons he did not want to defend his title this year.

"I am really involved with the development of the buggies and felt it was not right to compete in the class as I had an unfair advantage," said O'Donovan. "Moving back into the Supercar class is the right move for me. I have a good car now and the class is very competitive so it should be a great year for me."

O'Donovan narrowly missed out on a second Supercar title in 2008. He suffered a double puncture at Pembrey in the penultimate round and his engine seized at the final race at Mondello Park, causing him to lose out to rival Pat Doran by just one point.

He says he has some unfinished business and will be fighting for the title this year. "It was frustrating missing out on the title in '08," he said. "I am not coming back to just make up numbers, I want to win and will do everything I can to take victory. There's no reason I can't win again, I know the class well and I will still be on the pace."

Photo: Paul Phelan

IRISH RALLYCROSS REPORT

TRACEY IN COMMAND IN IRELAND

Irish Rallycross Championship: Mondello Park
By Paul Phelan

Organisers: Carlow CC **When:** February 5 **Where:** Mondello Park, County Kildare **Championship:** Motorsport Ireland National **Starters:** 55

It was business as usual for George Tracey at Mondello Park on Sunday when his Citroën Xsara dominated the proceedings.

He added another double of the Supercar A Final and the Super Final to his clean sweep of the three pre-Christmas rounds. He finished well clear of the Lancer E7 of John Kelly each time.

In the main race, Tracey was briefly headed while he took his joker lap. When Kelly did the same a lap later, order was restored. Ian O'Connell's Lotus Exige was again the best two-wheel-drive car. He won the Modified A race from Willie Coyne and took third in the Super Final. The race featured two red flags. The first came when the Tigra of Dessie Tierney and B race winner Don Shannon's Volvo dived for the same gap at the start, with the Volvo giving the barrier a hefty clout.

An action packed Stock Hatch 16 valve Final kept the crowd entertained. Polesitter Eddie Peterson bogged down at the green light and dropped to last. Gordon Lynch led until he played his joker and rejoined behind Peterson, who had taken the loop on the opening lap in the hope of finding a clear circuit. Graeme Colfer, who was another early joker player, took over when Lynch dropped back.

James Fleming's Starlet took the Junior Final, with Jake Byrne matching his pace and Jake's sister Sophie in third place. Noel O'Brien took another 8 valve Stock Hatch win.

George Tracey continued his recent strong form to win again

RESULTS

Irish Rallycross Championship, Super Final: 1 George Tracey (Citroën Xsara) 4m 19.37s; 2 John Kelly (Lancer E7) 4m 21.76s; 3 Ian O'Connell (Lotus Exige) +8.92s; 4 Willie Coyne (Opel Corsa) +11.43s; 5 Dessie Tierney (Opel Tigra) +15.28s; 6 Eddie Peterson (Peugeot 106) +21.24s.

ROUND-UP

Fergil Gregory became the fifth driver to taste victory this season in the non-championship **Sporting Trials Jenkins Cup**. He took his maiden win when he came out best in a three-way tie with Alan Kilkenny and Christopher Evans on a low scoring day.

The first round of the **MSA Sporting Trials Championship** was cancelled due to adverse weather conditions. The event, which was to be held at Upper Sapey in Worcestershire, had attracted a strong entry of 39 would-be competitors.

Team GB squad finished third in the **2012 BriSCA F1 Teams Championship** held at Palmerston North, New Zealand. The five-car team graduated from the pool stage on day one despite some controversial outside assistance for home stadium team Palmerston North Panthers. Team GB beat The Rotorua Rebels on day two to take third place overall. The strong result means Team GB will be seeded highly for next year's event.

RESULTS

Jenkins Cup Sporting Trial: Greenan, County Wicklow
Overall: 1 Fergil Gregory (Erskine-Yamaha) 2 marks; 2 Alan Kilkenny (Kilkenny-Yamaha) 2m; 3 Christopher Evans (ETE-Yamaha) 2m; 4 Percy Pennefather (Erskine-Suzuki) 4m; 5 Gordon Erskine (Erskine-Yamaha) 5m; 6 Iain Meeke (BD-Opel) 5m; 7 Ian MacWilliam (Erskine-Yamaha) 5m; 8 John O'Reilly (Erskine-Kawasaki) 6m; 9 Paul Needham (Erskine-Honda) 6m; 10 Gordon Watkins (Watkins-Yamaha) 7m.

2012 Teams Championship, Palmerston North, New Zealand
Overall: 1 Palmerston North; 2 Nelson Tigers; 3 Team GB; 4 Rotorua Rebels.

Machines sought for new Cornish festival

Pentillie Castle in Cornwall will host a Festival of Speed for the first time this year on August 25/26.

The event will include a competitive MSA hillclimb on the Saturday. The public can apply to run on the hill on the Sunday. There will also be static displays of historic cars.

The Saturday hillclimb will be open to vehicles with an engine size of up to 1600cc, with sub-classes yet to be confirmed by the Plymouth Motor Club which is collaborating on the event. The Sunday climb is open to all entrants and will be split into four classes: pre '69, '70s, '80s and '90 to modern cars.

Hill ace says new runs are pointless

Hillclimb frontrunner Trevor Willis believes the new-for-2012 Sunday morning practice sessions are unnecessary.

The Sunday session will be piloted at the first British round at Prescott. It is intended to help drivers dial their cars in to the track and weather conditions.

Willis said: "In hillclimbing you have to go out and do the time straight away. It's particularly difficult when the conditions are changing and that's part of the challenge of the sport.

"If it's a dry weekend the conditions will be the same on Sunday morning as they were on Saturday. I appear to be in the minority but I'm not convinced it will bring big benefits."

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'Champion O'Donovan will race in rallycross'

Former winner to return, below

Photos: Eurodragster.com and LAT

Andrews will undertake a Euro campaign

Briton and his new team have prepared his drag machine

ANDREWS ENTERS THE EURO ZONE

Chris Andrews has put together his own team to tackle the FIA European Drag Championship in 2012

BY JAMES BOLTON
JUNIOR REPORTER

No matter how well a racing driver performs, sometimes things just don't turn out how they should. Drag racer Chris Andrews put together a string of impressive performances up to 2007, but after that season he found himself without a drive.

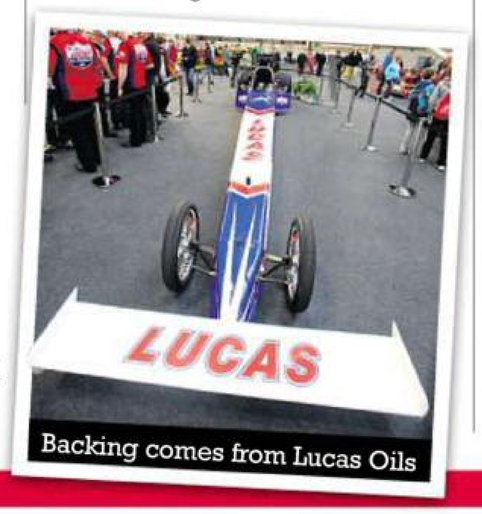
Some drivers never face this dilemma, but those that do are forced to adapt, take stock and work out what their next move should be. Andrews has a strong group of friends and family around him, and together they stepped back and looked at what they needed, and what they wanted, to make a racing return.

Rather than just getting into any car, Andrews and his team, F&A Racing, decided that they wanted to run their own car.

"In 2007 we kind of regrouped as a team. We had to find a focus to drive forwards," says Andrews. "There were no seats available for me so, like in any motor sport, if there isn't a drive available you have to think 'where can you go from here?' We decided we weren't going to come back until we had our own team, our own operation, and our own car. We wanted to manage it accordingly and do what we needed to do to present it to our sponsors to our best ability."

Andrews and the rest of the team focused on their work outside of racing for a couple of years before they reformed and looked for a way back into the sport. This structured approach has worked, with F&A Racing securing a deal with Lucas Oils which has allowed it enter the full FIA European Top Fuel Drag Racing Championship this year. A lot of work has gone into getting to this point, but the main emotion for the 29-year-old is relief: "We're going to be doing the full championship this year. It's going to be good for us. I haven't driven since 2007."

The project has been in gestation for the past 18 months and the long-term thinking has allowed the team to plan its approach in some detail: "Last year we were thinking about what we want on the car. We were thinking of the tune up: what kind of engine management system do we want, what kind of clutch do we want, what kind of supercharger should we use? What are the other guys running on their cars? If we were to break something who can we turn to to get a replacement part? There's been a lot of research going into it and that's what I like about the whole thing. We're thinking about it long term. There's a luxury of starting from fresh and that's a positive for me – we're in charge of our own destiny."



