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RED BULL DRIVERS HIT SELF-DESTRUCT



REFRESHED RALLY GB ROUTE REVEALED

FIA signs off an adventurous new event format

By David Evans

Wales Rally GB will deliver world championship closed-road competition in England for the first time ever when the Deeside-based event starts in October.

Event director Ben Taylor and Welsh Government ministers have heralded the route as a revolution for the rally, with Taylor saying: "We've listened to what people want and I believe this year will be the best route we've had in Wales."

Full story p2-3

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By David Evans

Wales Rally GB organisers have revealed a ground-breaking route to include competition on closed public roads for the first time in October.

Linkroads and lanes are used to build longer forest stages in north Wales, but it was the final day's flat-out test through the middle of Llandudno that took centre stage at the event launch on Monday. Used twice on Sunday October 7, the Great Orme Llandudno test will make history as FIA World Championship competition comes to public town centre roads on mainland Britain for the first time.

The sport's governing body, the FIA, was at loggerheads with event chiefs over the location of the powerstage, which GB bosses wanted run on the Tarmac Great Orme stage. However, a compromise has been reached and the points-paying blast will now take place on another stage earlier in the day (*see sidebar*).

The five-mile Great Orme Llandudno stage will come off a clockwise run around the headland and compete down one side of the A456 before going around a roundabout, back up the other side, turning right to South Parade and the seafront where the stage, and the event, will finish.

Friday feeling

The Tir Prince spectator stage returns to kick proceedings off on Thursday, October 4. The first full day runs in Clocaenog, Brenig and Penmachno. Clocaenog comes off the bench after running only as shakedown last season (the same shakedown stage will be used this year). Following that, Brenig and Penmachno will be the first WRC stages in Wales to feature closed public roads as both include the use of asphalt lanes to link sections of forest road.

New for this year is the Slate Mountain test, with two runs of a 0.8-mile gravel stage through the home of Zip World, in a former slate quarry close to Blaenau Ffestiniog.

Running roads through North Wales has offered the event the opportunity to satisfy one of the



Sweet Lamb will be combined with a run through Hafren

key requirements from the manufacturers for this year – to return to the Deeside service park for a lunchtime break where corporate guests can be entertained with the cars being serviced behind them.

The afternoon features a repeat of the three forest stages before a return to service at 1854hrs.

Rally GB managing director Ben Taylor explained the changes: "There was always a degree of frustration in North Wales that we had these amazing roads, but they were crossed by public roads, so we couldn't combine them to make the kind of classics they could so easily become. We can now. The change in legislation has allowed us to develop a fantastic opening day in North Wales. Penmachno and Brenig are longer than they've ever been and the drivers are going to love them.

"Getting back to service is vital for us this year – we listened to what the teams said last year and we're delighted to be able to deliver what they want this time around."

'Super Saturday'

FIA president Jean Todt will be delighted with day two of this year's Wales Rally GB, with crews departing Deeside a couple of hours before the sun shows its face – they're into service at 0530hrs.

Saturday is the longest day with nine stages totalling 93 miles. Typically for the mid-Wales day, Myherin is the start point, but from then on it's all quite different with Sweet Lamb and Hafren combined and Dyfi, Gartheiniog and Dyfnant all included on the same day for the first time since 1997.

Dyfnant will be Saturday's live stage for Red Bull TV and the afternoon will feature a repeat of everything but Dyfnant. As usual, the middle of the mid-Wales day will be interrupted for a tyre

fitting zone – but no service – in Newtown. The first car's due back to Deeside at the end of the day at 1946hrs.

Taylor said: "In the last few years, we've had two trips down to mid-Wales on the first two days of the event, but putting it all together for Saturday has really helped us reduce the liaison distance for the crews.

"The biggest benefit to Saturday, though, comes for the fans. There will be more choice and more action on offer than ever before on the second day of Rally GB. That's why we're calling it 'Super Saturday'."

The big finale

The final day of this year's Wales Rally GB includes two loops of Elsi, Gwydir and Great Orme Llandudno. Elsi is a new stage located close to Betws-y-Coed. The first run through Gwydir at 0805hrs is included as the powerstage, with the five bonus points on offer for fastest time.

The Great Orme Llandudno stage finishes on the seafront with the podium following immediately afterwards.

Conwy County Borough Council is reckoned to be preparing itself for around 30,000 spectators flocking into the town to watch what will be a free show (grandstand seats will be available for those wanting to pay to sit down: £20 for adults, £10 for children).

"We're excited about the final day," said Taylor. "This is something we've been working towards for a long time. We understand the concerns about the original plan. We have come up with a great compromise. And fans will really benefit: we will be televising both the Gwydir powerstage and the Great Orme Llandudno finale live."



Fans will be able to line the route in 2018

HEADLINE NEWS

Photos: mcklein-imagedatabase.com

Britain's WRC round promises to deliver for fans

FRESH 2018 RALLY GB ROUTE SIGNED OFF



Llandudno will provide the finish backdrop



Gwydir has been extended by using this piece of road

What happened to the powerstage row?

Wales Rally GB organisers were forced to can their plan to run the Great Orme as the powerstage after the FIA questioned how much the headland stage reflected the nature of the event as a whole.

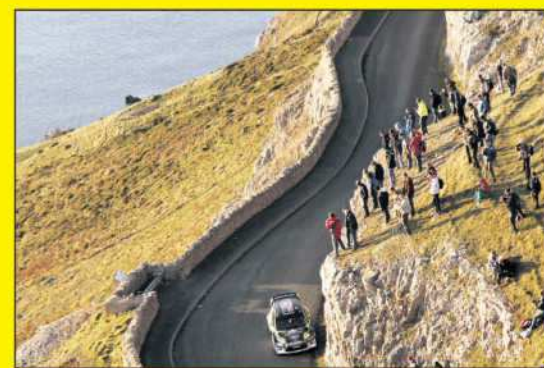
Instead, the first run through Gwydir (SS20) will offer the bonus points. This isn't the first time the powerstage has run out of position on an itinerary – most famously, the 2013 Rally de France opened with its powerstage – a dash around Strasbourg on a Thursday night which enabled Sebastien Ogier to be crowned world champion before the event proper started the following morning.

Crucially, the compromise

of running the powerstage earlier on the final day, while retaining the live TV element of the Orme has placated the FIA as well as the event's principal backer, the Welsh government, and title sponsor Dayinsure.

Last year's Wales Rally GB winner Elfyn Evans admitted to reservations about the first run through Gwydir offering bonus points.

Evans' concerns lie with the potential for wet conditions offering an advantage for those running at the front of the field. "If the powerstage ran in reverse order then in wet or damp conditions, it's their [the drivers' first on the road] five points. The powerstage should really be



The Great Orme will still get a live TV broadcast

as equal as it possibly can be and I think it would have been better to have used the second pass of the stage where the surface and conditions are a bit more equal.

"The passage of 10 cars on the first run of a stage can make a second per

kilometre difference in those conditions."

The first run through Gwydir was selected because it allowed the WRC's live television infrastructure to move from there to the second run through the Great Orme.

AZERBAIJAN GP REPORT

BY JAMES ROBERTS

There was heartbreak, team warfare and delight in Baku

HAMILTON ACCEPTS A LATE GIFT



Winner Hamilton consoles team-mate



Ricciardo (l) and Verstappen's duel was destined to end in tears...



...and late drama for Bottas cleared the way for Hamilton's victory

As darkness fell on Baku last Sunday evening, there sat a forlorn-looking Mercedes all alone in the Azerbaijan pitlane. Over its right-rear wheel was a red plastic bag, covering up the puncture that had afflicted Valtteri Bottas just three laps from victory.

He was all set to lead Mercedes to their first 1-2 of the season ahead of team-mate Lewis Hamilton, but as he crossed the line to start lap 49 of a chaotic Azerbaijan Grand Prix, a piece of debris cut his right-rear tyre and he was forced into retirement.

Just a lap before, former race leader Sebastian Vettel had a chance to win this GP, but threw away victory with a bold move to try and reclaim the lead back from Bottas. Vettel had led for most of the grand prix but fell behind the Mercedes during a late race safety car (which had been deployed to clear up the two Red Bulls that had crashed into each other).

With just a three-lap dash to the flag, Vettel attempted to pass Bottas at the restart, but left his braking too late, locked up and ran wide – dropping to fourth at the finish.

Hamilton inherited second, which became the lead when his team-mate picked up his puncture just one lap later. It was a fortuitous victory for the Brit, who now leapfrogs to the head of the drivers' world championship.

Not far from the hobbled Mercedes in the pitlane, Red Bull team boss Christian Horner was speaking to the media, clearly still angry with his two drivers Max Verstappen and Dan Ricciardo, who had crashed into each other. "They are equally responsible,"

he fumed. "And they will be making a full apology to everyone in the team."

Throughout the race, the Red Bull pair had enjoyed a frantic duel, passing and re-passing each other. But on lap 40 they came together in the braking area for Turn 1, Ricciardo smashing into the back of Verstappen and taking the pair of them straight out of the race. Once again, the grand prix on the streets of Baku was a crazy affair. But where there is despair, there is also hope and, as last year, out of the chaos came some brilliant performances.

Sergio Perez took third, his first podium since this race two years ago, while in just his fourth GP, rookie Charles Leclerc was sixth for Sauber. Finally, Brendon Hartley became the first New Zealander to score a point in F1 since 1976.

Qualifying

Not for the first time this season, Kimi Raikkonen was set for pole position, when he made a mistake in the final sector of the lap and his hopes for top spot were dashed. The Finn has been having something of a renaissance in the opening races of this year and his good form continued into his final run in Q3 on Saturday afternoon.

After setting the fastest 'purple' sectors of anyone in sector one and two, pole was assured until he carried too much speed into the final braking zone in the lap (Turn 16) and fishtailed his Ferrari out of the corner. In fairness, he did well to control his car to prevent it spinning into the wall, but the error handed pole to his team-mate (Vettel's third in a row) and Raikkonen finished qualifying in sixth.

"I was on a good lap, but just got sideways," said the Finn. "It was the worst place to make a mistake because you are losing time all the way to the finish line – pretty sh*tty ending."

Vettel had already ruined his final lap with a lock-up, but he did enough in his first run in Q3 to qualify ahead of the two Mercs of Hamilton and Bottas, the Brit pipping the Finn on his final effort. It was a similar story for the two Red Bulls behind, Ricciardo just getting ahead of Verstappen.

The most significant drama in qualifying came in Q1 when the two Toro Rossos just avoided what could have been an almighty shunt. Pierre Gasly was on a hot lap coming up quickly behind Hartley, who was running slowly with a puncture. After a late change of direction, Gasly narrowly avoided cannoning into the rear of his team-mate. It was very close and something Gasly described as "the scariest moment of my career", adding "I could already see myself in the air."

Race

Away from the line, the field got away cleanly, Vettel leading the two Mercedes and Red Bulls but further back Raikkonen had lost a place to Force India's Esteban Ocon. In a bid to reclaim the position he attempted to re-pass Ocon at Turn 3, but the pair touched and the Frenchman was sent into the wall. He wasn't the only casualty of the opening lap, as there was more drama going on behind them.

Sauber's Marcus Ericsson hit the Haas of Kevin Magnussen at Turn 2, then as the pack was accelerating out of the same corner the Williams of Sergey Sirotkin (who had also hit Perez) was squeezed by Hulkenberg to his right and Fernando Alonso to his left. The Russian lifted and that broke the right-hand side of the McLaren and his own left wheel. Sirotkin retired, while the McLaren limped back to the pits with two right-hand side punctures.

With cars and debris littering the track, the safety car was deployed.

'Sergio Perez's first podium for two years'
Force India man's success, below



ROUND 04

Photos: LAT



Hamilton lucked into first 2018 win

Raikkonen (who had started on the ultrasoft) pitted to switch to the softs, took a new front wing and fell to 13th – but over the following 49 laps he steered safely through the chaos to take second overall. “You never know what can happen in this race,” he wisely exclaimed at the finish.

On lap five the racing resumed and so began the first of many overtakes between the two Red Bull drivers, Verstappen nicking fifth off his team-mate on the run between Turns 1 and 2. But in these early stages, the Red Bull duo were struggling on the supersoft tyres – compared to the ultrasoft-shod Renaults around them.

Red Bull's progress was aided by the first Renault of Hulkenberg taking himself out of contention when he hit the Turn 4 wall on lap 10 and the second Renault of Sainz pitting five laps later when his ultras had lost their effectiveness.

Up front everything was looking good for Vettel. On lap 20 he held a 3.9s lead over Hamilton, who himself had a 7.2s lead over his team-mate Bottas. But one lap later, heading into Turn 1, Lewis locked up both front tyres under braking and the double flat-spot forced him to pit for fresh rubber much earlier than he'd planned. He still emerged ahead of the Red Bulls, but effectively lost ground in the hunt for the win to both Vettel and Bottas.

After running in close proximity for



Vettel lost a nailed-on win

the opening stages of the race, on lap 26 Ricciardo was able to use DRS to make a move on his team-mate into Turn 1 to try and steal fourth place. Verstappen held the inside, while Ricciardo braked deep around the outside of the corner. He couldn't stay ahead and Verstappen had regained the place on the inside of Turn 2.

Ten laps later, Ricciardo made the same move around the outside of Turn 1 again. Second time around, Verstappen braked a little later in his defence and as they ran side-by-side the pair touched wheels – but this time Ricciardo had made the move stick. “Close, hard and fair racing,” said Horner afterwards. But disaster was to follow...

The supersofts were now reaching the end of their life and just before the RBR intra-team duel, Vettel had pitted from the lead – but Bottas stayed out. On lap 37 Ricciardo (now as the lead Red Bull) was given preferential treatment to stop first for fresh rubber. Verstappen stopped a lap later and when he emerged from the pits was surprisingly back ahead of his team-mate. Horner later revealed that the Dutchman had been able to utilise DRS thanks to a backmarker and so had a faster in-lap than Ricciardo's out-lap. The Australian was once again staring at the diffuser of his RBR counterpart.

“Mate, you'll have to do him again,” said Ricciardo's engineer Simon Rennie on the team radio. “Come on.” On lap 40, Ricciardo had another run into T1 and it appeared Verstappen had left a gap on the inside. The Australian made his move, then Verstappen jinked left to defend. On the dusty line, Ricciardo locked up and smashed into the back of his team-mate, sending them both spinning out of the race.

“We wanted a late safety car,” said Horner. “But I never dreamed we would cause it. We said this morning

that we wanted to avoid what the Force Indias did here last year [hitting each other]. We want them to race each other and it had been good, hard racing before then. But they are equally responsible for what has happened – we've lost 22 points here today.”

With the second appearance of the safety car, it was exactly the call Mercedes wanted and so they pitted Bottas – in effect a reversal of the strategic call they lost at the season-opening Australian GP. Vettel's radio call to his pits was almost identical to what Hamilton had asked in Melbourne: ‘How can he [Bottas] be ahead of us?’

While circulating behind the safety car, Romain Grosjean lost control of his Haas and crashed into the barriers, increasing the length of the caution period. When it eventually did restart, Vettel tried to retake the lead and lost out.

“When the safety car pulled away, I saw a gap and I went for it, but obviously it didn't work,” said Vettel. “It's easy for everyone to say that it was too big a risk, but I was driving at 205mph on the straight and didn't have many options. I wanted to go for the inside, but once I locked up, it was tough luck.”

A lap later Bottas suffered his puncture after he ran over a shard of carbon fibre on the start-finish straight and was understandably distraught he had to retire: “I'm absolutely heartbroken, it hurts a lot,” he said. “But this is racing; some days are good, some days are bad – and some days are very bad. A small piece of debris destroyed my entire weekend.”