Backing comes from Lucas Oils

But the planning stage is over, and now the serious business begins. US drag racer Morgan Lucas has previously raced the car Andrews will run. This is beneficial because the team can be confident that the dragster can handle the horsepower it wants to bolt into the back of it. In drag racing, transferring the immense power from the engine into the track is absolutely the aim of the game. Andrews says: "What I like about it being a used car is the flex in the body has been taken out of it. It's had enough wear and tear in it that we know the chassis is going to have enough roll and play. I think it'll be a good car."

The team will test the car before the championship begins in June. "Once that's done we'll be looking towards the championship," says the Southampton man. "We also want to test before the championship starts, there might be two or three events that we go to to get some tune up information."

After sitting out the past five years, how does Andrews think he'll get on in his first year back? "We're not going to sit here and say we're going out to win the championship; it's very unrealistic. My expectation is that we'll go and get the car running consistently. If you can be running a good number every time, then the other teams have to try to beat you. That's my mind-set. Maybe in year two, year three, we can really start pushing, going for records and championships and so on, but it would be naïve for me to say we're going for the championship in year one because it's just not realistic."

Whether he's aiming for the title or not, Andy Carter's retirement means Andrews will have the inevitable pressure that comes from representing Britain on the European stage. However, the driver has a clear mind: "You've just got to take each race at a time and do your own thing. You can only judge yourself by your own expectations. Other people's expectations are for them and if we can meet them, fantastic. I'm not going to sit here and think I need to meet what other people want me to achieve. We're just going to take each race at a time and see what we do."

Drag racing is a fascinating sport, and the general public often misunderstand it. "A lot of people, when we talk about driving, say 'it's just going straight down the track so how hard is it?'" says Andrews. "There's so much that can go wrong on the run. You've only got four seconds to get it right. What can go wrong in four seconds? There are so many components in the car. There are so many things that you've got to be ready for. There are so many things that the driver has to be aware of in such a small space of time. You need to catch it and hope that you beat the other guy."

Years of planning have gone into Andrews' 2012 campaign. Despite spending the past few years on the side lines, he knows the effort to create his big opportunity would pay off. By the sound of it, Andrews is totally prepared to make the most of it. ■

CV

CHRIS ANDREWS

Age: 29 **Lives:** Southampton

2012: Secures Lucas funding and enters the full European Top Fuel Championship as a driver and team member

2006-07: Works with Lex Joon Racing in European Top Fuel, with the team finishing second in '07

2005: Returns to racing and enters the European Top Fuel category. Finishes in the top ten despite not completing the full season

2003-04: Works with Joran Persaker in Europe, with the team finishing fourth in the European Top Fuel Championship

2002: Returns to racing and breaks the record for the fastest licensing run, with a time of 5.13 seconds

2001: Works with Smax Smith, one of Europe's top racers

2000: Came top of his Super Comp class in America. Also works with two-time world champion Frank Hawley

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KARTING ROUND UP

Pullinger seals new Rotax race chance

Senior Rotax regular Barrie Pullinger has signed up with Rotax specialist Dan Holland Racing to contest the class.

Pullinger was 11th overall in Super One last year and will take part in the series again this year with DHR. He will also move into the Rotax Euro Challenge to contest the senior class.

The 19-year-old will partner Sean Babington in both championships and team boss Dan Holland is excited about the prospect.

"Barrie will fit in well with the team as he has experience in the class," he said. "The Euromax events will be tough but he is more than capable as a driver."

Zip eyes move to Honda Cadet class

Zipkart is considering branching out into Honda Cadets this year following its success in Comer Cadets.

The Silverstone-based firm, which provides the majority of the chassis in Cadets and runs the successful Allstars Academy, is working on a chassis for the class, which is dominated by Project One's karts. "It's something we have not considered for a while but it's certainly an option now," said Allstars Academy manager Matt Kelly. "There is a Honda chassis in the factory that we are looking at and we can hopefully get something sorted in the future."

Monger has begun tests runs

Monger to step up with Forza Racing

Super Cadet champion Billy Monger will move up to KF3 this year with new outfit Forza Racing to compete in Britain and Europe.

The 12-year-old dominated Super Cadet last year taking six wins and six second place finishes.

He raced under the guidance of current team boss Jamie Croxford last year at Prima and has already been out testing with Forza at several British circuits.

Monger raced in Mini 60 in Europe last year but he will be making a full assault on the continent this year. He will contest the WSK Euro and Master Series as well as the CIK-FIA European Championship and world cup.

"I know Billy well from last year and he is a very professional young driver," said Croxford. "KF3 is tough and he will have to battle hard to compete with drivers who are physically bigger than him. His lightweight size could make him struggle a little in the wet as you need weight in tough conditions to generate the grip, but he is a great little driver and will no doubt be competitive."

Barlow got to grips with Intrepid chassis last week

Photos: kartpix.net

Barlow will take a big step

BARLOW TARGETS INTERNATIONAL KF2

Young Briton swaps to Intrepid and will line up alongside Max Verstappen

By James Bass

Junior Max champion Jack Barlow will switch to racing international KF2 with Intrepid this season.

The 16-year-old, who took six wins in Super One last year for Strawberry Racing, had planned to move up to Senior Rotax with the squad. However he will now join Intrepid's driver programme to compete in KF2 alongside Dutch ace Max Verstappen.

Barlow will contest a full calendar of events, including the WSK Euro Series and the CIK-FIA World Cup and European championship. The East Sussex-based driver will test in the class at PF International with Millennium Motorsport in the coming weeks, a team that he might run with if he decides to contest British KF2 this year.

"It's very different to Junior Max as I have to use both front and back brakes," said Barlow. "The power is also a step up for me and the tyres are a lot grippier. The Intrepid chassis itself is easy to drive as it has a good turn in and handles really well under braking."

Moving from KF3 to KF2 is considered to be a big step up, but it is unusual for drivers to make the switch from Rotax to the higher-powered KF class. Barlow reckons that the tuition provided by Intrepid and having a team-mate such as WSK Euro Series champion Verstappen will help him adjust to the class quickly.

"Intrepid has achieved great results in KF3 and the team is very focused on creating a successful KF2 squad," said Barlow. "Beating Max will be a real goal for me. He has lots of experience in KF and will be able to set a good benchmark for me to aim for. The more experience I get the faster I will be, so later in the season I am hoping to get some good results. KF is tough but I am up to it."

Litchfield turns his attention to KF2

Multiple British champion Mark Litchfield will not challenge for this year's KF1 World Championship after opting to contest KF2.

The 29-year-old competed in selected events of last year's world championship with Paul Fletcher Racing but has decided to move out of the class due to a lack of manufacturer support this year.

Litchfield has vast experience in KF2. He won Kartmasters in 2009 and the South Garda Winter Cup in '10. He will compete in CIK-FIA-run events, the WSK Euro Series and the winter cup.

"KF2 is the right decision this year," said Fletcher. "The entry for the winter cup in a couple of weeks is large and there is support for it across Europe. It would be great if a full British championship can take place but whether or not it will get the necessary support is another matter. KGP will be an option if it does not take place."

Scott lands a drive with Strawberry

Former KF3 driver Harrison Scott will switch to Senior Rotax with Strawberry Racing.

The Essex-based driver raced for Intrepid last year in international events and shone with his pace at the CIK-FIA European KF3 Northern Qualifier at PF International. Scott will join the Sheffield-based outfit to contest Super One, Kartmasters and the Rotax Winter Cup and is likely to act as a replacement for outgoing Strawberry driver Jack Barlow.

This season will be the first time that Scott has driven in Senior Rotax. He will drive alongside Ash Hand, Andy King and Andreas Backman.

"There's no pressure on Harrison to win it first time out, but at the same time I don't think he's just going to make up the numbers," said team manager Warwick Ringham. "His time in KF3 will have taught him a lot, but he has to adjust to Rotax and its tyres, power and style of racing."

Photo: Tonykart Press

Formula One star Michael Schumacher visited Lonato in Italy recently to take part in some pre-season testing. The German, who still has strong links with Tonykart and usually visits the circuit at least once a year, drove a KZ2 kart alongside some of the team's factory drivers. KZ ace Davide Forè was one of the drivers who took to the track with Schumacher and said that the German was still very competitive in a kart

Briton aims to conquer European Superkarts

Former British Superkart champion James O'Reilly will graduate to race in Division One of the CIK-FIA European Superkart Championship this year.

O'Reilly, who finished third in last year's MSA British Superkart Championship, will be racing on an MS Kart chassis powered by a 250cc twin cylinder in the series. This year the championship will be run over four rounds instead of three as in 2011.

The 26-year-old will also compete in a round of the German Superkart Series at Hockenheim in the class, which uses twin cylinders instead of the normal single cylinder units.