Hamilton was grateful for the gift, but was understandably sorry for his team-mate – consoling him before heading to the podium.

Thank you Baku, for another thriller.

RACE FACTS

Results © 2018 Formula One Administration Ltd

AZERBAIJAN
Circuit: Baku City Lap: 3.730 miles
Race distance: 190.17 miles Laps: 51
Lap record: Sebastian Vettel (Ferrari) 1m43.441s (2017) **2017 winner:** Daniel Ricciardo (Red Bull)

TYRE CHOICE

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RESULTS

FIA Formula 1 World Championship, round 4/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h43m44.291s
2	Kimi Raikkonen	FIN	Ferrari	+2.460s
3	Sergio Perez	MEX	Force India-Mercedes	+4.024s
4	Sebastian Vettel	GER	Ferrari	+5.329s
5	Carlos Sainz	ESP	Renault	+7.515s
6	Charles Leclerc	MON	Sauber-Ferrari	+9.158s
7	Fernando Alonso	ESP	McLaren-Renault	+10.931s
8	Lance Stroll	CAN	Williams-Mercedes	+12.546s
9	Stoffel Vandoorne	BEL	McLaren-Renault	+14.152s
10	Brendon Hartley	NZL	Toro Rosso-Honda	+18.030s
11	Marcus Ericsson	SWE	Sauber-Ferrari	+18.512s
12	Pierre Gasly	FRA	Toro Rosso-Honda	+24.720s
13	Kevin Magnussen	DEN	Haas-Ferrari	+40.663s
14	Valtteri Bottas	FIN	Mercedes	L48/tyre
R	Romain Grosjean	FRA	Haas-Ferrari	L42/spun off
R	Max Verstappen	NED	Red Bull-Renault	L39/collision
R	Daniel Ricciardo	AUS	Red Bull-Renault	L39/collision
R	Nico Hulkenberg	GER	Renault	L10/spun off
R	Esteban Ocon	FRA	Force India-Mercedes	L0/collision
R	Sergey Sirotkin	RUS	Williams-Mercedes	L0/collision

Winner's average speed 109.990mph Lap leaders: Vettel 1-30; Bottas 31-48; Hamilton 49-51

FASTEST LAP | BOTTAS 1m.45.149s ON LAP 37 (AVERAGE SPEED: 127.71 mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Vettel	1m41.498s	11	Sirotkin	1m43.886s
2	Hamilton	1m41.677s	12	Alonso	1m44.019s
3	Bottas	1m41.837s	13	Leclerc	1m44.074s
4	Ricciardo	1m41.911s	14	Hulkenberg	1m43.066s*
5	Verstappen	1m41.994s	15	Magnussen	1m44.759s
6	Raikkonen	1m42.490s	16	Vandoorne	1m44.489s
7	Ocon	1m42.523s	17	Gasly	1m44.496s
8	Perez	1m42.547s	18	Ericsson	1m45.541s
9	Sainz	1m43.351s	19	Hartley	1m57.354s
10	Stroll	1m43.585s	20	Grosjean	no time**

* Five-place penalty for a new gearbox. ** Permitted to start by FIA, plus five-place penalty for new gearbox



Leclerc landed sixth place

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	70	1	Ferrari	114
2	Sebastian Vettel	66	2	Mercedes	110
3	Kimi Raikkonen	48	3	Red Bull-TAG Heuer	55
4	Valtteri Bottas	40	4	McLaren-Renault	36
5	Daniel Ricciardo	37	5	Renault	35
6	Fernando Alonso	28	6	Force India-Mercedes	16
7	Nico Hulkenberg	22	7	Toro Rosso-Honda	13
8	Max Verstappen	18	8	Haas-Ferrari	11
9	Sergio Perez	15	9	Sauber-Ferrari	10
10	Carlos Sainz	13	10	Williams-Mercedes	4

NEXT RACE: SPANISH GRAND PRIX MAY 13

RACING NEWS

F1 ROUND-UP

Ham 'Grenade'

Mercedes boss Toto Wolff says Bernie Ecclestone acted to stir up debate in F1 in Baku by throwing a 'hand grenade' comment in about Lewis Hamilton's desire to stay in the sport. Ecclestone told Sky over the weekend that Hamilton was "not the racer he was" and that maybe he was "getting tired of travelling and fed up with things". Wolff laughed off the comment, saying: "All of us respect Bernie, but we've also learned to take comments with a smile. Lewis is remarkably relaxed about these things. Bernie comes in and throws a hand grenade and it's in all the papers – it's great." Hamilton himself declined to comment.

No B team

Williams has batted aside speculation that it could become Mercedes' B team, in a similar fashion to Haas's relationship with Ferrari. Reports suggested that Lawrence Stroll – father of Williams driver Lance – is pushing for a similar tie-up with Mercedes which would bring access to technology from the Silver Arrows. Williams has always been determined to remain a constructor and, unlike other customer teams, still uses its own gearbox. "I don't know where that story has come from, but we are a constructor," said Claire Williams. "Our independence is incredibly important to us."

No Ferrari deal

Daniel Ricciardo also had his bat primed in Baku, and it wasn't just aimed at Verstappen. The Aussie also swatted away the speculation that he's already signed a pre-contract option with Ferrari. Rumours suggested he'd already made an agreement to negotiate exclusively with Ferrari ahead of the end of his Red Bull contract this year. "That is not true. I can say that," said Ricciardo. "I've only had talks with Red Bull."

FIA 'fooled'

Force India's COO Otmar Szafnauer believes the teams lobbying for extra fuel next year have "fooled" the FIA into pushing the change through. Next year teams will be given an extra 5kg of fuel to allow them to push harder for the full race distance. Szafnauer reckons it's a bad move though. "I think it's wrong to do so," he said. "We were given a target of 100kg for good reasons, and those were to force cars to become more efficient. Those reasons are still here. We're now only changing it because the teams and manufacturers who didn't do such a good job with efficiency lobbied the FIA, and they got their way. I think that's wrong."

RED BULL BLAMES BOTH DRIVERS

Both Verstappen and Ricciardo required to apologise over Baku clash



Bull fight: Drivers collide

By Robert Ladbrook

Red Bull Racing is planning to make both of its drivers apologise in front of its factory staff after insisting they were both to blame for their costly crash in Azerbaijan.

Max Verstappen and Daniel Ricciardo had already gone wheel-to-wheel several times during an increasingly tense battle over fourth place around the Baku Circuit when things came to a head as the pair battled into Turn 1 late in the race.

Ricciardo locked up and rear-ended Verstappen's car, putting both drivers out. It was the first time two Red Bulls have taken each other out since Sebastian Vettel and Mark Webber collided during the 2010 Turkish GP.

Team boss Christian Horner said both Verstappen and Ricciardo would be required to apologise to staff at the team's base before the next race.

"In Barcelona they will be fine, I have no doubt about that," said Horner. "But they are both in the dog house. You can see that in their body language. They will both be at the factory to apologise to all staff prior to the Barcelona race."

When asked whether he felt either driver was more at fault, Horner said: "Things get discussed behind closed doors, but the drivers at the end of the day drive for the team and they both recognise they have screwed up."

"They will be apologising to the team, and all members of the team because it is a team sport and that is sometimes forgotten about."

"There were probably three incidents between the two of them. They touched wheels early on, they have been told to calm down, but we don't want to interfere with them going wheel-to-wheel. They have been very good up until that point. I'm not apportioning blame one way or

the other, to either driver – they are both to blame in this and unfortunately it's the entire team that misses out."

Red Bull advisor Helmut Marko scotched talk that the squad could resort to team orders.

"It was a racing incident, nothing more," he said. "We always let our drivers race, we don't have number one and number two drivers. But we expect responsibility from our drivers when they race."

Ricciardo said: "As racing drivers you go for every inch, but of course we're not happy. We spoke immediately after the race. We're not in to each other about it, it's more about saying sorry to the team."

Verstappen added: "I don't think we need to speak about whose fault it is because we race for a team at the end of the day. We are representing a lot of people back at the factory and it's not good for both of us."

Red Bull opens Honda talks

Red Bull Racing has held its first talks with Honda about a potential engine supply deal with the Japanese firm.

The Milton Keynes team uses Renault powerplants, but the relationship has become increasingly strained due to Renault's lack of outright power since the V6 turbo era came into effect.

Red Bull's junior team Toro Rosso took up the Honda supply deal after splitting with McLaren for this year, allowing Red Bull to keep tabs on

the Honda unit's development.

In Baku, both Red Bull and Honda representatives met to discuss a potential tie-up. Red Bull's current deal with Renault expires at the end of this year and the alliance won four world titles from 2010-13, but has endured a fractious relationship since F1 introduced V6 turbo-hybrids.

Both Renault and Honda are planning major upgrades in time for June's Canadian GP, allowing a clear comparison between the two.

Alonso hails Baku as his "best race"

Fernando Alonso has labelled his recovery drive into the points in Baku as the "best race of my life".

The Spaniard's McLaren was heavily damaged after contact at the start, leaving him with two punctured tyres which delaminated halfway back to the pits. McLaren changed both right-hand wheels and the front wing before Alonso charged back to finish in seventh place.

"It was very crazy," he said. "I think it was the result of persistence and pride, but I think no one [else] would have reached the pitlane, first of all. They would have parked the car, or if they did get back they'd have retired."

"But we didn't park the car or retire and fought for every tenth, every lap, close to the walls all race long. I think it was the best race of my life."



Alonso recovered from clash

Gasly hits out at "dangerous" Magnussen

Pierre Gasly has hit out at Kevin Magnussen, claiming the Dane is "the most dangerous driver" he's ever raced against.

Gasly and Magnussen made contact just after the late-race restart when the Haas driver moved across and hit Gasly's Toro Rosso heading into Turn 20. Magnussen received a 10-second penalty and two licence points.

"Kevin is the most dangerous guy I've ever raced with," fumed Gasly. "He literally put me into the wall at 300kph [186mph] on purpose. He just put me into the

wall. Both my front wheels went into the air and it broke my right mirror and bent my steering also.

"He told me he didn't see me because he had vibrations and damage. I don't care about all this. He did all the race like this so he knew what he was doing."

Magnussen is now on seven penalty points, five away from a race ban. Haas boss Gunther Steiner said: "That [dangerous] is what he called [Brendon] Hartley, so there's nothing changed there. We wait until he makes mistakes."

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**'Cook has emerged
as a title contender'**
BTCC at Donington, p26



Photos: LAT

Frenchman led from
the start in Paris



VERGNE SEALS HOME VICTORY



Third win of 2017/18

Techeetah's Jean-Eric Vergne claimed an "emotional" home Formula E victory in Paris last weekend and extended his lead in the championship.

The home-town hero beat reigning champion Lucas di Grassi and Virgin Racing's Sam Bird, who ended the race with just three wheels after a last-lap collision with Andre Lotterer.

Vergne claimed pole – the eighth of his FE career and fourth this season – and converted that into the lead off the line. He was hotly pursued by Bird and Lotterer in the first stint before gaining a one-second advantage thanks to a rapid car swap.

Lotterer battled his way past Bird, with di Grassi following him through after running longer than the early leaders in the first stint, and the duo surged back towards Vergne in the closing stages. But a coming together between the pursuers gave Vergne enough breathing space to take his third win of the 2017/18 season.

As Vergne was heading towards the line, Lotterer "ran out of energy" after his battle with di Grassi and was passed by the Audi driver, but as he coasted through the bumpy kink of the Circuit des Invalides' Turn 12 he was hit up the rear by Bird, who managed to keep enough momentum to make

it to the line despite his right-front wheel hanging off.

Lotterer limped home in sixth behind the impressive Maro Engel and Sebastien Buemi, with the stewards later handing the triple Le Mans winner a 10-place grid penalty for the next round in Berlin as punishment for causing the shunt with Bird.

Daniel Abt charged from 14th to seventh – losing fifth on the final lap after a clash with Buemi – as a subdued Felix Rosenqvist took eighth in his Mahindra-run car.

Vergne now leads the standings by 31 points with four races left to run this season.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Formula E is evaluating a 'Mario Kart' style of race format for next season. In a bid to shake up races, when there will be no need to make a pitstop because of a new car being introduced, it is understood that FE is looking at creating a special section of track that will slow down drivers before allowing them access to the alternative power modes that

will be mandatory from next season. Once drivers have moved offline and taken the special part of the track they will be able to use the higher power modes... Virgin Racing has sold a majority stake in its Formula E team to renewable energy and

Huff won in WTCR



technology company Envision. There are also changes at the e.dams squad, with Alain Prost selling his stake ahead of the team's rebranding from Renault to Nissan as his focus switches to the Renault F1 team... Joey Logano

ended a year-long winless NASCAR Cup drought with victory at Talladega last

weekend, edging Kurt Busch at the finish... Rob Huff clinched his first World Touring Car Cup victory at the Hungaroring last weekend with the Volkswagen Golf driver triumphing in the reversed-grid second race. Yann Ehrlacher won the opening race in his Honda Civic after grabbing the lead into the first corner, while Gabriele Tarquini led home a Hyundai podium lock-out in the finale...

Button to race in World Endurance Championship in Dallara LMP1 car

Jenson Button will compete in the World Endurance Championship from the Le Mans 24 Hours onwards after agreeing a deal to drive one of SMP Racing's Dallara BR1 LMP1 cars.

The 2009 Formula 1 champion will join his former McLaren team-mate Fernando Alonso in taking part in the WEC, and will

share the car with fellow ex-F1 driver Vitaly Petrov and Mikhail Aleshin.

Button won't take part in the Superseason opener at Spa this weekend because of a clashing Super GT race at Fuji, but will complete the rest of the campaign.

"It's always been a dream of mine to race at Le Mans, I think

it's every driver's dream to take part and hopefully go on to clinch that win at Le Mans, and I'm definitely no different," said Button. "We go to Le Mans to fight for the win.

"Every driver aims to win every race they go in for, but I think we really do have a good chance of being competitive at Le Mans."



Brit adds WEC to Super GT

Russell slams 'stupid' de Vries but bounces back with F2 victory

Reigning GP3 champion and Mercedes Formula 1 junior George Russell rebounded from a "stupid" overtaking move from Nyck de Vries to win the Formula 2 sprint race from 12th on the grid.

After jumping Alexander Albon in the pitstops in the feature race, Russell built a five-second lead, but that was erased by a safety car.

On the restart, Prema Racing driver de Vries tried a move up the

inside at Turn 1, but lost grip on the marbles and Russell had to avoid the out of control Dutchman.

"You saw de Vries going for the overtake on the inside, which was completely stupid really, considering I was already defending," said Russell, who finished 12th of 13 runners.

Albon went on to win after catching and passing Antonio Fuoco late on, while Russell's

team-mate and Renault F1 junior Jack Aitken was the runner-up, having started from the pitlane after stalling on the formation lap.

Russell did rebound to win the sprint race, which was set up by jumping from 12th to fifth at the end of the first lap. He chased down Sergio Sette Camara late on for the win, while the latter was disqualified for not having enough fuel left in the car.



Russell with de Vries (r)

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"The Azerbaijan GP could be short lived"



With the Caspian Sea on one side and Baku's medieval Maiden Tower on the other, it's an unusual place to suddenly see a Formula 1 car blasting past at over 210mph.

Standing trackside at the Baku City Circuit last Friday afternoon, for F1's third visit to the Azerbaijani capital, it was a reminder of just how fast the current generation of Formula 1 cars are – their speed extenuated by the narrow confines of a street track.

The 3.73-mile layout is similar to Macau. A tight and twisty section around the old city, followed by a flat-out blast along the sea front (although, technically the Caspian is a lake and the city of Baku lies 25 metres below sea level).