"It's great to be stepping up to the European championship," said O'Reilly. "I have learnt a lot in the British championship but I have always wanted a proper shot at the Europeans. It's ultra competitive and will test my skills but I can adjust to the power and pace. The chassis I am on will be fast and I will get a lot of testing in to make sure I am race ready."

O'Reilly will step up for a twin cylinder Euro Superkart attack

storemags

"He'll take some time to adjust"
Scott's Rotax move, below

Photos: kartpix.net

ALL EYES ON PFI

Why Lincolnshire is preparing to become the focus of the world karting scene

PFi will have a packed year

BY JAMES BASS
REPORTER

When Britain last hosted a round of the karting world championship back in 1967, Paul Fletcher was still running a bakery in Sheffield.

Fletcher had been involved in karting at the highest level but only as a driver. Back then he never had any intention of building his own circuit, never mind a circuit that would bring back the world championship to British soil 45 years later.

In July of this year Paul Fletcher International kart circuit in Lincolnshire will host a round of the prestigious CIK-FIA KF1 World Championship, an event that will bring in the biggest works teams, best drivers and largest crowds in the track's history. The European championship for KF2 and KF3 will also run on the same weekend, bringing almost 250 drivers in total to the venue.

"It's a huge achievement for us," says Fletcher. "Our club chairman Nigel Edwards has led the team here and spearheaded the bid for the world championship round. His efforts have been rewarded and now we are gearing up for our biggest year yet."

Of all the kart circuits in the UK it's fitting that PFi will be the venue that garners the attention of the world's best karters. Since its creation back in 1996, the home of Trent Valley Kart Club has been setting the standards for circuits in the UK.

Although there are a number of top tracks that can help make competitive national calendars, PF has singled itself out as a track that can host international level meetings. For the past two years the circuit has held the northern qualifier for the European KF2 and KF3 championships, bringing in almost 200 drivers at a time.

Since selling his bakery back in 1999 Fletcher has committed to making the track as professional as possible but admits that he never had any intention of creating a world championship-worthy circuit. "It's funny that we have attracted such big events because at first I just wanted to create a track that would help develop young drivers," says Fletcher. "I knew there was an opportunity to create a club that could help local drivers in the area but it has now become one of the favourite places for Britain's top karters to test."

One of the main reasons for the increased interest in PF as a circuit and undoubtedly a contributing factor to it getting a world championship round is its new track extension.

For several years Fletcher had wanted to extend the circuit to include a Suzuka-style crossover, offering karters the opportunity to compete on a unique circuit. Last year planning permission was granted and within a matter of months the circuit was ready. It increased the length of the track to 1382 metres from 1070m and reduced the loading effect previously seen at the track's first hairpin, the scene of a number of shunts over the years.

The one-off MSA British Championship event was held at the circuit in October of last year, the first running of an event at the newly extended track. The 70mph KF2 karts can reach full throttle going into the new crossover section and British champion Tom Joyner says it is vastly improved from the old circuit layout.

"It's a really fast opening to the lap," he says. "You swing right then left under the bridge at full tilt and it's a great place to pass people. Coming down off the bridge into the first hairpin there is now a lot more space between drivers, meaning that the load effect of the old circuit has been eliminated. That was a major downfall of the old circuit because if you were out in front you would get the domino effect from drivers coming in too fast behind you. It's a great circuit and at the world and European events it will really be appreciated by the drivers."

The significance of PF getting a round of the championship should not be underestimated and it seems that British drivers are already realising the potential of the circuit.

Germany has Wackersdorf, Italy has Sarno and Lonato, Spain has Zuera and Belgium has Genk. Between them they have hosted most of the rounds of the European and world championships in recent years.

The influx of foreign drivers to these countries to test equipment before rounds has been highly profitable for the circuits and in turn national championships have benefited from the increase of interest from domestic drivers.

The world championship effect is one thing that Fletcher hopes will happen in the months following July and he believes, if successful, the track can secure further big events in the future.

"We know that British karting can benefit from events like the world championship," he says. "It's not just PF either that will get new business – there are other factors.

"Drivers who previously have not raced in the UK will have their eyes opened to new tracks and they may even consider coming over to compete in our national championships, which will then help other tracks around the UK. The bigger picture here is what I intended to do at the beginning; help British karting in general.

"The club championship held at PF is thriving, we get over 200 drivers to some club meetings coming from all over the UK. More drivers are getting into the sport and hopefully after this year we will see even more drivers taking to what is, in my eyes, one of the best sports out there." ■

NEW LAYOUT
Previous track length: 1070m
New track length: 1382m

The new extended circuit in Lincolnshire has drawn universal praise from a number of British kart competitors

Paul Fletcher has big ambitions

PING NEWS

PF International chief is keen to add a crossover

Lincs track could get Suzuka-style bridge in the future

MN October 28, 2009

Edwards says that the circuit has a clear vision for the future

Trent Valley Kart Club chairman Nigel Edwards has been instrumental in the growth of PFi over the years.

As well as running PF he is also a key figure in Super One, acting as clerk of the course for the championship. "It's been an honour to work within PFi and watch it expand over the years," says Edwards. "Paul has such a passion for the sport and a clear vision for the track's future. I have been lucky enough to work alongside some great people at the circuit and I believe that this year is going to the most important for us. Getting a round of the Rotax Euro Challenge is the next step for us and we will be working hard to bring it to the track."

Edwards works at track

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STAR LETTER

Don't forget Hill

Josh Hill should have been included in the *Motorsport News* Fast 50 list for this season (*MN*, February 1).

Having decided he wanted to be a racing driver only at the age of 16, he's been up against many young drivers who started in karting. Being the son and grandson of former world champions might open doors, but it means he is more in the spotlight than he would be if he was 'Josh Smith', and it is he who must do the business behind the wheel. Having had what might be described as a character-building season with Manor in FRenault UK last year, Josh's fortunes appeared to climb when he joined Fortec for the end of season Finals series.

I think 2012 is going to be a crunch year for Josh, and I wish him well – he is still a couple of years younger than his father was when he switched from bikes to cars.

John Russell
Via email

MN's Star Letter writer gets a fantastic T-shirt courtesy of our friends at Petrolthreads.

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MN SAYS...

When it looks right...

As the F1 cars are revealed, there are some shocks

There is always a sense of anticipation as the wraps come off the new Formula One machines that are going to contest the season ahead. It is intriguing to see how hugely clever designers and engineers have strived to overcome the latest limitations in the regulations.

The common adage is that if a car looks right, it goes right. If that is the case, then the championship spoils should be posted to Woking immediately, and then the drivers Jenson Button and Lewis Hamilton can argue about whose name should be engraved on it.

There is no compulsion to make Formula One cars attractive on the eye. It is all about crunching the numbers, calculating the airflow and interpreting the rules to the best of each teams' ability. There might be howls of protest from fans but it is success that makes cars memorable, not aesthetics.

Matt James, Deputy Editor

LETTERS

Backdrop worry

I'm very excited by the Intercontinental Rally Challenge's finest coming to the Circuit of Ireland this Easter, but I'm not sure the superspecial planned in Belfast is the best way to get the public's attention.

The idea of having a spectator stage around the shipyards is a good one, but the picture of the venue in last week's *Motorsport News* suggested that it was just on wasteland. Unless the Circuit's fine organising crew have bundles of cash to spend tarting the area up so it looks great on television, I fear the plan may backfire.

If people are going to spend money and their Good Friday off standing in wasteland, they're not going to want to feel like they're standing in wasteland. I'm not sure it'll show off all that Northern Ireland is great for.

Barry Thompson
Penrith

No nasty nose

I'm so glad that McLaren has dispelled the rumour that all of this year's F1 cars had to have that horrific stepped nose.

Sorry the others, I know you're trying to get ahead, but the front of your cars look like a duck-billed platypus! It's horrible. Surely F1 cars still have to retain a certain sense of style to remain attractive to fans and sponsors?

McLaren's new car is a work of art. It looks great and harks back to an older stage of F1 design, when bodywork was smooth and shapely – before things started getting silly with the addition of fins, strakes and bulges all over the place.

MN, Apr 6: Our Fast 50 talents

I like the new streamlined F1, it will get the racing back to basics, which it should be. The lack of blown diffusers means the midfield and lesser funded teams can close the gap to the guys at the front so I'm full of hope for a good, exciting year.

Dean Cross
Essex

Changing lanes

A number of World Rally Championship drivers took part in last weekend's Rally Finnskog in Norway.

It's a shame that we don't see more top level drivers taking part in other motorsport events.

It would be great to see Kimi Räikkönen doing some rallies alongside his F1 driving, or Jenson Button competing in the British Touring Car Championship occasionally.

Not only would the drivers enjoy the change of scenery, the smaller formulae would benefit too.

Jeff Venton
Middlesbrough

Green is too quiet

I read with interest the feature on Lord Drayson's new Le Mans challenger (*MN*, February 1).