There were many cynics when this grand prix was announced (at the time dubbed *European*) in this far-off location just three hours from the border with Iran. Azerbaijan is a former Soviet territory with a long-serving president and an on-going dispute with neighbours Armenia.

Why was F1 dropping races in its heartland to race in a country where the people had little desire for a GP?

But on Friday afternoon, from where I was stood, there was a decent-sized crowd and the locals were enjoying the racing. There were fan zones with giant bean bags to watch the action on big screens; activities for kids including electric go-karts and good business at the merchandising stalls. In the area between the last and first corners of the track, free WiFi was available with the slogan 'Baku Loves You.'

I think it's fair to say that F1 is starting to love Baku too. Indeed, because the race has been paid for by the oil-rich government, rather than being odd bedfellows, Formula 1 is a natural extension of Azerbaijan's ambitions – a rich man's exuberant pursuit.

But it feels as though the Azerbaijan GP could be a short-lived experiment and there are questions marks over whether it will continue beyond the initial five-year deal. The event is more reminiscent of the race F1 had in Valencia, which was another street race characterised by long, bland straights. Neither have quite the draw or splendour of Singapore, a street race that has become an instant classic on the calendar.

With the race promoters from Copenhagen visiting Azerbaijan last weekend (they want to hold an F1 race on the Danish capital's streets from 2020) and locations such as Hanoi in Vietnam and Miami also in the mix, something must go. But given the brilliantly chaotic races Baku has held, it would now be ironic and a shame if the Azerbaijan GP is now the race that has to make way...



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RACING NEWS

Photos: Gary Hawkins, Jakob Ebrej

IN BRIEF

Warr on Clios

SsangYong Challenge podium finisher Luke Warr made his Renault UK Clio Cup debut at Donington Park last weekend with the small BLG team, taking a best result of 18th. He plans to use 2018 as a learning year ahead of 2019. "I did one-make racing last year in the SsangYong Challenge but SsangYong pulled out and I wanted to do some more one-make racing," he said. "I'm in at the deep end – I just had a trackday at Snetterton and a day with Phil Glew at Blyton Park. I've never driven at Donington before and never driven on slicks."

F4 penalties

Two British Formula 4 frontrunners were handed grid penalties for the next race after incidents in the Donington Park finale. Arden driver Patrik Pasma was awarded a five-place penalty for being overly aggressive when defending second place from Kiern Jewiss and points leader Ayrton Simmons was awarded a 10-place penalty for colliding with Hampus Ericsson.

Sweet win for Honeywell

The Honeywell duo of Neil Plimmer and Tim Wheeldon had their first Fun Cup win for four years, when they won the first of the two three-hour races at Anglesey last weekend. The race was marred by a third-lap accident, after Ash Hall's Team BRIT car got out of shape exiting the Banking Hairpin and Chris Hart, Stuart Hall, Paul Turner and Alex Macleod all piled in. Turner's Despatchbay.com machine was a virtual write-off but he was given the all clear after a hospital check. Team Sherardize's Peter Belshaw/Marcus Clutton dominated the second race.

Lang to Fun Cup

Former BRDC Formula 4 racer Jack Lang made his debut in the Fun Cup at Anglesey, sharing the Team Kennedy Racing car with Rob Croydon in the first of the two three-hour races. "I hadn't got any plans and thought I would give this a go, but I hadn't seen the car until the pre-race tests," said the ex-Formula 4 champion and Radical Challenge race winner. "By the time I got to my second race, the car had started to feel really good." Having run in fourth for much of the race, a broken driveshaft dropped them to 18th at the flag.

Dudley's difficult debut

Angus Dudley's Ginetta GT4 Supercup debut ended prematurely after damage sustained in an off at Donington Park. Driving for Team Hard, Dudley finished 12th on his debut but retired from race two after a trip across the grass at Redgate tore apart the front end of his G55. "I went wide and then suddenly the front end dug in," he said, suspension damage putting him out of the final race.

Tilley back out

Grahame Tilley was handed a lifeline to return to Ginetta GT4 Supercup action at Donington Park, racing a loaned G55. Tilley's original car was heavily damaged in an accident in the season-opening race at Brands Hatch, and is expected to be repaired in time for Oulton Park. In its place, Tilley raced a loaned left-hand-drive Ginetta that had recently enjoyed a run at Paul Ricard, the experienced racer forced to adapt to a new configuration. His best result was 13th.

MSA call for future stars

The Motor Sports Association is running a competition for kart licence holders to win a chance to feature on the grid at the British Grand Prix on July 8, as part of the 'F1 Future Stars' initiative. The FIA is encouraging young drivers to appear on grids accompanying F1 racers for the national anthem before the start of races. The competition is open to seven to 10 year-olds who need to submit a video message of around 30 seconds explaining why they want to be a Future Star, along with a letter from their headteacher.

HELL OF A RIDE AT BRANDS HATCH

Ballard's lucky escape after MG crash



Taylor Ballard was fortunate to emerge unscathed from a huge crash in the opening MG Trophy Championship race at Brands Hatch on Saturday. Ballard, a class winner in the opening round at Silverstone, spun at Paddock Hill before the car dug into the gravel and was launched into a spectacular roll. The car landed the correct way up on top of the tyre barrier close to the spectator catch fencing but nobody was injured.

Regulation change for reverse grids

A change has been made to the new-for-2018 fully-reversed grid race two format in BRDC British Formula 3 to stop drivers taking advantage of the system.

The new format reverses the order from race one – provided a driver finishes and sets a lap time within 103 per cent of the fastest lap – with points awarded for every position gained across race two.

Prior to the second round at Rockingham, teams agreed that for a driver to be eligible for the reversed grid they must start from their original grid position in race one.



Full-reversed grid format is new for 2018 in British F3

The change is to stop a repeat of Tristan Charpentier's actions from the opening round at Oulton Park, when the Fortec Motorsports driver pitted at the end of the formation lap before rejoining behind the rest of the field. He then started the second race from pole position.

"The regulations now say quite clearly if you don't start from your grid position you'll start race two from the back of the grid," said MotorSport Vision's Giles Butterfield. "This [Charpentier's action] was quite a poor show, that's why everybody wanted to change the regulation."

New tyre specification for 2019 BTCC season

Two new specification of Dunlop tyre will be introduced into the British Touring Car Championship next season. The brand's softer version of the tyre will be created, and a new wet-weather cover is also going to be assessed.

Dunlop's motorsport manager Micky Butler explained: "There will be a polymer change, so we are looking at a new softer tyre. I would like the grip to last a lot longer so we can try and get them to be used closer to their delta. At the moment, people don't use their tyres to the maximum because they

are always protecting them. People control their pace. I want it so they don't have to."

The new tyres will be tested at Snetterton in the summer during the Dunlop test, and the Honda and WSR teams will conduct the mileage. Dunlop will hold another test at Rockingham at the end of the season, where it will dampen the circuit to try out the new wet cover.

Butler added: "There is quite a different philosophy in how this new wet-weather tyre is built: this one will be moulded. At the moment, the tyres are hand cut with the tread pattern."

Rivett hails WDE Motorsport team after huge Clio Cup crash

Three-time Renault UK Clio Cup champion Paul Rivett said his WDE Motorsport team performed an "incredible job" to repair his car in time to compete in race two following a hefty shunt at Donington Park.

Rivett spun off while heading through the Craner Curves on the first lap of the opening contest and hit the tyre wall hard, causing

extensive damage to the rear of his car. Despite the impact, mechanics were able to fix it in time for him to finish fourth in race two.

"Nobody thought we would be back out but we knew we would," said Rivett. "I just missed the tyre barrier and hit the concrete wall backwards at about 80mph so I'm feeling pretty sore. It was a massive impact

– the biggest one I've had in quite a few years."

WDE boss Wayne Eason added: "I think they're the best [mechanics] in the paddock. No-one else would've done what they managed to."

Despite the difficult weekend, former points leader Rivett only dropped to second in the standings, five behind Max Coates.



Rivett crashed his Clio into the wall at the Craner Curves



Indian driver Chandhok has driven the car at Goodwood
Chandhok to drive Williams FW08C at Thruxton

Former Formula 1 racer turned television pundit Karun Chandhok will demonstrate a 1983 Williams FW08C at Thruxton during the circuit's 50th anniversary celebrations over the weekend of June 2/3.

Chandhok will drive the ex-Keke Rosberg Ford Cosworth DFV-powered FW08C. Rosberg finished fifth in the points, winning the Monaco Grand Prix that year.

He said: "I've driven the

Williams FW08C a few times before. It's a very special car with its manual gearbox and Ford DFV engine. It's a truly iconic piece of kit, and there aren't many opportunities to see these cars in action anymore.

"I'll be giving it a blast at the Monaco Historic Grand Prix before Thruxton's 50th, which will serve as a nice warm-up."

A number of displays will supplement the billing for the weekend, including Prodrive.

'Merc rules at Rockingham'
British GT report, p30



Photos: Ollie Read, Mick Walker, Gary Hawkins

LMP3 Cup has always struggled for entries



LIGIER BOSS SAYS LMP3 CUP AND GT CUP SHOULD SHARE A GRID

Ligier UK managing director Richard Dean has suggested that the LMP3 Cup and GT Cup should combine to become a World Endurance Championship-style multi-class event to combat low entries.

LMP3 Cup, while commended for its high quality of cars and cost-effectiveness, has struggled with small grids. In its inaugural 2017 season numbers varied between five and 10 while in the '18 season-opener at Donington Park last month there were eight cars present, seven of which were Ligiers. Both the LMP3 Cup and GT Cup are run by the Bute Motorsport concern.

"Everybody's saying 'isn't it fantastic that LMP1 in WEC has taken off', and they've got eight cars," said Dean, who is also co-owner of United Autosports, which entered three cars in the LMP3 Cup at Donington.

"I can only presume that a vast majority of it is perception, [that] it gets a bit lost that there's only eight cars because it's part of a 30-car grid and historically prototypes have always run in multi-class grids.

"Perhaps if the British championship was looked upon like a little British Le Mans series where you had the top class as prototypes in among GT cars the perception

would be different. GT Cup – that's got 14 cars on the grid, and [with] eight prototypes you put those two together. Maybe there's a solution staring everybody in the face."

Bute Motorsport's Chris Haynes said that combining the two grids would go against the core intention of the respective championships.

"It would be easy to simply open up the LMP3 Cup to our GT cars," Haynes said, "but this would be missing the point of what the two championships are about at their respective core values.

"Having said that, never say never and we will always listen to our drivers and teams and

therefore if there is a desire for our GT cars to join the field then we would have to consider this option.

"I accept numbers are below where we would like them to be, for both our championships. We expect to bounce back at [the next round at] Brands Hatch."

● Dean has confirmed that there will be no increase in Ligier JS P4s entering the next LMP3 Cup round, following the car's debut where it was the sole class participant. The PT4 class was created for the JS P4 and Radical RXC, but so far only one other development car has been built by the French firm. Matt Bell raced the first version solo.



Big grids are expected on the Silverstone International circuit

Classic Sports Car Club attracts a record entry

The Classic Sports Car Club will field a record entry for this weekend's second visit to the Silverstone International Circuit, with in excess of 400 cars set to compete.

As MN closed for press on Monday, the club had reported 407 confirmed entries across its 10 categories for the two-day meeting.

The CSCC's previous benchmark was the 374 entries it received for a Donington Park meeting back in 2015.

"The response to the Silverstone event is pretty phenomenal," said CSCC director David Smitheram.

"We did the National Circuit for nine years on the trot and were offered the International last season for the first time. We had just over 350 cars for that meeting, but it's really taken off this year.

"Running out of the Grand Prix pits in the Wing is pretty special and the track is one of the lesser used in British motorsport so it has an appeal. Plus as a club we've been working hard to keep our prices competitive and give drivers a good experience. We've regularly had meetings that hover around the 340-360 entries mark, but to break 400 is amazing."

New Jaguar series launched for the over-50s

A new championship has been launched for drivers aged over 50, using the new Jaguar F-type GT4, and will host a 12-event calendar in 2019.

Series Elite, set-up by Graeme Glew of Totally Motorsports, will debut with a prologue event at Brands Hatch on October 27/28, running with the British Automobile Racing Club.

It will then visit Silverstone, Donington Park, Brands Hatch and Rockingham in 2019 and the organiser is hopeful of attracting 20 entries.

"Currently there is no series that caters specifically for older drivers who want to compete at a high-level with like-minded racers," said Glew, father of Renault UK Clio Cup champion Phil. "We're filling this gap with

Series Elite supported by Jaguar. Our competitors will own their cars, but all the other aspects of going racing – preparing the cars, transporting them, arranging hospitality, travel and accommodation – will be arranged for them.

"With time at a premium it will allow drivers to fulfil their desire to go racing with minimal effort and fit into their busy lifestyle.

"Our offering will also extend off-track too, with high-class hospitality and exclusive lifestyle events outside of race weekends."

The F-type GT4 was developed by Jaguar's Special Vehicle Operations unit in Coventry, and is competing in British GT this year. It is the first

Jaguar developed by the team in-house since the E-type Lightweights of the 1960s.



Series Elite car

RGB racer Boulton to move to F1000

Former RGB champion Alastair Boulton will make his single-seater debut in F1000 at Cadwell Park next month.

Boulton, who won the RGB title in 2010 in a STM Phoenix as well as taking front-engine class honours in 2011 and '12, has been a regular in the series for a number of years but will now take part in the F1000 races at Cadwell on June 2/3. He also took part in the Dutch Supercar Challenge season opener at Spa last month, winning the small class for Radical SR3s.

"My ambition has always been to drive single-seaters," he said. "I enjoyed my test day in the Jedi [used in F1000] and am looking forward to Cadwell which is a challenging circuit."



Boulton to race single-seater

EDITOR

MATT JAMES

"It's a big year for Thruxton circuit"



The annual Thruxton test is always a pleasure. There is something about watching cars at that 2.356-mile circuit that is pleasing.

Looking at British Touring Car newcomers getting to grips with the high-speed sweeps is an eye-opener.

Everyone was slightly more relaxed at last month's official test too, so there is more time to chat. Having said that, the WSR BMW 125i M Sport drivers still managed to have an hour-long debrief at the end of the day to make sure its trucks were the last out of the paddock...

The day was a success, and there were some stunning lap times, which all bode well for the three rounds in Hampshire on May 19/20.

But the highlight of the day for me was a sneak preview of the new Thruxton Centre, which has been built on the inside of the first corner, Allard.

Operations manager Pat Blakeney showed me around the still-to-be-finished structure and, even in its partially completed state, it was jaw-dropping. It affords views of the track never seen before and has dragged the circuit into the modern era.

It is a two-storey building which will be used for a multitude of purposes, including hospitality and facilities for the public.

As well as its role on race weekends, the centre has been designed to be used throughout the week too for manufacturer launches and conferences, as well as a training and educational facility.

With such limited restraints to the on-track action due to the noise constraints placed on the venue, the £2 million building needs to work for a living to recoup the investment that has been put in by the British Automobile Racing Club.

The building itself marks a big step forward in a big year for the Hampshire circuit, which has a charm and a welcome unlike many other venues in the UK.

It is a track that never fails to produce stunning racing due to the slipstreaming nature of the layout and the heavy braking zones. I still remember, about a decade or more ago, bumping into photographer Jakob Ebrey walking back from the chicane after an epic last-lap Mini Se7en showdown, and him bubbling to me: "That was the best motor race I have ever seen".

I am quite sure he still holds that view.