It's undoubtedly a fine piece of engineering and in line with the green revolution but it would ruin one of the main reasons for people going to events; the sound of an engine. It's eerie watching a Nissan Leaf drive around the suburbs but imagine watching LMP1 machines silently cruising down the Mulsanne straight.

The sound of these machines at full tilt is what makes an event like Le Mans all the more exhilarating. I worry that if the technology is too advanced we might see the death of the engine altogether.

Martin Brown
Newcastle

Soaking up praise

I must congratulate your magazine on an absolutely superb edition last week (*MN*, February 1).

Normally I only buy *Motorsport News* to use as an oil drip-tray beneath my Alvis, as your paper has oil-soak properties superior to others.

However this week I started flicking through it prior to laying it on my garage floor and what a revelation. I'm now an *MN* convert. Never again shall I just shove it beneath the Alvis, not caring what's contained within it. Well done chaps.

Reginald Worthington-Smythe
Via email

SPOT THE DIFFERENCE

Ferrari's new 2012 Formula One challenger (above) and a common child's toy (below)

YOUR PICS

Ross Draper enjoyed the Autosport Show

Andy Priaulx chats. Photo by Paul Morgan

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WHAT'S ON

LISTINGS

Photos: Writtle Photographic and LAT

There will be plenty of Mk2 fun at the Wyedean Forest Rally

SATURDAY

■ **Chepstow, Monmouthshire**
Team GMF Wyedean Forest Rally: BTRDA, Millers Oils 1400, Rally First, BTRDA Historic, MG ZR Rally Challenge, MSA Welsh National, MSA English, ASWMC Loose-Surface, CMSG Stage Rally, Welsh Historic Rally **Starts:** 0801hrs **Admission:** £5 per car **Contact:** 01594 810161 **Web:** wyedeanrally.com

■ **Goodwood, West Sussex**
Towncross Engineering South Downs Stages: ACSMC, ASEMC **Starts:** 0900hrs **Admission:** free **Web:** southdownsstages.co.uk

SATURDAY/SUNDAY

■ **Old Village Inn, Drumlish, County Longford**
Navigation Trial: Midland MC **Starts:** 2100hrs **Admission:** Free **Web:** www.midlandmotorclub.co.uk **Contact:** 00353 30 033 271

SUNDAY

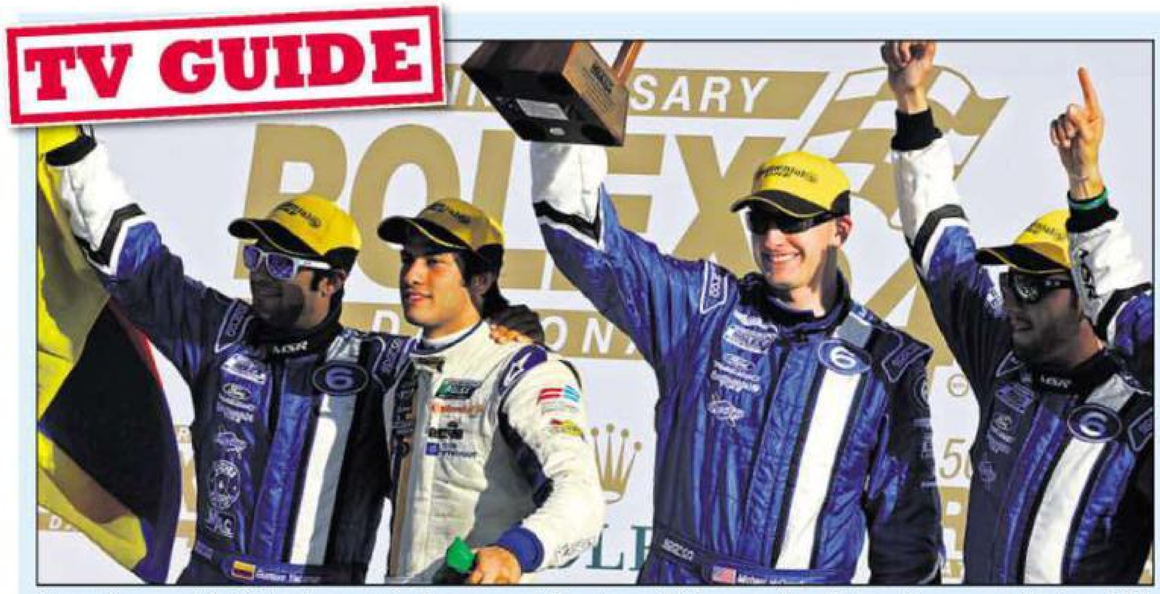
■ **Colston's Farm, near Malmerby, Cumbria**
Sporting Trial: Jigger's Jug **Starts:** 1030hrs **Admission:** Free **Web:** www.btrda.com **Contact:** 01768 881027

■ **Wimbledon Stadium, Plough Lane, London**
Oval Racing: Superstox, Historic Stock Cars, Classic Hot Rods **Starts:** 1730hrs **Admission:** £12, OAPs £10, children £6 **Web:** www.spedeworth.co.uk **Contact:** 01252 322 920

■ **Northampton International Raceway, Horton**
Oval Racing: National Bangers Heartbreaker **Starts:** 1300hrs **Admission:** £12, OAPs £10, children £6 **Web:** www.spedeworth.co.uk **Contact:** 01604 870 206

Details correct at time of press, but please check with event organisers before travelling to meetings

TV GUIDE



Nasr (second left) took part in the recent Daytona 24 hours. It will be shown on Motors TV

Minus 26 degrees Celsius. That was the temperature in the Hagfors service park on the Saturday morning of **Rally Sweden** a year ago, when *MN*'s WRC reporter Dan McCalla just about managed to keep all ten of his toes functioning through to the end of the rally.

It may not be quite as Arctic as that this year, but the winter classic still makes for some cracking television as the best drivers in the world play pinball on the snow, bouncing from bank to bank at high speed.

There's no Eurosport coverage for this rally as the Monte Carlo deal was just a one-off and no formal promoter contract has been put in place. So it's up to MotorsTV to come to the rescue with some nightly highlights shows (see live listings). For that authentic Rally Sweden experience, why not turn off the central heating in your home, open all your windows and put all your big jumpers on?

Other cold countries that also enjoy rallying include Finland and Canada, and before Friday night's WRC highlights you can see action from both of their domestic championships. The **F-Cup's K1 Rally Raisio** is followed by the **Rally of the Tall Pines** on MotorsTV (Friday, 2130hrs-2235hrs).

Meanwhile, warmer nations such as the United States prefer to create their own off-road activities, and in the American case there's normally plenty of collisions and shouting. That's certainly what you'll see if you watch the **Lucas Oil Off Road Racing Series** round from San Bernardino (Tuesday, 2100hrs-2300hrs, MotorsTV).

UK race fans have been treated to the sight of a real talent in Luiz Felipe Nasr, last year's British F3 champion. He won a prize drive in last month's **Daytona 24 hours** for his efforts thanks to oil firm Sunoco, and you can see a special programme profiling how he fared on Saturday afternoon (1545hrs-1645hrs, MotorsTV).

LIVE TV

WRC: Rally Sweden
■ **Preview:** Thursday, 2235hrs-2310hrs, MotorsTV
■ **Day one:** Friday, 2235hrs-2310hrs, MotorsTV
■ **Day two:** Saturday, 2235hrs-2310hrs, MotorsTV
■ **Day three:** Sunday, 2235hrs-2310hrs, MotorsTV

REVIEW

Ferrari's domination of the Le Mans 24 hours from 1960-'65 is still the stuff of legend for Le Mans enthusiasts. The Italian giant took six consecutive wins and was unstoppable on the Tarmac at La Sarthe. It was inconceivable that any other machine could outperform the marque – until Ford stepped in with its GT40.

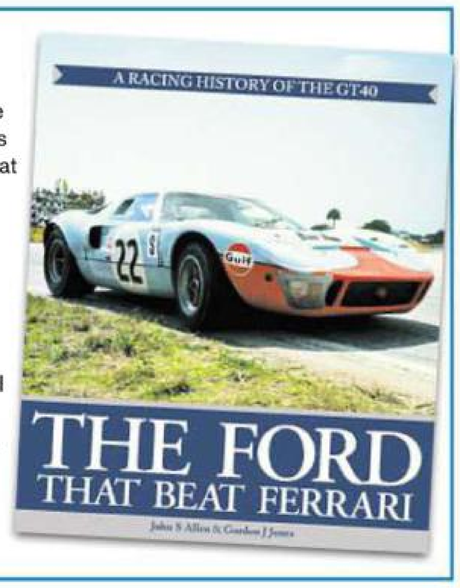
The car was born because of a fallout between the two manufacturers. When Ferrari rejected a takeover bid from Ford, the latter decided to build a car to beat the Italians at Le Mans.