The facility will be opened, officially, at the track's 50th anniversary meeting on June 2/3, which will be one of my highlights of the season. As well as a host of glorious on-track action celebrating decades past (including laps from a Williams F1 car driven by Karun Chandhok), there will be an array of static displays and other sideshows to entertain and amuse. It promises to be an exceptional event.



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HISTORICS

'Livingston plans a full season'
Karter's historic debut, below



Photos: Paul Lawrence, Jakob Ebrey

DOWN THE PUB WITH

FRED WAKEMAN
Trans-Atlantic racer
Age: 52 Lives: Connecticut, USA

He only races in Europe
"I don't race in the 'States at all. I'm here in the UK maybe 10 days a month for work so I try and fit that around racing. I have enough control of my schedule to do that. I work in finance. I lived in the UK for 20 years and only moved back in 2015, so I'm used to the climate."

It started at Goodwood
"I went to the Goodwood Revival about 15 years ago. I'd always been interested in cars as I grew up in California so I had Healeys and Triumphs as a kid. They were just road cars and I did some restoration. Then I went to the Revival and it was a real time capsule and a complete eye-opener for me."

He soon got his first car
"I'd never seen anything like it before in my life. I went twice and then thought I wanted to be on the other side of the barriers so the first car I bought was an AC Ace, which was a lovely car. I raced that and then was eager to find a bit more power, so I bought the Cooper-Jaguar T38."

He shares with Patrick Blakeney-Edwards
"I took a bit of a risk because it had not been out much, but it has been a fantastic car. Then it just snow-balled from there and I share the cars with Patrick Blakeney-Edwards and he looks after them. I'm still having as much fun as I did on day one."

They now have a Rover
"The Frazer-Nash is a great car to drive and they are a great group of people at the VSCC. We're now going to give the Rover Vitesse a go in Historic Touring Cars, which is my first time on slicks. But I think my favourites are the Cooper and the Nash. I've had a decent amount of success with both cars."

Donington is next
"It's the camaraderie of it all, the history of the cars and the race meetings just go from strength to strength. I don't do any racing at home and I've no interest in doing that. My cars are here in the UK and it's about the people. It's not just the racing that interests me. I'll have three cars at Donington this weekend for the Historic Festival and then it's off to Monaco with the Cooper in the 1950s sportscar race. Monaco is a fantastic circuit but there is no room for error."



Wakeman: Goodwood fan

RARE TVR SET TO RETURN TO ACTION

One of just three Open Sports found in Scottish barn



TVR Open Sports raced in 1955

By Paul Lawrence

One of the earliest-surviving TVRs will be back racing next season after Kevin Kivlochan bought one of three 1955 models, simply known as the TVR Open Sports.

This was the first tubular chassis design from TVR, which started producing cars in 1947. Kivlochan's car,

registered 223 EMA, has been stored in a barn in Scotland for over 30 years but should be racing in the Woodcote Trophy next season.

The Open Sports was built by TVR founder Trevor Wilkinson and was raced at times, including at Brands Hatch in 1955, with a 1500cc Coventry Climax engine. Only three of the 500kg cars were thought to have been built and

one is missing and the other one is in the US. Wilkinson also used 223 EMA as a road car. The design was sold to the US where more cars were built under the Jomar brand.

"It seems to have been raced in the early 1980s in Scotland and then stored in a barn," said Morgan racer Kivlochan. "It is all there but it needs a complete rebuild. It's a fascinating car. My aim is that

it punches above its weight."

Kivlochan has entrusted the project to Richard Walbyoff at RW Racing Services near Brackley for a complete restoration this winter.

"We're going to try and gather all the bits that we need over the summer months so that Richard and his team can push ahead with it when the racing season ends," added Kivlochan.



First race at Monza in 1958

Formula Junior hits its 60th anniversary since maiden race

Formula Junior, the world's most prolific historic racing category celebrated its 60th birthday last week.

In late April 1958 the first Formula Junior race took place at Monza. There were eight cars

on the grid and the winner was Roberto Lippi in a Stanguellini.

Sixty years on, the category's Diamond Jubilee World Tour will conclude with a record-breaking entry of well over 100 cars, racing in two grids at the

Silverstone Classic (July 20-22).

"This year marks the culmination of our amazing three-year World Tour, with close to 350 drivers taking part," said Formula Junior guru, Duncan Rabagliati.

Final stage gearbox failure cost British crew Andrew Smith and James Cottingham back-to-back victories on Tour Auto Optic in their Ford GT40. They won 10 of the 14 special stages and races across five days of competition in France, but the last-gasp failure gifted victory to the Lotus Elan 26R of Swiss driver Raphael Favaro.



'Formula Atlantic' Mallock to return

The Mallock Mk20 Clubmans car that was originally built as a Formula Atlantic single-seater will be back on track this season in Classic Clubmans in the hands of Adrian Holey.

Back in 1979 Alan Webb persuaded Arthur Mallock to build one of the last single-seater Mallocks, but the project was abandoned at the end of the season and the

chassis was converted to Clubmans trim for former McLaren director Creighton Brown.

Later, the car was owned by Hugh Chamberlain and Holey recently acquired the car from him.

"It has not raced for at least 20 years," said Holey, who was denied a debut race at Snetterton 10 days ago after an oil seal failed in qualifying.

Smith makes historic rallying comeback with original Fiat 131 on the Pirelli Rally

Peter Smith returned to rallying a historic car on the Pirelli Rally when he drove his Fiat 131 in competition for the first time.

In his first two-wheel-drive rally for two years, Smith drove the Fiat last used by Julian

Reynolds to take third on the 2014 Roger Albert Clark Rally. It was the original 131 built by Rally Sport Developments.

"It's 10 years since I returned to rallying on this event and I just wanted to get some miles

on the car," said Smith, who contested the longer BRC



section of the event. "It is a full FIA-spec historic and we'll review what we do next after this rally," said the Yorkshire driver.

Smith enjoyed Fiat outing



Camp fought to Kielder win

Price makes return

Joe Price rallied for the first time in over a year when he tackled the historic section of the Pirelli Rally in his Ford Escort Mk2. The Ludlow driver rolled out of Rally North Wales in 2017 and sat out the rest of the season while fixing the car. Plans to return on this year's Rally North Wales were abandoned due to engine issues, but things were not too good in Kielder with retirement after an off.

'Banner' backs out

There will be a new winner of the Northern Historic Rally Championship this season after Steve Bannister elected not to register during the season-opening Pirelli Rally. Having won the title for the last five seasons, the Yorkshire farmer will only contest selected rounds this season as an encouraging 24 contenders started the Kielder event on Saturday.

Camp's big reward

Freddy Camp made the 400-mile trek from North Devon to Kielder worthwhile at the weekend by taking his Peugeot 205GTi to a BHRC class victory in the historic section of the rally. "It was my first time in Kielder and the stages were lovely and flowing," said the former road rally ace. "It was worth the long journey up the M5 and M6!"

RALLY NEWS

Photos: mcklein-imagedatabase.com



Tanak dominated to worry his WRC rivals

TOYOTA PUSHES FOR EVEN MORE PACE

No let-up in tweaks, despite Argentina successes

By David Evans

Despite a crushing performance on last week's Rally Argentina, Toyota is ready to turn the screw on its rivals with even more developments coming for the Yaris WRC.

In a ruthless victory in Villa Carlos Paz, the Finnish-based team demonstrated the sort of dominance not seen previously in this generation of World Rally Cars. Ott Tanak won 10 of the first 12 long gravel stages. The Estonian went on to claim the victory by 37.7s.

Despite the nature of the triumph, which was Tanak's first for the squad he joined at the start of the season, team principal Tommi Makinen told *Motorsport News* the next step is just around the corner for the Yaris WRC.

Toyota Gazoo Racing's engine partner, Cologne-based Toyota Motorsport, is working on an evolution which will deliver even more performance from what is already recognised as one of the strongest powerplants in the service park.

The team will play a homologation joker on its engine in time for its home event, the

season's fastest outing: Rally Finland in July.

Makinen said: "We will have an evolution in Finland. I think where they [TMG] have concentrated is in the area where they use the engine, they are giving us more torque. I don't have numbers, I don't know at the top end of the engine in terms of power is there any more? I don't know. But it will make the engine a little bit easier to drive."

While the final engine specification for Finland hasn't been signed off yet, the new motor has made its way from Cologne to Puuppola where testing has begun.

Toyota's technical director Tom Fowler told *MN*: "We're still working through the new parts for the engine that will be put forward for the homologation joker. Like Tommi said, it's about driveability. The target has been to make a less peaky engine, but at the same time we want to keep the same top-end power – anything that loses power isn't acceptable. But we want to widen the driveability. That's what we're aiming at; we will have the same top-end in Finland, but there will be a wider torque band."

This engine development comes

on top of a revised suspension set-up, which helped Tanak feel as comfortable as he's ever felt in a rally car in Villa Carlos Paz. Makinen denied that any of the developments were noticeably big strides forward.

He said: "The suspension is not a big thing, we improved the damper, we worked with what we had. We are learning more after every rally. We are working in every area all of the time: we reduce the weight all the time, it's lots of little things like this. The steering and the geometry of this car were always very good – after that it's about finding the best ever set-up and maybe that's what we did in Argentina."

There was concern from Tanak's rivals, with one driver telling *MN*: "We studied the data at the last round in Corsica. Have you seen how much those things [the Yaris WRCs] are taking between the corners? The speed for that car from 75kph [46mph] to 150kph [93mph] is just incredible. That engine is so strong anyway and now they're coming with more! Historically, we've always seen strong engines from Toyota – OK, we know what happened with their engine in 1995 [when Toyota was

caught running with an illegal turbocharger] but after that, remember the Corolla? The engine in there was always so strong – we know that TMG is working all of the time on this in Cologne."

Thierry Neuville, Tanak's closest rival in Argentina told *MN*: "I'm not happy that for the first two days we were not able to set a fastest time, even when I was pushing hard. They have made a step to improve and they are strong. This is embarrassing for us."

Tanak admitted his speed in Argentina had been building since Mexico.

"If you look in Mexico and Corsica, the speed was not so bad there either," he said. "But here in Argentina I really felt so comfortable with the car. We can really do something with this car and with all of the team behind me and working with me, it's really nice. Everything is looking good."

● Makinen confirmed a possible agreement to run Nasser Al-Attiyah on four rounds of this year's WRC has stalled. The Finn admitted he was still willing to consider the potential for hiring a Yaris WRC to a private driver, but the focus would very much remain on the factory team.



Makinen (left)

Makinen won't consider team orders

Despite Ott Tanak moving further ahead of his Toyota team-mates in the drivers' championship, team principal Tommi Makinen has ruled out the use of team orders. For now.

Tanak stays third in the championship race, but he's closed the gap on Thierry Neuville and Sebastien Ogier to 18 and 23 points respectively.

Makinen told *MN*: "Personally, my feeling is to let the drivers do their own rallies. It's important to bring two of the cars home in the best possible position for the championship, but it's too early to be thinking about [team orders]. I would like to keep the drivers doing their own thing. And can you imagine in Finland, if I talked to them [about team orders]? It would make them very worried if I was

telling them to slow down in Finland!"

Tanak agreed with that policy, adding: "I fight for myself. We are still so early in the championship, it's not about that. We are very open, everybody can have what they want in the team, for me there is no first, second or third driver. I will focus on my job and Jari-Matti must focus on his job."

On the subject of Latvala, Makinen said his senior driver needed to put his latest retirement out of his mind. He said: "We can forget it quickly, but we try to support Jari-Matti to make sure that he forgets it quickly as well. We need him to go forward to the next rally. It was a big, big disappointment, but for him it wasn't as big as Australia – he dealt with this better."

HOW TANAK AND TOYOTA MADE THEIR MARK IN ARGENTINA

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The Strength of Experience



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'Clacton Rally could join Asphalt series'
Calendar discussions, p17



Volkswagen Motorsport has confirmed its Polo GTI R5 will make its rally debut in Spain in October. The German firm has delayed homologation of the car, which was originally scheduled to have its first event outing on its home WRC counter in Germany in August.

FIA WANTS WRC PRIVATEERS

The FIA has tabled a discussion to modify current World Rally Cars in an effort to attract more privateers into the sport.

The discussion formed part of the governing body's so-called 'World Rally Car vision' meeting in Geneva last month, where all aspects of the World Rally Car's future were debated for the first time. As well as the expected outline discussions about how to power World Rally Cars of the future, the dwindling entry lists in some WRC rounds were also

under the microscope.

One source told *MN*: "We're investigating the potential for putting a 34mm restrictor into the current World Rally Cars. One of the concerns about the new generation of cars was that they could be too fast for some privateer or gentlemen drivers. Taking the restrictor down would take them back to where the previous generation cars were. We need to see more cars competing and it would be nice to see these cars outside of the WRC."

M-Sport's Malcolm Wilson was in favour, saying: "We're not selling cars, so we're keen to look at anything that can change that and bring the revenue we need to compete at the highest level. There's a real desire to see these cars in national championships."

Toyota's Tommi Makinen echoed those sentiments, but added that he didn't see the need to cut the power. "I'm not sure about that [34mm restrictor]," he said. "I'm not sure these cars are too dangerous. But it would be

interesting to see them back in places like the European Rally Championship."

FIA rally director Yves Matton wouldn't be drawn on specifics of the meeting, but told *MN*: "We had a very productive meeting with the manufacturers about the middle and long-term vision concerning WRC Cars."

"We will continue to discuss and study the possibilities for our discipline, which has different challenges to some other forms of motorsport."



Ogier could get a boost

Ogier's appeal against Mexico penalty to be decided this week

Sebastien Ogier's World Rally Championship challenge could come in for a four-point boost on Friday, when the appeal for his Rally Mexico penalty is heard in Paris.

The M-Sport Ford star was given a 10-second penalty after he hit the chicane in the powerstage at the Leon-based event. Originally, Ogier's time for the

Las Minas test was just 0.4s shy of Ott Tanak's benchmark, but the addition of 10s dropped him to seventh. Only the top five score points in the powerstage.

Team principal Malcolm Wilson told *MN*: "We are confident in the case we'll be putting forward on Friday. We intend to see this one through and Seb [Ogier] and Julien

[Ingrassia, co-driver] are of exactly the same mind."

Ogier is unlikely to make the hearing due to testing commitments in Portugal, but it's understood he could make comments to the appeal via a video link. Deputy team principal Rich Millener and M-Sport's legal representative will be in Paris.

Ingram eyeing ERC attack in Canaries

Chris Ingram is hoping a good result at this weekend's Canary Islands Rally will be enough for him to put together a challenge for this year's European Rally Championship title.

Ingram won last year's ERC U27 title and is chasing the U28 award in 2018 after winning the class with fourth overall on the season opening Azores Rally.

"If we can do something special in the Canaries, we need to be looking at the overall championship," he told *MN*. "After Canaries, it's the Acropolis and Cyprus rallies. At the moment, we're not down for those, but I'd love to go there and fight for the championship."

"Let's see what's possible. For now, I'll chase a repeat of our U28 win in the Azores. This is my first time in the Fabia on asphalt, but we had a good test. I've only been to the Canaries once before, I won my class there last year."

The Las Palmas-based event starts on Thursday evening and finishes after 14 all-asphalt stages and 125 miles of competition on Saturday evening. Ingram will face the likes of Alexey Lukyanuk and Hyundai debutante Jose Antonio Suarez.



Rovanpera was checked over after nasty crash

Rovanpera hospitalised after huge accident on Rally Argentina

Seventeen-year-old Kalle Rovanpera was hospitalised after crashing out of last week's Rally Argentina at more than 100mph.