The Ford that beat Ferrari tracks the history of the only American-built car to ever win Le Mans. The book covers the feuds between the two marques in great depth and looks in detail at the technical subtleties that made Ford's car so unbeatable, such as its unique V8 engine that outshone Ferrari's V12.

Four consecutive wins from '66 until '69 are well illustrated with colour photos and technical insight is plentiful thanks to input from engineers of the time.

It's a must read for not only any Ford GT40 enthusiast but for any Le Mans enthusiast.

James Bass



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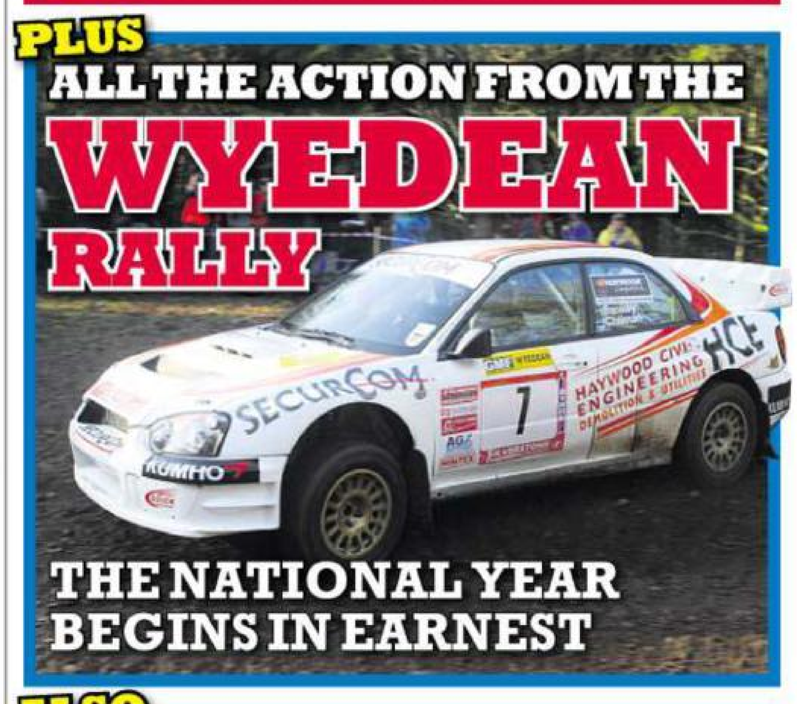

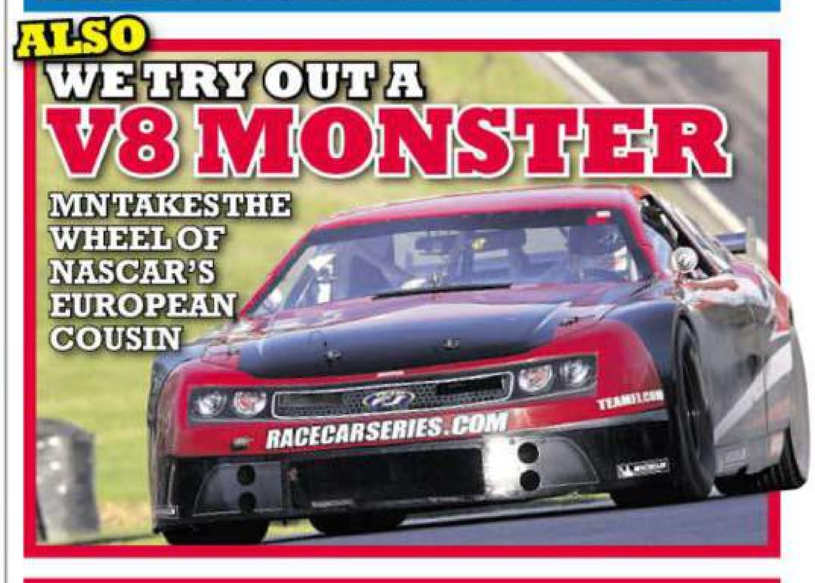

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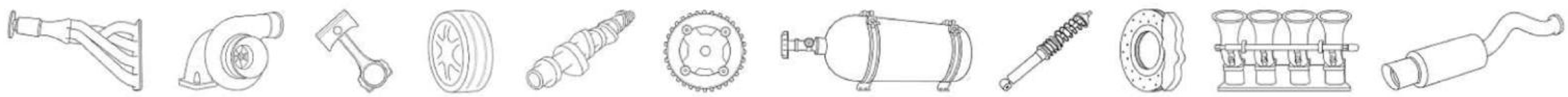

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PELTOR PRO RALLY WITH HANS OPEN FACE £410.00
PELTOR PRO RALLY SILVER/GREY WITH HANS £420.00
[illegible] AVAILABLE MARCH 2011 ..... POA

OMP HELMETS

OMP JET 3.5 WITH HANS £270.00
OMP JET 7 HANS SNELL 2005 ..... £220.00
OMP NEW AXIS NON FIA £85.00
OMP JET 10 HANS &INTERCOM SNELL 2010 ..... £499.00
OMP HELMET BAG £30.00

HEDTEC HELMETS

(SNELL 2005 HELMETS)
RAPIDO OPEN FACE £111.00
XTREME FULL FACE £142.00
RAPIDO HANS OPEN FACE £193.00
DEMON HANS FULL FACE £234.00

ACCESSORIES

OMP HELMET BAG £27.00
OMP HANS HELMET BAG £35.00
PELTOR HELMET BAG £34.00
HELMET HAMMOCK £29.99
*WE ALSO DO A FULL RANGE OF STILO HELMETS AND ACCESSORIES
PLEASE RING FOR FURTHER INFORMATION

STAND 21 HANS DEVICES

STAND 21 RS2 HANS DEVICE £590.00
STAND 21 PRO CARBON HANS DEVICE £830.00

INTERCOM AND HEADSETS

PELTOR FMT120 ..... £185.00
PELTOR FMT200 ..... £535.00
FC15 ..... £25.00
FC16 ..... £47.00
PELTOR OPEN FACE HEADSET £93.00
PELTOR FULL FACE HEADSET £85.00
PELTOR WHITE PRACTISE HEADSETS £120.00
TERRATRIP INTERCOM CLUB C/W HEADSET £79.99
TERRATRIP INTERCOM PRO C/W HEADSET £112.00
TERRATRIP PRACTICE HEADSETS £90.00

TERRATRIP RALLY COMPUTER TRIPMETERS

TERRATRIP 1 WITH PROBE £120.00
TERRATRIP 202 WITH PROBE £185.00
TERRATRIP 202 RETRO £199.00
TERRATRIP 303+ WITH PROBE £240.00
TERRATRIP 303 WITH DISPLAY+ PROBE £299.00
R2V 202 REMOTE £26.00
R2V 303 REMOTE £26.00
R2V FOOT £22.00
SPARE WHEEL PROBE/SPEEDO/JAP £26.00
DUAL FACE INTERSENSOR £26.00

RALLY BUCKET SEATS

CORBEAU FORZA BASE MOUNTED FIA £155.00
CORBEAU SPRINT FIA £325.00
CORBEAU SPRINT XL FIA £348.00
CORBEAU PRO SERIES FIA £365.00
CORBEAU PRO SERIES XL FIA £385.00
CORBEAU PRO SERIES CARBON FIA £420.00
CORBEAU PRO SERIES CARBON XL FIA £450.00
CORBEAU REVOLUTION FIA £420.00
CORBEAU REVOLUTION FIA XL £450.00
CORBEAU REVENGE FIA £435.00
CORBEAU REVENGE FIA XL £485.00

OMP SEATS

OMP TRS FIA £129.00
OMP WRC FIA £330.00
OMP WRC XL FIA £365.00
OMP RSPT2 FIA £310.00
OMP T-RS SKY FIA (VINYL) £145.00
OMP CHAMP FIA £245.00
OMP HTE £410.00
OMP THE XL £425.00
OMP ARS £310.00

SPARCO SEATS

SPRINT £140.00
PRO ADV £380.00
CIRCUIT PLUS £525.00
PRO 2000 STD £320.00
PRO 2000 PLUS £345.00
CORSA £310.00
EVO 3 ..... £380.00
EVO 2 ..... £345.00
EVO £310.00
REV £275.00

SEAT FRAMES

ALLOY SIDE MOUNTS ..... £42.00 (PER SEAT)
ALLOY FIXED BASE MOUNTS ..... £35.00 (PER SEAT)
STEEL SIDE MOUNTS ..... £36.00 (PER SEAT)
UNIVERSAL BOTTOM MOUNT
SLIDING SUB FRAME ..... £35 (PER SEAT)
CORBEAU SIDE MOUNTS ALLOY SILVER ..... £70 (PER SEAT)
CORBEAU SIDE MOUNTS ALLOY BLACK ..... £78 (PER SEAT)