The Skoda factory driver was leading the WRC2 category when he crashed off the road on the second stage on Sunday morning. His Skoda Fabia R5 got out of shape on a fast left-right section, was pitched up on two wheels and rolled over a tent and into a car park.

Rovanpera told *MN*: "It was a big accident. It was my fault, I got this section wrong – I made the mistake in the reeve."

Rovanpera was taken to hospital in Cordoba for a brain scan after he complained of dizziness. He was allowed back to the team hotel on Sunday night.

"It was really a bad end to what had been a good rally for me," he said. "I really wanted to win WRC2

here and I was pushing for that. I learned a lot from my first visit here, except for Monte Carlo maybe this is the rally where I learned the most."

Asked about his car landing among parked spectator cars, Rovanpera said: "Maybe this wasn't the best place to put them. It's not so nice a place to land."

The Finn's next WRC outing will be at home in July.

GROUP RALLYING EDITOR

DAVID EVANS

"Ogier admitted that he'd bottled it this time"



For three nights in succession, the first point of discussion over a dinner in Argentina was Ott Tanak's spellbinding speed. Empanadas done and with a not insignificant amount of cow placed before us, we tackled the slightly more taxing question: what about Sebastien Ogier?

Prior to the start of Rally Argentina, all the talk had been about the celebrated Frenchman nailing the one that got away. Three times he'd been runner-up in Villa Carlos Paz, but surely this time he would be walking away with the only piece of winning silverware missing from his impressive collection...

Er, no. Missed again.

Doubtless, he suffered running first on the road and was quick to point out just how tough that position remained. "We saw in Mexico how difficult Thierry [Neuville] found it, he was up the bank and in the ditch... It's not easy."

At the end of day one, he was satisfied with what he'd achieved from his Friday drive. Now, he wanted to focus on a podium for the weekend. The win, for him, was already gone. Tanak's pace was too much.

So, we prepared ourselves for the usual Saturday charge, the now-expected blizzard of scratch times which would carry the #1 Ford Fiesta WRC back up the leaderboard. But they never came. And Ogier remained a subdued fourth, having consistently lost time to Dani Sordo.

Asked late on Saturday if he'd studied Sordo's split times, the defending champion looked mildly irked and asked what would be the point when the Spanish Hyundai was a minute up the road?

Was it Ogier or was it the Ford Fiesta WRC? Being honest, none of the M-Sport Ford men covered themselves in glory; South American first-timer Teemu Suninen probably took the most from the weekend, bagging plenty of experience on his way to a distant ninth.

Ogier, however, wasn't himself. On hearing of Breen's roll as he sat in the fog waiting to start Cuchilla Nevada he questioned the sense in hurling himself down the road at 100mph with next-to-no visibility. Big enough to admit he'd bottled it, he settled down, thought about the championship and spent Sunday fending off Andreas Mikkelsen's attentions. Fourth wasn't the end of the world.

Sixth wasn't the end of the world for his team-mate Elfyn Evans. But there's a growing sense of concern about the Welshman – and nowhere is that concern greater than in the car itself. Evans came within an ace of winning this event last year and this time around, comparatively speaking, he was nowhere.

It's Elfyn's performance that raises questions about the Fiesta on low-grip rallies like Argentina and Wales. With the DMACK beneath him on both rallies last year, Elfyn was able to show Ogier the way home. Yet on Michelins neither shone. It came as no surprise to see Malcolm Wilson surrounded by M-Sport's finest engineers crunching the numbers late into Saturday night. That process will continue long into this week on their arrival back in Cumbria.

The good news for them is what comes next: Portugal, where there's generally more grip around. And Ogier won last year. So, normal service will be resumed in Matosinhos week after next? Not if the on-form and flying Ott Tanak has anything to say.



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'First international and BRC win for Edwards'

Pirelli International report, p20



Photos: Writtle Photographic, Lindsay Photosport



Scot is heading for sun in Spain

BANNED MILNE SET FOR RALLY RETURN IN SPAIN

Former Scottish Rally Championship frontrunner Quintin Milne is set to return to rallying, despite being issued with a 10-year international ban for driving an unauthorised vehicle in Scottish forests.

Milne was caught on a motorbike on Forestry Commission Scotland land on multiple occasions, and was banned by the Motor Sports Council National Court.

The ban applies to international events and is enforced by the FIA, but

Milne can compete in events organised by governing bodies not affiliated with the FIA. This has opened up the opportunity to compete in Spain.

"I'm hoping to do the last three rounds of the year in either a Subaru S10 or an R5 before an assault on the full championship next year," Milne said.

"We'll maybe do a couple of Tarmac rounds too depending on my work schedule.

"The [Spanish] events are at BRC level with a proper recce

which will help me get to grips with the local knowledge.

"I have had no issue at all obtaining a licence as like in America, they govern themselves. I can't do the WRC or ERC round or any other event that has ties to the MSA/FIA bureaucracy, but I wouldn't have done them anyway as my budget wouldn't stretch that far."

Although Milne can no longer enter a UK event, he insists a change was needed anyway, with Spain the perfect

destination given he was already moving over there.

"There looks to be a huge clubman entry with some top R5 teams around like the UK, but on Tarmac three-litre Porsches are allowed which is cool, and turbo restrictors are 36mm rather than 34mm so I look forward to the extra power at my disposal.

"I've had many good results and done most of the British events several times. That gets very repetitive, so I fancied a change forced or not."

Indri switches to Mitsubishi for Manx

John Indri has purchased an R5-spec Mitsubishi Mirage which will see a return to his synonymous yellow livery for the multiple national rally winner.

The experienced Colchester driver is well known for rallying yellow cars, most notably a Metro 6R4 and Darrrian T90 GTR.

More recent outings in a blue Subaru Impreza S11 WRC and white Ford Fiesta R5 haven't brought him much luck, prompting a return to his favourite colour scheme.

His first event in the car will be the Manx National Rally next weekend.

"The handling of the Mirage is

fantastic, so I think it will work very well over the jumps and bumps of the Manx, and the five-speed gearbox is one of the best I've ever come across," said Indri. "The car also looks a lot nicer in real life, a bit like the Metro 6R4 did."

Indri contested last month's Rally Tendring and Clacton in his Ford Escort Mk2, which was his first multi-venue rally since 2016 as well as his first rally in eight months, and finished ninth. "I'll be doing two back-to-back closed-road events which is great fun," added Indri. "It's got to be the way forward for Tarmac rallying in this country.

"There was a stage [on Clacton]



Indri has tested R5-spec Mirage before Douglas Manx visit

less than two miles from my house, and if you can do that in Essex then there should be some fantastic rallies on

the horizon in rural Wales."

Three Mirages punctuate the Manx entry, with Jamie Jukes and Phil Hopkins joining Indri.

Co-driver Paula Swinscoe returns home from hospital after Speyside Stages crash

Paula Swinscoe has returned home from hospital after undergoing abdominal surgery following an accident on last month's Speyside Stages.

Swinscoe and driver Garry Pearson were competing on the second round of the Scottish

Rally Championship when their Ford Fiesta R5 left the road on SS4.

Swinscoe was airlifted to hospital where she spent the next week receiving treatment for her injuries.

"The good news is that I'm on

the mend," Swinscoe said.

"We both got out safely due to a fantastic build from M-Sport and Dom Buckley RSC.

"Big thanks must go to Garry and his team for being so supportive, and to all the medics, organisers, family and friends

who have got me to this point."

Swinscoe is expected to miss the rest of the SRC season as she recovers from surgery.

Pearson added: "We all wish Paula a speedy recovery, but hopefully we can be back out on the stages soon."



Scott has made strong return

Scott gets John Horton nomination for end of season shootout

Martin Scott has claimed the second John Horton Award nomination after the Speyside Stages Rally last month.

The award – given in honour of co-driver, Rally GB press officer and event organiser Horton who passed away in 2016 – involves an end of season shootout where drivers are assessed to decide a winner. The victorious driver receives tuition from

double British Rally champion Tapio Laukkanen.

Scott, a Mitsubishi Lancer E9 driver, dominated Class 9 on the April 21 event in Elgin, and will join previous winner Paddy Munro in the final.

"We blew the gearbox during our small test meaning we were chasing our tail to even make the event," Scott revealed. "I hadn't sat in a rally car for 18

months so the event was purely about seat time. We set off with a plan to get through the morning and then have a big push through Gartly Moor [SS6 and 8] and Balloch [SS7 and 9].

"Gartly is in my opinion the best stage in Scotland so we knew we could make up time in there, and we came out of Balloch in the class lead by over a minute so we just preserved it from there."

GROUP NATIONAL EDITOR

JACK BENYON

"Pirelli delivered with new one-day format"



The future direction of the British Rally Championship is a hotly contested debate in the service park, and one that has many answers and not many solutions. Something **MN** intends to help address in next week's issue.

But before that, there was encouraging signs from the Pirelli Rally last weekend.

It seems the case that the so-called 'larger' events on the BRC calendar are always striving for two days. Indeed the Pirelli broke the mould and scaled back the number of days to a single run. While some may feel the entry fee for the event is steep for a single day, it is an international event and the Kielder complex certainly provided a test for the opening round of the championship.

Condensing to one day has one very obvious and necessary benefit for the BRC moving forward. The championship needs to find a way to reduce costs as spending well north of £300,000 to run an R5 car isn't sustainable and that is why there hasn't been an increase in the number of top-line cars each year.

Although it may not be a cost in terms of money directly, giving a day back to the drivers is a good thing. The majority are businessmen and use holidays to do BRC events, meaning time away from their business and work piling up on the desk ready for a return.

Sure, the drivers would prefer 8000 miles of stages over the course of five weeks, but that's not obtainable, is it?

On a similar note, is the BRC simply too focused on purely aiming for the stars? The mantra is that it must have longer events, it must have the top machinery, it must have gravel and Tarmac and it must have high profile drivers to fight against.

Perhaps the BRC would be better if it focused on the crews that want to do it, or at least cutting to the core of what a BRC competitor actually is and wants. Until that's defined, creating a championship for that competitor won't be easy.

On another note, this is my first opportunity to congratulate the Chelmsford Motor Club on a fantastic event in Clacton-on-Sea two weekends ago. While the news section's job in **MN** is merely to report the facts devoid of opinion, I can say in here that the event was excellent. The organising team didn't bite off more than it could chew and they must be proud, and a glance to the left shows they have big plans moving forward.

And finally, a nod to Rally2WD. My last column was headlined 'Rally2WD was brilliant, but not needed', when it should have been 'Rally2WD was brilliant, but shouldn't have been needed'. I wanted to point out the fact that organisers should be able to seed events based on their competitors and the local spectators entering their forests. I once again commend Rally2WD for finding a much needed solution to the problem – albeit a problem that shouldn't have existed.



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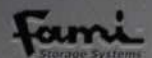
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RALLY NEWS



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New rally was a success

CLACTON RALLY COULD JOIN THE MSA ASPHALT SERIES

Event and championship organisers to discuss tie-up for 2019 calendar

By Jack Benyon

Last month's Rally Tending & Clacton has emerged as a leading contender for a spot on the MSA Asphalt Rally Championship calendar, *Motorsport News* has learned.

The event was the first to run under new closed-road legislation, which moved the power to grant a closed-road order to the Motor Sports Association – the UK's motorsport governing body – and the local authority relevant to the event.

The Clacton-on-Sea-based event was deemed a success with positive feedback from teams, crews and spectators alike.

Event director Tony Clements said: "We've been observed by the national Tarmac championship, I would suspect they are very keen to have us in their championship, and if we can agree terms, we'd be very keen to be included in their championship."

Clements is keen to lengthen multiple stages for next year, taking the event past the current 45-mile total length.

BTRDA president Mike Broad said the

idea of the event being included in the Asphalt championship calendar will be discussed at its next meeting.

"We will seriously consider putting it in for next year, but with dialogue with the organisers to see if they want to be in the championship this early in its life," said Broad. "I don't want to add any unwanted pressure on to those who run the event, so we need to discuss this with them. It's probably a bit early for anything concrete, but we'll certainly discuss the event at our next meeting."

One possible issue with the event is

that it runs close to the Manx National, which Broad referred to as a "big issue", although the Rally Tending & Clacton date for next year is still under discussion. It was thought it could move into a March date, but after discussions with the local council it looks set to stay in a late April slot.

The MSA Asphalt Championship is back this year after a hiatus, and has attracted over 100 registrations. Its second round – following the Tour of Epynt in March – is the Manx National on May 11.

Williams seals BRC Adam R2 deal

James Williams is hoping to challenge for the Prestone Motorsport News Junior British Rally Championship, after a podium on his debut in a Vauxhall Adam R2.

The Welshman is in his second year of JBRC, having previously run a Ford Fiesta R2T before switching to the Opel version of the Adam for last year's Isle of Man round.

The deal to compete in the car in the BRC was completed in the week leading up to the Pirelli, having driven an Adam to a class win on the BTRDA-opening Cambrian Rally.

"The plan had always been to do BRC this year again, that was the right step for me, but it's just been tricky to get sorted," Williams said.

"We managed to get something together in the last week, so now we can concentrate on the season ahead."

Williams led a close battle for second place for much of the event and was assured of the place when rival Josh McErlean's engine failed.

"I really did not expect to finish on the podium," said Williams. "The pace we had with such limited time in the car has been absolutely fantastic. It's been a great start to the season."

The class was won by Norwegian Steve Rokland.

David Bogie will continue in BRC after roll that ended Pirelli bid

Despite rolling out of the Pirelli International Rally, David Bogie still believes he can fight for the British Rally Championship title.

The Dumfries driver slid wide and then into a bank, which inverted his CA1 Sport Skoda Fabia R5 on the first stage of the rally. Split times had him fastest to that point.

"It was disappointing as we played our joker," said 2011 champion Bogie. "We just have to score consistently now."

"I'm confident still in my pace. Had we not made that mistake there's every chance that could have been our rally. The confidence is still there."

The accident was attributed to not having enough heat in the

harder-compound DMACK tyre.

"I'm not blaming the tyre as the DMACKs are very good," added Bogie. "Maybe I underestimated the tyre takes a little while to get up to speed."

Despite dramatic pictures on social media, there was minimal damage to his car, which will be in action on the RSAC Scottish Rally on May 18/19.



Minimal damage to Bogie's car

Wilkinson: Yates to fight for BRC wins

CA1 Sport team boss Martin Wilkinson believes his driver Rhys Yates will consistently fight for wins and the title in the British Rally Championship this year.

Yates – who is starting his fourth full season of rallying – took second on the Pirelli Rally last weekend, his best BRC finish to date.

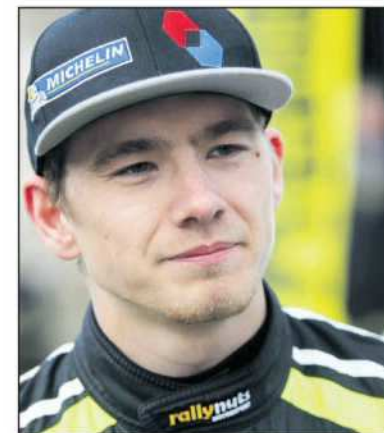
After switching to a Skoda Fabia from a Ford Fiesta, and joining the CA1 Sport team, Wilkinson is certain of Yates' credentials.

"Yes [he can fight for the championship]," said Wilkinson. "We have high hopes for Rhys."

Through the year I think you'll see Rhys's pace improve more than anybody else in the championship.

"He will fight for wins, 100 per cent, without a doubt. The plan for him for this rally [Pirelli] was to use some of the things we've been working on with driving style and to get to the end and he's done that and not put a mark on the car. He'll definitely be fighting for wins."

Wilkinson – who engineered Colin



Yates: second overall in Pirelli Rally

McRae and Carlos Sainz at M-Sport – has helped improve a number of drivers including Fredrik Ahlin and David Bogie.

Of Yates' surprise performance, Pirelli Rally winner Matt Edwards added: "I wouldn't say he wasn't on the radar because that's not fair, but he went really well and he said the car seems to suit him better. It's really good to have another name up there."



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RALLY REPORTS

Photos: Writtle Photographic

Friendly rivalry on Kielder stages. By Paul Lawrence

BHRC REPORT

Two crews stood head and shoulders clear of the pack by the finish of the second round of the MSA British Historic Rally Championship and the new Rally2 Challenge. Victory for Paul Barrett/Dai Roberts over Matthew Robinson/Dave Robson came after a fantastic Escort Mk2 contest.

The event ran across four meaty stages in the central block of Kielder with minimal road sections, offering precious little respite in the non-stop format. Inevitably, the punishing Kielder ditches claimed yet more scalps and the top two crews could easily have joined the list of victims, such as their ferocious pace. However, while the battle was fierce, the sporting rivalry and banter made it a truly memorable contest.

"That was unreal," said Barrett. "It was some craic! Those are the best stages I've ever done."

Robinson added: "We've been done over by a mad Irishman!"

The organisers of the Pirelli continued their pioneering work to run the 2WD field first on the road, and were rewarded with a massive upsurge in entries over 2017.

The only slight on an otherwise perfect rally were the tight chicanes. However, the story of this rally was the quality of the road conditions over fast, flowing and challenging stages.

Robinson was wide awake on the opening Pundershaw stage and took an immediate 10s lead. He added a further second in

Roughside but after service came the real test, 15 miles in 'The Forks' and Barrett was clearly on a mission of epic proportions. "We were in ditches more than we were on the road," he said before heading into the final stage. The 14-mile thrill ride left an impression on Barrett's co-driver: "How we got back out of the ditches I don't know," said Roberts.

However, Barrett's high-risk strategy paid dividends and he took 14s profit. Robinson was the first to congratulate his rival as they helped each other change rear wheels before 10 miles in Whitesike. With five more seconds added, Barrett arrived back in Carlisle for an eight-second victory that cemented his place among the absolute pacesetters in historic rallying.

For the rest, there were typically mixed fortunes and it was Ieuan Rowlands who finally took third in the BRM-powered Avenger with Emyr Hall alongside. This was a voyage of discovery for Rowlands on his first rally in Kielder and 14 years since his last event outside Wales. But his pace was good and third was a strong result for both car and driver.

Yet third could have gone to at least three other crews. The Forks caught out both Joe Price/Chris Brooks and Alan Walker/John Connor and Walker's day got even worse when his stricken Escort was T-boned half an hour later by the Avenger of Eliot Retallick. Simon Webster/Jez Rogers moved into third but a sheered track control arm sent them up a bank and over in Whitesike.

Phil Burton and Mal Capstick

RAPID HISTORIC FIGHT HEADED BY BARRETT



Barrett beat Robinson to win

capped the non-historic 2WDs with fourth overall after a very good rally and were chased home by David Bennett/Alistair McNeil in their rapid Vauxhall Corsa.

Stuart Egglestone and Brian Hodgson were next in the historic with another impressive performance in their Pinto-powered Escort Mk1, while deserving category winners were Rikki Proffitt/Graham Wild (Porsche 911) and Mark Holmes/Craig Simkiss (Ford Escort Mk1). Holmes had just two seconds in hand over Warren Philliskirk and Garry Green after Philliskirk clawed back a lot of time in The Forks.

RESULTS

Pirelli Stages

POS	DRIVER	CAR	TIME
1	Paul Barrett/Dai Roberts	Ford Escort Mk2	39m16.4s
2	Matthew Robinson/Dave Robson	Ford Escort Mk2	+8.6s
3	Ieuan Rowlands/Emyr Hall	Hillman Avenger	+1m43.1s
4	Phil Burton/Mal Capstick	Ford Escort Mk2	+1m43.7s
5	Stuart Egglestone/Brian Hodgson	Ford Escort Mk2	+1m50.8s
6	Adrian Hetherington/Ronan O'Neill	Ford Escort Mk2	+2m05.4s
7	David Bennett/Alistair McNeil	Vauxhall Corsa	+2m35.3s
8	Steve Bannister/Callum Atkinson	Ford Escort Mk2	+2m38.2s
9	David Hutchinson/Jeff Garnett	Ford Escort Mk2	+2m46.2s
10	Ben Friend/Cliffy Simmons	Ford Escort Mk2	+2m46.4s

Class winners: Stephen Higgins/Sam Spencer (Saab 96); Malcolm Rich/Arwel Blainey (Ford Anglia); Bob Bean/Miles Cartwright (Ford Lotus Cortina); Rikki Proffitt/Graham Wild (Porsche 911); Robin Shuttleworth/Ronnie Roughhead (Escort Mk1); Mike Simpson/Dale Gibbons (Escort Mk1); Mark Holmes/Craig Simkiss (Escort Mk1); Jim Stephenson/Rob Brook (Talbot Sunbeam); Egglestone/Hodgson; Robinson/Robson; Freddy Camp/Gareth Drayton (Peugeot 205GT); Barrett/Roberts; Ashley Young/Thomas Lambert (Nissan Micra); Bennett/McNeil; Burton/Capstick.

Morris wins on annual rally visit to MIRA

Horiba D'Isis Rally

By Peter Scherer

Organiser: Quinton MC **When:** April 28 **Where:** MIRA, Nuneaton **Championships:** AVMM/C Heart of England; ANWCC; EMAMC; ACSMC Tarmacadam **Stages:** 6 **Starters:** 87.

Tom Morris and Colin Harkness never really looked under threat at MIRA as their Metro 6R4 took yet another dominant win in cold and wet conditions.

Colin Gemmell/Derek Keir's Ford Escort Mk2 held second, but were overhauled by Josh Payton/Marcus Mizen after three stages.

But Payton/Mizen was late out for the next stage, lost time and dropped to ninth, leaving Gemmell a minute clear of new third-place men Nick Beddoes/Jamie Vaughan in their Escort.

Once Mark and Jeremy Straker's Darrian had made up for a slow start, they charged up the leader board too and started the penultimate stage two seconds down on Beddoes. They were 27 seconds quicker and clinched third, with Beddoes retaining fourth from Mark Rowlands/Richard Mason's Escort and the recovering Payton.

Jonathan Hudson/Chris Worrall's Suzuki Swift won Class A by well over four minutes after first stage leaders Mark Jones/Edward Lewis blew the engine in their MG ZR, when 10th overall.

John Deegan/Shane Smith had head gasket failure in their Subaru Justy, which left Adrian Mayall/Rob Hayden's Alfa Romeo 33 a distant second.

Kyle/Gordon Adam's Escort was never headed in Class B, but Tony Rendell/Lisa Simeone's Escort Mk1 edged out Chris Phillips/Sarah Hughes' Peugeot 106 for second on the last stage.

Despite losing out overall, Payton regained the advantage in Class C, demoting Mike English/Andy Robinson from the class lead on the final stage too.

Results

1 Tom Morris/Colin Harkness (MG Metro 6R4) 1h07m57s; 2 Colin Gemmell/Derek Keir (Ford Escort Mk2) +1m17s; 3 Mark Straker/Jamie Vaughan (Darrian T90 GT); 4 Nick Beddoes/Jamie Vaughan (Escort Mk2); 5 Mark Rowlands/Richard Mason (Escort Mk2); 6 Josh Payton/Marcus Mizen (Escort Mk2); 7 Mike English/Andy Robinson (Escort Mk2); 8 Chris McCallum/Richard Stewart (Escort Mk2); 9 Mark Clarke/Andrew Stark (Mitsubishi Lancer E7 WRC); 10 Clive Hitchman/Jeremy Griffiths (BMW E36 Coupe). **Class winners:** Jonathan Hudson/Chris Worrall (Suzuki Swift GTI); Kyle Adam/Gordon Adam (Escort Mk2); Payton/Mizen.



Unusual sight of rally banking...

Cole takes another Epynt win in Manx test Dixies Challenge Rally

By Simon Gronow

Organiser: Forresters CC & Forest of Dean MC **When:** April 29 **Where:** Epynt Ranges, Powys **Championships:** WAMC King of Epynt Challenge; Welsh Historic Rally Championship; WAMC Junior Challenge; HRCR Stage Masters Championship; HRCR Old Stagers Asphalt Rally Championship incorporating Mini Cup & Mini Junior Cup **Stages:** 10 **Starters:** 75.

After setting fastest time on eight of the 10 special stages over the Epynt Ranges, Damian Cole/Jamie Edwards emerged as winners of the Dixies Challenge Rally in their Ford Fiesta WRC.

Their day's testing in readiness for the forthcoming Manx Rally proved worthwhile, with Cole satisfied with set-up alterations as the pair took maximum King of Epynt points.

The main battle of the day was for the runner-up spot. Initially, Rob Tout/Peredur Wyn Davies held the position, only to suffer a huge overshoot in their Mitsubishi Lancer E10 on stage four.

As a result, they were overtaken by Richard Merriman/Kath Curzon who then lost time themselves, after spinning their Darrian. A big push on the final stages enabled Tout to take second.

Following a clean run, Roger Moran/Tudor Jenkins took their Escort Mk2 to fourth, one place ahead of fellow class winners, Mike Williams/Ken Bills in their MG ZR, as Malcolm Jones/Rhys Jones had a great run to finish sixth in their Peugeot 207. Terry Brown/Den Golding held



Cole isn't short of Epynt wins, and added another with Edwards co-driving

fourth early on before losing time with an overshoot and then suffering clutch issues, while Craig Jones/Mike Bartlett made a "ragged start" in their new Mitsubishi Lancer, dropping down to eighth following a spin.

Winners of the Historic section were Tobias Adam/Ian Meakin, who survived a big moment in their Ford Sierra at Llandeilo'r Fan, and following them home were Roger Chilman/Max Freeman on the driver's first Tarmac rally for 14 years.

Ray Cunningham repeated his success from 2017 by heading the

Mini Sport Cup runners, in a brilliant 15th overall beating far more powerful and modern machinery.

Results

1 Damian Cole/Jamie Edwards (Ford Fiesta WRC) 35m40s; 2 Rob Tout/Peredur Wyn Davies (Mitsubishi Lancer E10) +1m20s; 3 Richard Merriman/Kath Curzon (Darrian T90); 4 Roger Moran/Tudor Jenkins (Ford Escort Mk2); 5 Mike Williams/Ken Bills (MG ZR); 6 Malcolm Jones/Rhys Jones (Peugeot 207); 7 Terry Brown/Den Golding (Escort Mk2); 8 Craig Jones/Mike Bartlett (Mitsubishi Lancer E9); 9 Tobias Adam/Ian Meakin (Ford Sierra); 10 Roger Chilman/Max Freeman (Escort Mk2). **Class winners:** Kalvin Green/Osian Owen (Nissan Micra); Jones/Jones; Williams/Bills; Jim Boxall/Allan Brown (Peugeot 205 GTI); Moran/Jenkins; Jones/Bartlett; Jonathan Davies/Wayne Jones (Peugeot 206); Stephen Hall/Aggie Foster (Triumph TR4); Eifion Thomas/Jordan Wilkinson (Ford Escort Mk1 RS2000); Craig King/Clare Bird (Mini 1275 GT).

BRC PIRELLI RALLY

EASY EDWARDS' FIRST BRC WIN

Welshman's strong start to 2018 continues. By **Stephen Brunson**



Co-driver Darren Garrod (left) played part in victory



Edwards looked rapid in Kielder

Having fallen short of a maiden British Rally Championship win on no fewer than three occasions in 2017, Matt Edwards finally buried the hatchet in supreme fashion by claiming victory in the opening round of the season in Carlisle, also his first international win.

Alongside co-driver Darren Garrod,

Edwards was the dominant force throughout last weekend's Pirelli International and won five out of eight stages in his M-Sport Ford Fiesta R5, defeating Rhys Yates by a margin of 20.5s.

Defending champions Keith Cronin and Mikie Galvin capped off an impressive debut for their new Hyundai i20 R5 with a podium, having led the event early on.

Following an enforced month-long break due to the cancellation of the Border Counties Rally in March, the picturesque landscape of the Kielder Forest played host to a slightly warmer curtain raiser.

That postponement allowed Cronin and Galvin to mark their first event since being crowned for the fourth time on the Isle of Man last September, replacing their title-winning Fiesta R5 in a late deal.

Indeed, it was the Irish duo who led after the opening passes through Pundershaw and Roughside, as pre-event favourite David Bogie crashed out in spectacular fashion.

Keen to make a flying start to the season, Bogie had been up on Cronin

by just over two seconds when the Dumfries driver misjudged a right hander halfway through the 8.33-mile SS1. He slipped his Skoda Fabia R5 into a ditch, launching it end-over-end and into retirement. Both Bogie and co-driver John Rowan thankfully emerged unscathed.

With Bogie out of the running and Cronin losing time on SS2 and SS3 (The Forks), Edwards took his first stage wins of the day and arrived at opening service with a four-second lead over the Irishman.

From then on, Edwards – running on Pirelli's covers – not only managed to keep Cronin at bay, but he extended his margin over the champion, claiming a further three stage wins to take his first ever BRC victory.

"We came here looking for a top-three, but to come away with a win is the perfect start," Edwards said.

"Everything we did last year was a building block towards 2018, so to be able to put a rally together and win it on merit is really good.

"We had a good test with the team last week and did our homework.

"It's one thing to get into the lead at

this level and another thing to keep it, so from a mental point of view it's very encouraging."

While Edwards continued to extend his advantage over the field in the remaining two stages – the longest of the event at 15.39 miles (The Forks) and 10.11 miles (Whitesike) – Michelin-shod runners Yates and Cronin were embroiled in a titanic battle for the runner-up position.

The gap ebbed and flowed with just two seconds splitting the pair entering the final stage.

Still smarting from a final-stage defeat of second place in the Speyside Rally a fortnight ago, Yates threw caution to the wind and came out on top by 1.5s over Cronin.

"I'm well happy with that!" beamed Yates post-event, his best BRC finish at the beginning of only his fourth full-season of rallying.

"I didn't have a massive push in the final stage but I knew I could make up the time on Keith so I went for it."

The Chesterfield driver admitted he'd been "overdriving a bit" during the morning loop, which caused him to spin into a hay bale at a chicane,

costing him a chunk of time.

But a superb final two stages delivered the result, no doubt benefiting from the expertise of the CA1 Sport team – which was running his car for the first time – and a new Fabia R5 replacing his trusty Fiesta of three years.

For his part, Cronin atoned for his retirement at the same event 12 months ago and was relieved to have secured a podium on his first competitive outing in the i20.

The Cork man lacked significant testing time in the car and also took time to get used to the Michelin tyres to which he switched in the off-season, having been a DMACK man.

Two stage wins however, on SS1 and SS4, were enough to leave the champion optimistic ahead of Ypres in June – an event he won last year.

"Considering I didn't finish this event last year, I can be happy with third place," he noted. Cronin was particularly pragmatic when putting his championship hat on and was quick to point out that bagging points each time is critical if he is to claim his fifth title this year.



Cronin's podium on Hyundai debut

Photos: Jakob Ebrey, Stan Kucera



Rokland's UK return ended well with dominant JBRC victory



Whittock/Williams, Woodburn/Rokland, Regan/Creighton

Rokland returns to take Junior win

Not even a third stage loss of brakes could prevent Norwegian Steve Rokland from utterly dominating a highly competitive Prestone Motorsport News Junior BRC category.