HARNESSES

ALL AVAILABLE IN BLACK RED OR BLUE AND DATED TO 2016
TRS
4PT CLUB NON FIA ..... £50.00 EA
4PT PRO CLUB FIA 3X2 ..... £80.00 EA
4PT MAGNUM FIA 3X3 ..... £100.00 EA
6PT MAGNUM FIA 3X3 ..... £110.00 EA
4PT MAGNUM FIA 3X3 SUPERLITE (WITH ALLOY ADJUSTERS) ..... £130.00 EA
6PT MAGNUM FIA 3X3 SUPERLITES (WITH ALLOY ADJUSTERS) ..... £135.00 EA
4PT HANS HARNESS FIA (WITH ALLOY ADJUSTERS) .. £140.00 EA
6PT HANS HARNESS FIA (WITH ALLOY ADJUSTERS) .. £145.00 EA
LUKE
GM4 CLUB NON FIA ..... £52.00 EA
2004 3X3 4PT FIA ..... £130.00 EA
2006 3X3 6PT FIA £142.00EA
NICKY GRIST HARNESSES
4PT 3X3 FIA £113.00
6PT 3X3 FIA £119.00
SABELT
4PT 3X3 FIA £135.00
6PT 3X3 FIA £145.00

STEERING WHEELS

SUEDE 350MM 3 SPOKE FLAT DISH £95.00
SUEDE 350MM 3 SPOKE 70MM DISH £95.00
SUEDE 350MM 3 SPOKE 90MM DISH £95.00
SUEDE 350MM 2 SPOKE 90MM DISH £95.00
MK1/MK2 ESCORT BOSSES £40.00
OTHER BOSSES AVAILABLE FROM £35.00

LIFELINE FIRE EXTINGUISHERS

2.0L HAND HELD £27.99
2.4L FIA HAND HELD £55.00
2.4L HAND HELD DUMPY £95.00
1KG ZERO 360 HAND HELD GAS £185.00
2KG ZERO 360 HAND HELD GAS £245.00
3KG ZERO 360 HAND HELD GAS £340.00
2.25L ZERO 2000 CLUB PLUMBED IN KIT £100.00
2.25L FIRE MARSHAL SLIM LINE MECHANICAL £195.00
2.25L FIRE MARSHAL DUMPY MECHANICAL £185.00
2.25 FIRE MARSHAL DUMPY ELECTRICAL £299.00
2.25 FIRE MARSHAL SLIM LINE ELECTRICAL £299.00
4.0L ZERO 2000 MECHANICAL KIT FIA £175.00
4.0L ZERO 2000 ELECTRICAL KIT FIA £300.00
2.25KG ZERO 360 GAS MECHANICAL FIA KIT £410.00
2.25KG ZERO 360 GAS ELECTRICAL FIA KIT £499.00
2.25 DUMPY ELECTRICAL £299.00
2.25 SLIMLINE ELECTRICAL £299.00
SPARES
6FT PULL CABLE £7.00
12FT PULL CABLE £12.00
ALLOY STRAPS FOR HAND HELD'S £4.50
EXTINGUISHER STICKER £1.00

LIGHTING (CIBIE & PIAA)

H180 7" REPLACEMENT HEAD LIGHT ..... £39.99 EA
RS2000 OUTER HEADLAMP ..... £47.00 EA
CIBIE OSCAR ..... £95.00 EA
CIBIE SUPER OSCAR ..... £99.00 EA
MK2 ESCORT PLASTIC HEADLAMP BOWLS ..... £20.00 EA
PIAA 80 SERIES SPOTLIGHTS ..... £95.00 EA
PIAA 7" HEADLAMP CLEAR ..... £60.00 EA
MK2 ESCORT COMPLETE REAR LIGHTS £22.00EA
MK2 ESCORT 2 UP 2 DOWN STEEL LAMP BRACKETS £37.00
MK1 ESCORT 2 UP 2 DOWN ALLOY DETACHABLE BRACKETS £37.00
MK2 ESCORT 2 UP 2 DOWN STEEL FIXED BRACKETS £30.00
LAMP STEADY BARS ..... £12 A PAIR

FUEL SYSTEM, CARBS

40 DCOE CARB £299.00
45 DCOE CARB £299.00
48DCOESP CARB £375.00
TWIN WEBBER LINKAGE MAGARDTYPE £80.00
TWIN WEBBER THROTTLE LINKAGE £55.00
SINGLE WEBBER THROTTLE LINKAGE KIT £50.00
GENUINE WEBBER TWIN THROTTLE LINKAGE £99.00
TWIN DELLORTO THROTTLE LINKAGE £50.00
SINGLE DELLORTO THROTTLE LINKAGE £50.00
SPARE THROTTLE CABLE £7.00
LONG THROTTLE CABLE 114 ..... £12.00
MISAB O RINGS ..... £3.00 EA
COSWORTH THACKERY WASHERS KIT £1.00EA
(2 METAL CUPS+ 1 RUBBER)

LUMENITION IGNITION SYSTEMS

OPTRONIC IGNITION KIT C/W PMA50 & DISTRIBUTOR FITTING KIT £160.00
CEK150 COMPETITION KIT C/W COIL & DISTRIBUTOR FITTING KIT £220.00
MEGA SPARK 3 COIL £32.00
MEGA SPARK 4 COIL £37.00
LUMEMITION IGNITION LEADS OHC/PINTO £42.00
LUMENITION IGNITION LEADS XFLOW £42.00
LUMENITION IGNITION LEADS 16V RED TOP £52.00
COIL LEADS 18" £12.50
COIL LEADS 24" £13.00
COIL LEADS 36" £14.00
MICRO DYNAMICS RL4 REV LIMITER £99.00
REVTEC REV COUNTER 80ML 0-8 BLACK OR WHITE £125.00
REVTEC COUNTER 80ML 0-10 BLACK OR WHITE £125.00
ALDON BRAND NEW OHC BOSCH DISTRIBUTOR RALLY SPEC £235.00

FUEL PUMPS AND KITS

	PUMP	KIT
RED TOP	£60.00	£78.00
SILVER TOP COMPETITION	£58.00	£72.00
SILVER TOP ROAD	£55.00	£68.00
SOLID STATE COMPETITION	£36.00	£44.00
SOLID STATE FAST ROAD	£34.00	£47.00

REGULATORS
67MM FILTER KING GLASS OR ALLOY £47.00
85MM FILTER KING GLASS OR ALLOY £52.00
85MM FILTER KING WITH GAUGE £67.00
GAUGE ONLY £15.00

FUEL TANKS

(ALL ARE BAFFLED AND INC, SPARE WHEEL CUT OUT AND FILLER NECK)
12GLN FUEL TANK £180.00
12GLN FOAM FILLED FUEL TANK £225.00
12GLN INJECTION FUEL TANK £235.00
12GLN FOAM, FILLED INJECTION FUEL TANK £275.00
FILLER NECK SPLASH BOWL £50.00
HOSE TO CONNECT FILLER NECK TO TANK £13.00
STEEL TANK STAND £72.00
STEEL INJECTION TANK STAND £75.00
ALLOY TANK STAND £98.00
ALLOY INJECTION TANK STAND £99.00

TRAN X GEAR KITS, STICKS & BOXES

FORD ROCKET GEAR KIT 4 SPEED £645.00
FORD ROCKET BOX COMPLETE (DONOR BOX NEEDED) .. £999.00
FORD TYPE 9 5 SPEED GEAR KIT £850.00
FORD TYPE 9 5 SPEED GEARBOX COMPLETER £1335.00
(EXCHANGE BOX REQUIRED OR £125 SURCHARGE)
SL72 4 SPEED DOG BOX £2780.00
SL72 5 SPEED DOG BOX £3300.00
HEAVY-DUTY GEARBOX MOUNT £60.00
4 SPEED ROSE JOINTED GEAR STICK £45.00
5 SPEED ROSE JOINTED GEAR STICK £45.00
4 SPEED QUICK SHIFT KIT £17.00
5 SPEED QUICK SHIFT KIT £24.99
ALLOY GEAR KNOB (SCREW ON) £15.00

ENGLISH AXLE

TRAN X ENGLISH SAILSBURY LSD (ALL STEEL) £465.00
ENGLISH SAILSBURY STEEL END PLATE £80.00
ENGLISH BEARING REBUILD KIT £77.00
(4 BEARINGS 1 SEAL 1 COLLAPSIBLE SPACER 1 GASKET)
WATTS LINKAGE KIT COMPLETE £225.00
ENGLISH CWP 4.4, 4.7, 4.9, 5.1, 5.3 ..... £260.00
ENGLISH GRP 1 HALF SHAFT £112.00
GRP 1 FLANGE £75.00
ENGLISH CWP BOLTS (6 NEEDED) £2.50EA
ENGLISH DIFF GASKET £3.75
ENGLISH HALF SHAFT BEARINGS ..... £28.00 EA