With British co-driver Tom Woodburn alongside him in the Peugeot 208 R2, Rokland won all but one of the stages on offer to head James Williams' Vauxhall Adam R2 by over a minute on his first BRC outing since 2013.

Rokland was sensational from the first run through Pundershaw, opening up an 18.6s advantage over Josh McErlean's Ford Fiesta R2T.

By the time SS2 was completed, Rokland beat McErlean by a further 17.7s to build a commanding lead approaching service.

The 25-year-old was made to sweat, however, when he was without his right-rear and left-front brakes. This loss gave the SS3 win to Marty Gallagher's Peugeot 208 R2 but proved nothing more than a blip for the Norwegian, who swept all remaining stages to romp to victory.

"Overall it has been a really good day, despite SS3," Rokland said. "Everything else went smoothly and to plan, I couldn't

ask for a better start to the year."

Rokland's victory margin masked a ferocious battle for runner-up position between McErlean and Gallagher.

McErlean had looked a strong bet to secure second place before his run was curtailed with an engine failure on the penultimate stage, while Gallagher got stuck in an infamous Kielder ditch on SS7 to hand pre-season title favourite William Creighton a podium.

Creighton endured a relatively subdued start to the event, languishing some 50s off the pace of Rokland after SS2 before climbing back into contention at service.

The Northern Irishman, who finished second in the Junior standings to Callum Devine last season, was nevertheless content with his start to the year.

"Our times in the last couple of stages were good so we're happy to get the podium this weekend," Creighton said.

"The pace at the front is seriously fast. The stages were flat out and we had a great battle with Marty, so it's a good start."

Rokland's compatriot Oscar Solberg was another to suffer from brake issues during the morning loop. He and Swedish co-driver Patrik Barth lost

substantial amounts of time in the chicanes after his handbrake failed halfway through SS3, dropping the pair out of podium contention.

Solberg eventually battled back to finish fifth in class, overturning a two-second deficit to beat Josh Cornwell's 208 R2.

In the **Cadet Cup**, Scottish teenager Finlay Retson's hopes of a win first time out were dashed following a major oil leak in SS3. Retson had been leading the event comfortably until having to revert to short-shifting due to a lack of revs. His team rectified the issue but ran over the allocated time at service and were forced to retire before SS4 (Whitesike).

From then on, the rally was Jordan Reynolds' to lose. The Reading driver stroked his Fiesta R2 to victory by over two minutes from Icelander Gunnar Karl Johannesson and Bart Lang. "Our goal before the season was to come here and win and that is what we've done, fantastic!" Reynolds said.

The only registered BRC competitor in the **National Rally Cup**, last year's champions John Morrison and Peter Carstairs, needed only to finish to win in their Mitsubishi Lancer E9.



Taylor was top of the BRC outsiders after long spell off gravel

Taylor leads non-BRC Pirelli Rally modern runners

Peter Taylor marked his first gravel rally since the BTRDA Carlisle Stages last season with a routine NRC6 class victory in his Ford Fiesta RS WRC, best of the non-BRC finishers in sixth overall. But the local man was far from happy with the pace and balance of a car deemed "impossible to drive" around the tight chicanes.

He was at a loss to explain his 1m48s deficit to Edwards in the overall classification when he arrived at service for the first time.

"The car did not feel easy to drive," Taylor explained. "It normally feels easy so I have no idea what was different this time. I don't know if it was me or the car but nothing felt good."

Taylor could take some consolation that he won the class at a canter from John Morrison (Mitsubishi Lancer E9) and Rob Gill's non-BRC Fiesta R5.

Also not registered for BRC, John Wink was the only Class NRC7 runner to finish the event, after Simon de Banke crashed out in the morning, and

took victory in his Hyundai i20 along with co-driver John Forrest.

In the Land Rover Class, Ian Robert Sykes and Frances Julia Sykes took the win in their Freelander V6, some seven minutes clear of Chris McCarthy and Barry Connolly in the Wolf XD.

Reay MacKay/Keir Beaton (Ford Fiesta R5) took honours in the National B Five event, by over 40s, and Chris White/Chris Dewsnap (Ford Escort Mk2) scored a narrow win the National B Two.

He added: "As we learned last year, the championships aren't won until the last stage of the last rally. You just have to make sure you're in the race at the end, so this podium is positive."

Despite posting the second-quickest time on the opening stage, Marty McCormack and David Moynihan fell down the order throughout the morning loop due to gearbox issues.

The Northern Irishman complained of worrying noises at the front of his Fiesta R5, but after flushing the gearbox fluid at service, proceeded to set consistent stage times on the way to fourth overall.

Replacing his usual Citroen DS 3 R5 for a Fiesta for the opening round of the championship, Jonny Greer spent much of the morning getting used to his new office on gravel for the first time.

A few reverses from the incredibly tight chicanes aside, he eventually found the sweet spot and set a stunning time to go second on SS7, just 8.4s behind Edwards. A puncture at the end of the stage forced a wheel change and curtailed any chance of a repeat in SS8, leaving Greer to settle for fifth.

Greer's struggles at the chicanes –

implemented to slow the cars on the fast Kielder stages and avoid them beating the average speed bogey time – were a source of frustration throughout the service park.

Both Yates and local man Peter Taylor lost time through the chicanes via spins and overshoots, forcing them to conduct a series of time-consuming reverses.

Taylor, who finished nearly four minutes behind Edwards in sixth after taking too hard a compound tyre in the morning, was especially frustrated as he battled to manoeuvre his Fiesta RS WRC round the tight confines.

"I spun into the bales a couple of times at the chicanes in the morning and then had to reverse out of another because I just didn't have the steering lock to get round," he said.

"You've got a bale on each turn and getting the car in and out of there is nearly impossible."

Alex Laffey enjoyed a steady run in his Fiesta R5 to finish seventh overall. The Scotsman ran sixth ahead of opening service but lacked the pace of the leading quintet to provide any challenge. A better afternoon loop produced more

consistency, leaving him 50s clear of Lawrence Whyte at the finish.

BRC debutant Whyte – in his fifth ever rally – and co-driver Stuart Loudon, in his 100th, usurped Thomas Preston's Skoda Fabia R5 in the final stage to claim eighth.

Preston was another to suffer spins at one of the chicanes after a "steady run" in the morning loop. An incident-free afternoon enabled him to pick up points, finishing clear of Sacha Kakad's Fiesta, his first outing in the car in anger.

The crews face another month-and-a-half wait until the roads of Ypres in Belgium, with Edwards keen to continue his championship charge where he took second last year.

"We've been building a championship since the end of last year," said Edwards. "We won't get carried away, but it's been a great start to the season."

He'll have to fend off the formidable duo of Cronin and Galvin, who are confident the Belgian Tarmac will kick start their latest title defence.

"I think we will have a good package on Tarmac," said Cronin. "The car and tyres should be good so we'll see how we get on there."

RESULTS

British Rally Championship, round 1/6, Carlisle, April 28

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Matt Edwards/Darren Garrod	Ford Fiesta R5	1h13m53.8s
2	Rhys Yates/Elliott Edmondson	Skoda Fabia R5	+20.5s
3	Keith Cronin/Mikie Galvin	Hyundai i20 R5	+21.8s
4	Marty McCormack/David Moynihan	Skoda Fabia R5	+1m02.8s
5	Jonny Greer/Kirsty Riddick	Ford Fiesta R5	+1m29.8s
6	Peter Taylor/Andrew Roughead	Ford Fiesta RS WRC	+3m56.5s
7	Alex Laffey/Patrick Walsh	Ford Fiesta R5	+5m18.7s
8	Lawrence Whyte/Stuart Loudon	Ford Fiesta R5	+5m58.7s
9	Thomas Preston/Max Freeman	Skoda Fabia R5	+6m06.8s
10	Sacha Kakad/James Aldridge	Ford Fiesta R5	+6m12.6s

11 Steve Rokland/Tom Woodburn (Peugeot 208 R2); 12 John Wink/John Forrest (20 R5); 13 James Williams/Ross Whittock (Vauxhall Adam R2); 14 William Creighton/Liam Regan (208 R2); 15 James Wilson/Gavin Doherty (208 R2); 16 John Morrison/Peter Carstairs (Mitsubishi Lancer E9); 17 Oscar Solberg/Patrik Barth (Ford Fiesta R2T); 18 Josh Cornwell/Ciona Collins (208 R2); 19 Jordan Reynolds/Peredur Davies (Fiesta R2); 20 Rob Gill/Anders Howard (Ford Fiesta).

Class winners: BRC1 Edwards/Garrod; JBRC Rokland/Woodburn; Cadet Cup Reynolds/Davies; National Rally Cup Morrison/Carstairs; Taylor/Roughead; Wink/Forrest; Ian Robert Sykes/Frances Julia Sykes (Land Rover Freelander 1 V6)

Points BRC1: 1 Edwards 25; 2 Yates 18; 3 Cronin 15; 4 McCormack 12; 5 Greer 10; 6 Preston 9*
*played joker



Yates snatched second on the last stage



Bogie crashed, ending in an SS1 ditch



McCormack took fourth after issues

STAGE WINNERS

SS1 Pundershaw (8.33 miles) Keith Cronin/Mikie Galvin (Hyundai i20-N R5) 7m26s

SS2 Roughside (7.51 miles) Matt Edwards/Darren Garrod (Ford Fiesta R5) 6m52.3s

SS3 The Forks (15.39 miles) Edwards/Garrod 13m32.8s

SS4 Whitesike (10.11 miles) Cronin/Galvin 9m15.2s

SS5 Pundershaw 2 (8.33 miles) Edwards/Garrod 7m14.5s

SS6 Roughside 2 (7.51 miles) Edwards/Garrod 6m47.9s

SS7 The Forks 2 (15.39 miles) Edwards/Garrod 13m21.7s

SS8 Whitesike 2 (10.11 miles) Rhys Yates/Elliott Edmondson (Skoda Fabia R5) 9m05.2s

RALLY ARGENTINA

BY DAVID EVANS

Toyota man stepped up to the plate with a ferocious drive

There are various ways to say it. There's 'Ert' or 'Oy-T' or even 'Huyt'. But when Kris Meeke reached the end of the Las Bajas test on Friday afternoon, he cared nothing for pronunciation or enunciation. Running second, the time he most wanted to know about wasn't there on the board.

Before he'd even got his balaclava off, the Northern Irishman leaned out of the door of his Citroen and offered one word, sounding surprisingly like a London cabbie who'd been asked what was the opposite of cold?

"Ott?" shouted Meeke. "Where is he? What's his time?"

Going into the stage, Meeke was just 3.1 seconds down on Tanak's Toyota and he knew any kind of issue would have played nicely into his hands. Unfortunately for Kris, the Estonian's time simply hadn't been written on the board.

Tanak's Yaris was fastest. And 3.1s had become 11.7s. And that was just the start of it.

What we saw in South America was a masterclass from pre-event test to powerstage of how to run a rally. And how to dominate a round of the World Rally Championship.

The performance had been coming for some time; the full force of a Tanak attack. He was brilliant. And so was Toyota Gazoo Racing.

Tanak's a tough character to read, the perfect poker face that gives nothing away. But there was no hiding his emotions at the end of the first stage proper on Friday morning. He was angry. Not furious. Just cross.

He'd clipped a rock on the inside of a right-hander, which had half-spun the car and left the Yaris WRC's nose kissing the inside bank. The problem – and the vast majority of the 23.8s dropped to fastest man Sebastien Ogier – came as he tried to get the car in the right direction. The Yaris is 4085mm long and Tanak had wedged his car into a gap between two banks that seemed to be 4086mm.

Just for a moment, the rest of the service park had a false sense of security. What Toyota threat? Jari-Matti Latvala was third, Esapekka Lappi sixth and Tanak level with Craig Breen in ninth. Nothing to fear.

Fast forward 14 miles into the following Amboy stage and reality was biting hard. Tanak had lifted the thick end of 10s out of Ogier, two cars ahead of him on the road. The Toyota threat was very real.

Or at least half of it was. Latvala's attack was undone by a sneaky rock lurking in the shadows. He whacked it, smashed the suspension and ripped an oil pipe out of the engine. The Finn took 25s finding a parking space, by which time the Toyota's dash lit up like a Christmas tree in an effort to convey the message that switching off might be a good idea. J-ML was out and a couple of Friday punctures finished Lappi's charge. It was down to Tanak.

Tanak's stage-three time rocketed him from ninth to third. Two stages later he was in the lead and he didn't look back.

Where had that Amboy pace come from? Had he been fueled by pure anger? "No," he smiled. "Not anger. It was a good feeling. I have good confidence in the car. It's coming..."

Did he want to say more? Maybe. Actually, no. Not for now. "We have to concentrate."

Total domination of the dirt roads on Friday afternoon built a 22.7s lead and a demand for an explanation.

"The pre-event test in Sardinia was really important for us," said Tanak. "It went really well. Really well."

This is part of the game with Ott. Like most drivers, information is on a need-to-know basis. But he knew we wouldn't be letting it rest there. With a wry smile he spilled at least some of the beans.

"You know since the start of year I struggled a lot with the suspension," he said. "I was complaining quite a lot. Before this rally we had a big step with the development in this area. We have been trying to go softer and find more traction with a setting that suits these mountain roads. We found it."

We've seen these sort of suspension steps before and what works down south around Santa Rosa doesn't necessarily follow on the Punilla Valley tracks out west on day two. Added to that, a day of baking early South American autumn sunshine was expected to give way to torrential rain on Saturday. How would the Toyota stand up to that?

Certainly, Tanak's nearest rivals were adamant a major change in the weather was their only hope. "If the fog comes in [Los] Gigantes then we could see some differences," said Meeke, who was second at the end of Friday, "and those differences could be measured in minutes, not seconds. I think that's about the only hope to try and catch him."

Three places behind the Northern Irishman after supping from the championship leader's poisoned chalice at the front of the field was Ogier. He wasn't so sure about the weather theory.

"I'm fighting for second place," he said. "Ott's gone."