AP COMPETITION CLUTCHES

RS2000 CLUTCH PLATE £75.00
RS2000 4 BLADE PADDLE £170.00
RS2000 COVER £230.00
TWIN PADDLE CLUTCH ASSEMBLY ...C/W 21+23 PADDLES 3 BLADE £565.00
3 BLADE PADDLES 7/8+20 OR 1+23 ..... £98.00EA
X FLOW 7 ½ CLUTCH PLATE 7 8 /+20 ..... £68.00
X FLOW/ SUNBEAM 1 + 23 7 ½ PLATE £68.00
X FLOW COVER £175.00
MK1 MEXICO CLUTCH KIT INC BEARING £235.00
RS2000 CLUTCH KIT INC BEARING £280.00

LSDs

ENGLISH FOR SALISBURY ALL STEEL TRAN X LSD £465.00
ENGLISH FORD SALISBURY ALL STEEL TRAN X LSD WITH ATLAS SIDE GEARS £515.00
ATLAS LSD TRAN X 16 SPLINE £685.00
ATLAS LSD TRAN X 18-SPLINE GRP 4 ..... £735.00
GENUINE ZF ATLAS LSD 16 SPLINE ..... POA
GENUINE ZF ATLAS LSD 18 SPLINE GRP 4 ..... POA

ATLAS AXLE

LSD 16 SPLINE ..... POA
ZF LSD 18 SPLINE GRP ..... POA
TRAN X LSD 16 SPLINE £685.00
TRAN X LSD 18 SPLINE GRP 4 ..... £735.00
ATLAS REPAIR KIT FOR ZF ONLY £145.00
WAVY PLATES ..... £28.00 EA
ATLAS BEARING REBUILD £98.00
(4 BEARINGS, SEAL, WASHER + GASKET)
ATLAS CWP BOLTS (8NEEDED) ..... £1.50 EA
ATLAS AXLE WHEEL BEARING KIT ..... £25 EA
ATLAS CWP 4.6/5.1 ..... £250.00
ATLAS DIFF GASKET £3.95
ATLAS COMPETITION DIFF GASKET £7.50
GRP1 HALF SHAFT 16 OR 18 SPLINE £112.00
GRP 1 HALF SHAFT FLANGE £75.00
GRP 4 FULLY FLOATING HALF SHAFT 18 SPLINE £112.00
GRP 4 FULLY FLOATING FLANGE £72.00
GRP 4 FULLY FLOATING HUB KIT £335.00
AP REAR VENTED DISC ..... £135.00 EA
AP REAR VENTED CALLIPERS ..... £440.00 EA
AP REAR SOLID DISCS ..... £155.00 EA
AP REAR SOLID CALLIPERS £440.00EA
GRP 4 REAR WHEEL STUDS £9.75
XR3 CALLIPER BRACKETS £20.00
TURRET BRACKETS £3.50
PANHARD ROD KIT £62.00
SPRING SADDLES 50 OR 60MM ..... £12.00 A PAIR
DIAMOND BRACKETS ..... £30.00 A PAIR
WATTS LINKAGE £225.00
ATLAS AXLE BRACE £105.00

BILSTEIN

MK2 GRP 1 REAR SHOCK £99.00
TURRETED REAR SHOCK 220/110 ..... £99.00
GRP 4 COIL OVER 220/110 ..... £165.00
260/60 INSERTS £105.00
300/70 LONG £105.00
300/70 SHORT £105.00
300/100 ..... £105.00
NEW STRUT CASING 2 ¼ SHORT OR LONG £250.00

PROP SHAFTS

RS2000 PROP ROCKET TO ENGLISH £135.00
ROCKET OR TYPE 9 TO ATLAS £135.00
MK1 MEXICO/TWIN CAM £150.00
ZF TO ATLAS £150.00

POLY CARBON WINDOW KIT

MK1 ESCORT 5 PIECE WITH SLIDERS (FORMED REAR SCREEN) £320.00
MK1 ESCORT 7 PIECE KIT NO SLIDERS (FORMED REAR SCREEN) £280.00
MK2 ESCORT 5 PIECE WITH SLIDERS £230.00
MK2 7 PIECE NO SLIDERS £199.00
(ALL AVAILABLE IN BRONZE OR CLEAR)
MK1/MK2 HEATED WINDSCREEN £215.00

COMPETITION EXHAUST MANIFOLDS

RS2000 2" £90.00
RS2000 2 ¼ 3 PIECE £115.00
RS2000 2 ½ 3 PIECE £125.00
XFLOW 1300 2 ..... £85.00
XFLOW 1600 2" £85.00
..... £125.00
XFLOW 4.2.1 2¼ £125.00
XFLOW 4,2,1 2½ £135.00
16V VAUXHALL 2¼ REDTOP TO ESCORT £170.00
16 V VAUXHALL REDTOP TO ESCORT 2½ £175.00
CAPRI OHC £185.00
CAPRI 2.8 ..... £140.00 A PAIR
CAPRI 3.0 STD MANIFOLD ..... £140.00 A PAIR

EXHAUST SYSTEMS

RS2000 LEFT HAND SINGLE BOX 2" £75.00
RS2000 LEFT HAND TWIN BOX 2" £80.00
RS2000 RIGHT HAND SINGLE BOX 2" £85.00
RS2000 RIGHT HAND TWIN BOX 2 ..... £90.00
RS2000 LEFT HAND SINGLE BOX 2 ¼ £105.00
RS2000 LEFT HAND TWIN BOX 2 ¼ £110.00
RS200 RIGHT HAND SINGLE BOX 2 ¼ £100.00
RS2000 RIGHT HAND TWIN BOX 2 ¼ £105.00
RS2000 LEFT HAND SINGLE BOX 2 ½ £135.00
RS2000 LEFT HAND TWIN BOX 2 ½ £140.00
X FLOW SINGLE BOX 2" £75.00
X FLOW TWIN BOX 2" £80.00
X FLOW SINGLE BOX 2 ¼ £100.00
X FLOW TWIN BOX 2 ¼ £105.00
X FLOW SINGLE BOX 2 ½ £135.00
X FLOW TWIN BOX 2 ½ £140.00
CAPRI OHC £95.00
CAPRI 2.8/3.0L £180.00

FRONT SUSPENSION AND COMPONENTS

WORLD CUP X MEMBER STD £99.00
WORLD CUP X MEMBER LOWERED £110.00
WORLD CUP X MEMBER GRP 4 ..... £125.00
WORKS SPEC X MEMBER STD £130.00
WORKS SPEC X MEMBER LOWERED £130.00
WORKS SPEC X MEMBER GRP 4 ..... £225.00
WORLD CUP ENGINE MOUNTS XFLOW/BDA £38.00
WORLD CUP ENGINE MOUNTS PINTO/OHC £38.00
WORLD CUP ENGINE MOUNTS VAUXHALL £60.00
WORLD CUP ENGINE MOUNTS DURATEC £85.00
CHASSIS MOUNT ENGINE KIT XFLOW/PINTO/VAUXHALL/DURATEC £58.00
ANTI DIVE KIT £39.00
DOUBLE WIDTH KIT TO SUIT STD ROLL BAR £39.00
DOUBLE WIDTH KIT TO SUIT TWIN CAM ROLL BAR £39.00
TWIN CAM ROLL BAR £80.00
COMPRESSION STRUT KIT INSITU £120.00
TENSION STRUT KIT TARMAC/FOREST £295.00
ROLL BAR KIT TO SUIT TENSION STRUT KIT £99.00
TCA WITH HEAVY DUTY BUSHES ..... £45.00 A PAIR
ADJUSTABLE TCA ROSE JOINTED NON INSITU .... £110.00 A PAIR
ROSE JOINTED INSITU TCA ..... £125.00 A PAIR
RUBBER BUSHED INSITU TCA ..... £125.00 A PAIR

BRAND NEW FRONT STRUT CASING

FIXED PLATFORM £225.00EA
2¼ COIL OVER STD HEIGHT £225.00EA
2¼ COIL OVER SHORT CASING £225.00EA
2.25 LOCK RING £7.00EA
2.25 SPRING SEAT 1" £12.50EA
2.25 SPRING 3" £15.00EA
TOP CAP FOR 2.25 SPRINGS £12.50EA
AVO TOP ADJUSTABLE INSERT FOR RS TYPE STRUTS . £110.00EA
CAPRI 2.8 BILSTEIN INSERT £125.00EA
RUBBER ROLLER TOP MOUNTS INC TOP NUTS £77.00EA
ALLOY CONCENTRIC/ECCENTRIC TOP MOUNTS £55.00EA
COIL SPRING RS FROM 145/-170/190/220 LB ..... £40 PAIR
(WE DO –1 –2 STD HEIGHT + 1 & +2)
2.25 COIL SPRINGS 12" + 14" LONG FROM- £20.00EA
FRONT COIL OVER KIT £70.00

FABRICATED PARTS FRONT

LARGE GEAR BOX TUNNEL £40.00
3 PIECE BULKHEAD STRENGTH KIT £18.00
BULKHEAD PLATE £14.00
FRONT CHASSIS SKIDS ..... £21.00 A PAIR
CHASSIS SILL SKIDS ..... £21.00 A PAIR
BULKHEAD GUSSETS ..... £8.50 A PAIR
BULKHEAD GUSSETS SHAPED ..... £24 A PAIR
AVO TOP SUSPENSION PLATES ..... £40.00 A PAIR
RADIATOR CUT OUT PANEL £15.00
RADIATOR GUSSETS WITH SWAGED HOLE ..... £10.00 A PAIR
WELD IN X MEMBER CHASSIS INSERTS (SET OF 4) £20.00
CDS SEAT SUB FRAME WELD IN KIT ..... £45.00 PER SEAT
DIFF TUNNEL £18.00
DIFF TUNNEL LONG £22.00
TYPE 49 MK1 TOP & BOTTOM RAIL GUSSETS £60.00
MK2 TOP & BOTTOM WING RAIL GUSSETS £60.00

REAR SUSPENSION

GRP 4 BILSTEIN REAR COIL OVERS (220/110) £165.00EA
TURRETED REAR BILSTEIN SHOCK (220/110 ..... £99.00EA
MK2 ESCORT GRP 1 REAR SHOCK £99.00EA
AVO REAR ADJUSTABLE SHOCK MK1/MK2 ..... £68.00EA
SPAX REAR ADJUSTABLE SHOCK MK1/MK2 ..... £68.00EA
2.25 REAR COIL OVER CONVERSION KIT £80.00EA
PTFE ROLLER SLIPPER KIT £49.00EA
NEW 5 LEAF SLIPPER SPRINGS 146LR ..... £120.00 A PAIR
U BOLT KIT £15.00
LOWERING BLOCK KITS 1", 1 ½", 2" £23.00
4 LINK KIT C/W 5/8 ROSE JOINT £135.00
GRP 4 4LINK KIT 2 PIECE BOXES £325.00
MK1 4 LINK KIT SHORT £190.00
4 LINK X BRACE £17.00
4 LINK KIT WITHOUT BODY BOXES £110.00
4 LINK BARS WITH ROSE JOINTS BUSHES & BOLTS £95.00
DIAMOND AXLE BRACKETS ..... £30 A PAIR
PAN ROD KIT C/W 5/8 ROSE JOINT £62.00
GRP 4 PAN ROD KIT COMPLETE £115.00
GRP4 ROUND TURRETS £70.00
SQUARE TURRETS MK1 ..... £40.00
SQUARE TURRETS MK2 ..... £40.00
ATLAS AXLE BRACE £105.00
ANTI TRAMP BAR KIT (UP TO 74 STRAIGHT) £58.00
ANTI TRAMP BAR KIT (LATE MK1 + MK2 ANGLED) £58.00
REAR DIFF TUNNEL £18.00
REAR DIFF TUNNEL LONG £22.00
MK 1 / MK2 FIREWALL £30.00

STEERING AND HUBS

BRAND NEW HEAVY DUTY RACK THICK TUBE RH/LH £345.00
BRAND NEW 2.4 HIGH RATIO RACKS £125.00
BRAND NEW 2.9 HIGH RATIO RACKS £88.00
BRAND NEW 2.4 HIGH RATIO RACKS LEFT HAND £140.00
RUBBER RACK MOUNTS £5.99
POLY RACK MOUNTS £10.00
ALLOY RACK MOUNTS £29.99
GENUINE FORD RS2000 TRACK ROD ENDS £28.00EA
RS2000 TRACK ROD ENDS (NOT FORD) £15.00EA
MK1 ESCORT TRACK ROD ENDS £8.50EA
GRP4 STEERING JOINT £32.00
ALLOY HUB STD £55.00
ALLOY HUB GRP 4 ..... £55.00
ALLOY HUB STD LARGE BEARING £16.99
LARGE BEARING WHEEL BEARING KIT ..... £30.00 PER HUB
GREESE CAP TO FIT STD & GRP 4 HUB £3.99EA
GREESE CAP TO FIT LARGE BEARING HUB £8.99EA
GRP 4 FRONT STUDS £4.95EA
GRP 4 FRONT STUDS + 10MM £4.95EA
GRP 4 WHEEL NUTS £2.65EA
MK1 UNF LONG WHEEL STUDS £1.50EA
MK2 METRIC LONG WHEEL STUDS £1.50EA

BRAKES & BRAKE COMPONENTS

AP RADIAL KIT FITS UNDER 13" WHEELS £1020.00
(INC 2 AP OPEN BACK CALLIPERS, 2 AP FOREST VENTED DISCS, 2 BELLS, 12 BOLTS, MINTEX PADS, BRAKE PIPES & RADIAL MOUNTED BRACKETS & ALL BOLTS NEEDED)
AP RADIAL KIT FITS UNDER 15" WHEELS 305MM (INC AS ABOVE) £1350.00
AP MONTE CARLO FRONT BRAKE KIT £1635.00
(INC 2 CALLIPERS MACHINED READY TO FIT, 2 AP TARMAC DISCS, 12 NUTS & BOLTS 2 BELLS, 1X MINTEX PADS)
AP FOREST FRONT BRAKE KIT £1500.00
AP MONTE CARLO FRONT HISTORIC CALLIPERS £595.00EA
(MACHINED READY TO FIT)
AP FOREST CALLIPER (MACHINED READY TO FIT) £550.00EA
AP TARMAC FRONT DISCS £155.00EA
AP FOREST FRONT DISCS £135.00EA
AP FRONT MOUNTING BELLS £20.00EA
AP REAR VENTED DISCS ..... £135.00 EA
AP REAR SOLID DISCS £150.00EA
REAR BELLS £30.00EA
2.8 CAPRI VENTED DISCS ..... £65.00A PAIR
2.8 CAPRI VENTED DISCS GROOVED & DRILLED .... £70.00 A PAIR
M16 SPACER KIT £29.99
PRINCESS SPACER KIT £29.99
WILLWOOD DYNALITE KIT 247MM £435.00
(GROOVED & DRILLED DISCS, 2X 4 POT CALLIPERS, BRACKETS & BOLTS)
WILLWOOD KIT 285MM £545.00
(GROOVED & DRILLED DISCS, PADS,2X4 POT CALLIPERS, BRACKETS & BOLTS)
WILLWOOD 4 POT CALLIPER BRAKE KIT £485.00
(2 X 4 POT CALLIPERS 2X SOLID DISCS, BRACKETS, BOLTS & HANDBRAKE CABLE WITH FITTINGS FOR ENGLISH OR ATLAS)
MK 1 AERO QUIP HOSE KIT GOODRIDGE £29.99
MK2 AERO QUIP HOSE KIT GOODRIDGE £29.99
BRAKE BIAS VALVE £55.00
VERTICAL HYDRAULIC HANDBRAKE KIT £95.00
HORIZONTAL HYDRAULIC HANDBRAKE KIT £99.00
EXTRA LONG VERTICAL HYDRAULIC HANDBRAKE KIT £99.00
HYDRAULIC HANDBRAKE KIT NO LEVER £48.00
.625 .70 7.5 MASTER CYLINDER £30.00
AP RESERVOIR WITH BRACKET PUSH ON £12.00
GIRLING RESERVOIR SCREW ON £12.00
GENUINE GIRLING MASTER CYLINDER £49.00
M16 CALLIPERS (BRAND NEW) ..... £50.00 EA

PEDDLE BOXES

MK1 CABLE CLUBMAN PEDDLE BOX £195.00
MK1 HYDRAULIC CLUBMAN PEDDLE BOX £220.00
MK1 GRP 4 CABLE PEDDLE BOX ..... POA
MK1 GRP 4 HYDRAULIC PEDDLE BOX ..... POA
MK2 CABLE CLUBMAN PEDDLE BOX £195.00
MK2 HYDRAULIC CLUBMAN PEDDLE BOX £210.00
MK2 GRP 4 CABLE PEDDLE BOX ..... POA
MK2 GRP 4 HYDRAULIC PEDDLE BOX ..... POA
BALANCE BAR ASSEMBLY £28.00
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