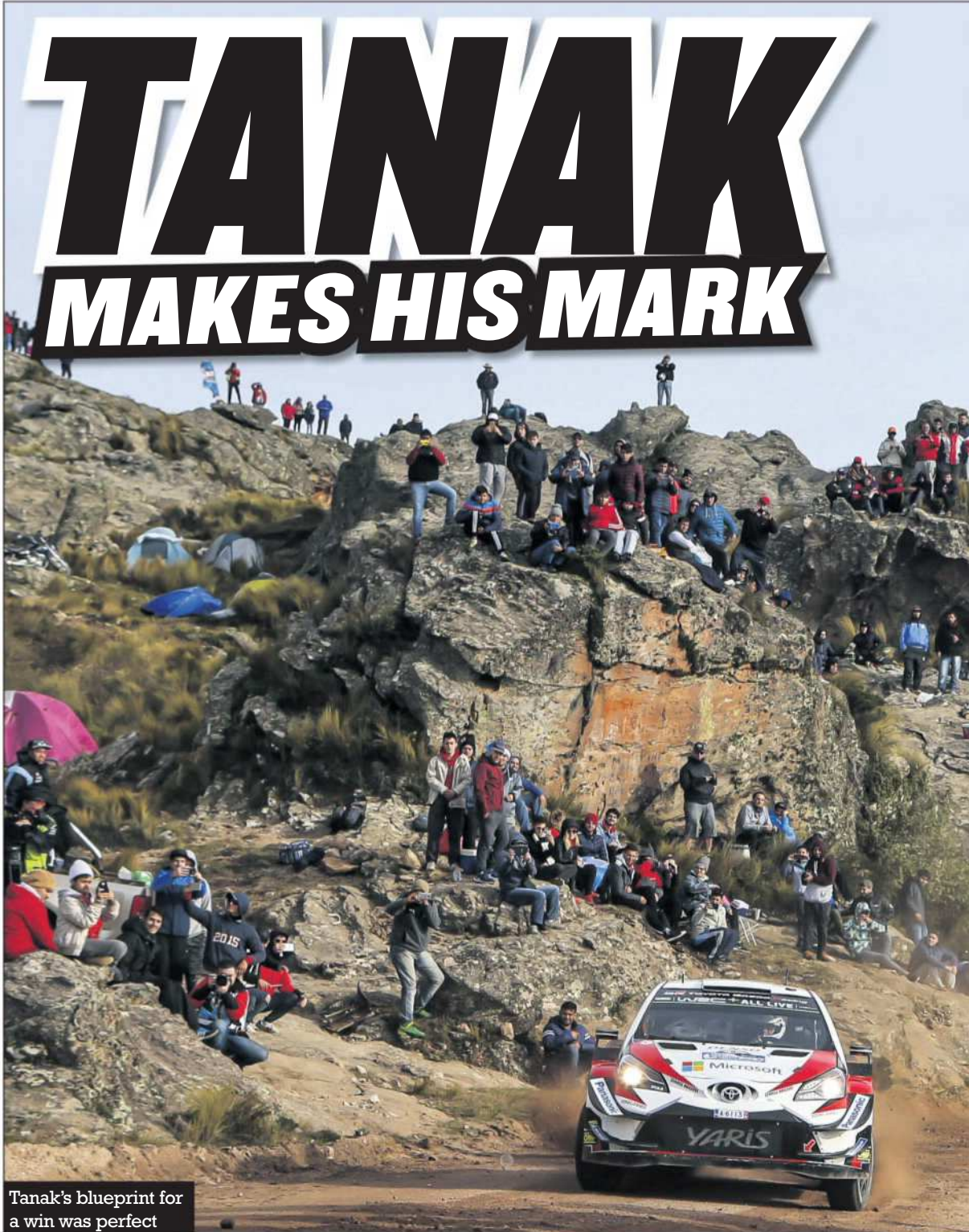
The fog came – more of that later – but the rain stayed away and the story stayed the same. Tanak fastest on five of seven stages to take 46.5s into the final day.

Tanak was on another planet and taking time for fun.

Toyota team principal Tommi Makinen knows a thing or two about what it takes to win in this part of the world. For three years, between 1996 and '98, he was unbeatable down these roads.

"I remember when everything is working as a driver, it comes almost easy and you can control everything," he said. "He obviously understands really well the way to drive the car – the package is on a very high level right now. I think he can control the game now."

Makinen paused and leaned in, almost conspiratorially. "Look at the way he's making the fastest times on every stage. It's so consistent. When you are fighting like hell, the performance can go up and down. Not here. Not with him; Ott is on the edge of the risk, but on top of the performance and his times are very, very stable. How do we say this? Good things have been welded



Tanak's blueprint for a win was perfect

together between driver and car."

But what about this suspension step, Tommi? "It's not such a big thing," he said. "We worked with what we've got."

Enough. Let's talk to the man who knows the most about this rocketship Yaris. Let's talk to the man who made it, Tom Fowler. "It's no secret that the Toyota is working well in the stages where the average speed is very high," he said. "That's related to our traction."

Translation: the Yaris has been crying out for more traction on low-grip events. But finding it without compromising that speed in the quick stuff is where folk like Fowler earn the big bucks.

"One of the biggest challenges in the whole car is that balance," he explained. "If you make the car very soft you will have traction, but it doesn't feel stable. This is where it becomes quite driver-specific: some drivers tolerate much more instability in the fast places to get that traction out of slow corners and they don't lose any confidence when the car is moving about in the high-speed. Other drivers

take that same philosophy, make good time in the slow speed, but then they lose it when they don't have enough confidence when the car is moving around turning into corners at high speed.

"Finding that balance is the magic ticket. We've been working hard on gaining traction while not compromising ourselves in the faster places. Getting the two things on and have delivered for here.

"We haven't homologated anything new on the suspension: the inserts on the struts are all the same parts [we've run all season]. But the valving inside [the damper] is free from homologation and that's what we've changed here: the shims, pistons and all the pieces outside of homologation. It's more of a set-up change than a development really."

A set-up change that carried a car into the sweetest of sweet spots and a driver into the deepest of purple patches.

Sunday's three stages aside – where Tanak had no need to risk anything – the only place the Estonian reckoned he

had lifted off was in Saturday's two foggy stages. Yet still, across the pair, he whipped 10s out of the best of the rest.

And that's possibly the greatest testament to a driver full of confidence and never more comfortable than sitting where Tanak was sitting last week. Even when he couldn't see, he knew where he was going. He knew everything was going to be alright.

The same couldn't be said for everybody when the roads rose into the hills and the mist descended.

In preparation for the fog, Andreas Mikkelsen asked the Hyundai team to configure a specific page on the small screen that sits behind the steering wheel usually telling him which gear he was in. On Saturday, he wanted it to count metres for him. When Anders Jaeger called a note with, for example, a 400-metre straight, Mikkelsen hit a button and the trip started counting. While the Norwegian couldn't see the corner, he had a good idea when to brake and turn in.

"It was working well," he said, "but then it was a bit late and we were in



Meeke ran strongly until a puncture

'Disharmony hits the Skoda challenge' WRC supports report, p24

ROUND 05



Photos: mcklein-imagetdatabase.com



Co-driver Jarveoja celebrates with Tanak (right)



STAGE TIMES

- **SS1 SSS Ciudad de Cordoba (1.18 miles)**
Fastest Neuville 1m54.4s **Leader**
Neuville **Second** Tanak +0.3s
- **SS2 Las Bajas / Villa del Dique 1 (10.35 miles)**
Fastest Ogier 8m55.7s **Leader**
Ogier **Second** Mikkelsen +4.0s
- **SS3 Amboy / Yacanto 1 (20.87 miles)**
Fastest Tanak 19m19.9s **Leader**
Mikkelsen **Second** Ogier +3.6s
- **SS4 Santa Rosa / San Agustín 1 (14.82 miles)**
Fastest Tanak 13m42.6s **Leader**
Mikkelsen **Second** Tanak +1.0s
- **SS5 SSS Fernet Branca 1 (2 laps) (3.75 miles)**
Fastest Sordo 4m42.0s **Leader**
Tanak **Second** Mikkelsen +0.8s
- **SS6 Las Bajas / Villa del Dique 2 (10.35 miles)**
Fastest Tanak 8m43.4s **Leader**
Tanak **Second** Meeke +11.7s
- **SS7 Amboy / Yacanto 2 (20.87 miles)**
Fastest Tanak 19m18.7s **Leader**
Tanak **Second** Meeke +16.8s
- **SS8 Santa Rosa / San Agustín 2 (14.82 miles)**
Fastest Tanak 13m35.0s **Leader**
Tanak **Second** Meeke +22.7s
- **SS9 Tanti - Mataderos 1 (8.65 miles)**
Fastest Tanak 9m00.1s **Leader**
Tanak **Second** Meeke +26.5s
- **SS10 Los Gigantes-Cuchilla Nevada 1 (9.95 miles)**
Fastest Tanak 8m16.7s **Leader**
Tanak **Second** Meeke +34.0s
- **SS11 Cuchilla Nevada-Rio Pintos 1 (25.15 miles)**
Fastest Tanak 24m31.0s **Leader**
Tanak **Second** Neuville +43.1s
- **SS12 SSS Fernet-Branca 2 (2 laps) (3.75 miles)**
Fastest Neuville 4m40.8s **Leader**
Tanak **Second** Neuville +42.2s
- **SS13 Tanti-Mataderos 2 (8.65 miles)**
Fastest Tanak 8m59.9s **Leader**
Tanak **Second** Neuville +44.4s
- **SS14 Los Gigantes-Cuchilla Nevada 2 (9.95 miles)**
Fastest Tanak 8m15.5s **Leader**
Tanak **Second** Neuville +46.5s
- **SS15 Cuchilla Nevada-Rio Pintos 2 (25.15 miles)**
Fastest Sordo 24m03.0s **Leader** Tanak
Second Neuville +46.5s
- **SS16 Copina-El Condor (10.21 miles)**
Fastest Mikkelsen 13m09.5s **Leader** Tanak
Second Neuville +49.0s
- **SS17 Giulio Cesare-Mina Clavero (13.92 miles)**
Fastest Neuville 18m31.3s **Leader** Tanak
Second Neuville +40.9s
- **SS18 El Condor (Power Stage) (10.21 miles)**
Fastest Neuville 13m00.8s **Leader** Tanak
Second Neuville +37.7s

COLIN CLARK

"Rally Argentina bosses deserve some credit here"



Rally Argentina has come a very long way in the last few years. It's a rally which has been forced to redefine itself to maintain its very existence in the World Rally Championship.

And Rally Argentina's effort in keeping its fans safe is at the heart of what's making an already good rally great.

Not so long ago, Kalle Rovanperä's high-speed roll on that incredibly quick right-hander (he left the road at 106mph) would very probably have ended in tragedy. The massive crowds that line the stages, some estimates put spectator numbers at in excess of a million, were almost uncontrollable. And, after a number of high-profile near misses three years ago, the event was given a yellow card by the FIA. Two years ago, South America's round of the World Rally Championship was on its last warning.

The way the organisers have turned things around in terms of spectator safety is a lesson to all rallies. Yes, they invested heavily in extra security on stage, but they have also entered into a very high-profile public awareness programme to highlight not only the safe way to spectate, but also the dire consequences of non-compliance! To Cordobeses rallying is something akin to a religion. And this congregation is not about to give up its faith.

It's incredible to think we've seen record numbers out on the stages this year, the crowds lining El Condor were quite some spectacle, yet there were no real concerns about spectator behaviour.

But it's not only the organisers we should be heaping praise on here. It's the governing body of our sport and, most importantly, Michele Mouton. World motorsport's most successful lady is very much the driving force behind the FIA's continuing push for greater spectator safety.

This lady who came so close to winning the 1982 world title for herself works tirelessly with rally organisers to ensure everything possible is done in the build-up to events to minimise the risk of any kind of tragedy coming our way. Naturally, it's a job she takes incredibly seriously. And when you think of the consequences of her getting it wrong, you can fully understand why.

When events are running, Ms Mouton will drive every stage, quite regularly stopping as she does so to offer friendly, yet firm advice to those perhaps straying from the safe spectator zones.

I regularly see her as she exits stages and it's blindingly obvious just how seriously she takes her job. More often than not there's a thumbs up and something of a smile. But behind that smile you can be sure the steeliest determination is making sure everything possible is being done to maintain the highest levels of spectator safety.

Without Michele's firm guidance, I think there's a real chance that we may have lost Rally Argentina from the WRC and that in itself would have been a tragedy. But this event is a great example of how organisers, working hand in glove with the governing body, can address the seemingly impossible and achieve remarkably positive results.

gear when a corner came out of here. This was not a nice feeling! I ran wide, hit a bank and knocked the tyre off the rim. And then in the next stage, the page with the trip on appeared from the screen and I didn't get it back. I didn't enjoy the rest of the rally.

It wasn't alone. There was something of a running joke in Argentina that the Brits had a better chance than most about driving in fog. Meeke laughed. "It's nothing like at home," he said. "At home you have a reference in the fog; you'll have a ditch, something. Here you're on the top of a mountain and there's absolutely nothing, no reference at all. To drive a 400bhp rally car with a lack of aerodynamics and you can't see the end of the bonnet is quite tricky. You could see 20 metres, but when you're doing 180km/h [110mph] that's a little. To be honest, it feels stupid. It's wrong, it's unnatural, but you keep telling yourself, 'Keep the car down, keep going...'

Continued on page 24



Latvala was once again in the wars, hitting a concealed rock

NOW TURN OVER TO READ MN'S DRIVER RATINGS

RALLY ARGENTINA



BY DAVID
EVANS

RALLY ESSENTIALS

Day one: 97.00 miles; 8 stages

Weather: sunny 18-31°C

- Sebastien Ogier is making the most of two-minute gaps for his rivals following behind him on the road. Despite sweeping the line, he's fastest and leaves his rivals, quite literally choking in his dust. That's as good as it gets for the champ who drops to fifth cleaning the road for his rivals for the remainder of the day.
- Ott Tanak has spun on the opener, but that's the catalyst for an astonishing charge to fastest time on five of the day's remaining six stages. The Toyota star hits the front in SS5 and is building his lead to 22.7s at the end of the day.
- Tanak's team-mates don't fair quite so well on day one: Jari-Matti Latvala crushes the right-front suspension on his Yaris on SS3, ripping an oil pipe off and damaging the engine. He's out. Esapekka Lappi's maiden Rally Argentina is spoiled by two punctures on Friday.
- Citroen man Kris Meeke is delivering a near-perfect day one and ends Friday second only to Tanak. His returning team-mate Craig Breen struggles to find his C3 WRC's sweet spot in the morning, but finds speed and sixth place with a more measured approach in the afternoon.
- Hyundai's Andreas Mikkelsen leads through stages two and three before his afternoon is compromised by a puncture and only one spare. He slips to seventh. Better news for the Korean manufacturer comes with Thierry Neuville and Dani Sordo sitting third and fourth.

End of day one: 1 Tanak/Jarveoja 1h30m38.6s; 2 Meeke/Nagle +22.7s; 3 Neuville/Gilsoul +28.6s; 4 Sordo/Del Barrio +29.5s; 5 Ogier/Ingrassia +36.4s; 6 Breen/Martin +41.2s.

Day two: 91.27 miles; 7 stages

Weather: overcast then sunny 15-26°C

- Tanak is delivering another day of dominance with five stage wins from seven stages to more than double his lead at the top of the table.
- Neuville takes over as the Estonian's nearest rival on the day's third stage as Meeke struggles to get the best out of his Citroen on the final narrow section of SS11. That issue pales into insignificance on the rerun of that test when he's forced to stop and change a puncture. He slips to eighth.
- There's more misery for the #11 C3 as Breen misjudges a right-hander, goes off the road and rolls. The cage is damaged and his rally is run.
- Citroen's misery provides a guilt-edged opportunity for Hyundai to bag big points, Neuville is backed up by a third-placed Sordo.
- Ogier starts the day targeting a fightback to the podium, but ultimately drops back to end the day 50s behind Sordo and 14 ahead of his former Volkswagen team-mate Mikkelsen.
- Lappi and Evans set-up a fascinating final-day fight, ending Saturday with the Finn's Toyota 6.2 up on Evans' Fiesta.

End of day two: 1 Tanak/Jarveoja 2h58m33.9s; 2 Neuville/Gilsoul +46.5s; 3 Sordo/Del Barrio +1m08.2s; 4 Ogier/Ingrassia +1m59.0s; 5 Mikkelsen/Jaeger +2m13.8s; 6 Lappi/Ferm +2m49.1s

Day three: 34.34 miles; 3 stages

Weather: overcast/sunny 8-26°C

- The only positional change on Sunday comes when Lappi collects another puncture on the opening test. He drops from sixth to eighth.
- Up front, Tanak takes an untroubled win from Hyundai pair Neuville and Sordo.
- Mikkelsen is fastest in the opener and then beats Ogier in SS17 to close the gap to 3.8 to Ogier's fourth-placed Fiesta. But that's as close as the i20 gets. Second quickest to Neuville in the powerstage is enough for the Frenchman to hold station.

Continued from page 23

"All that's in your head at times like that is surviving and getting to the end of the stage. It's unreal to be turning into corners at 100mph when you can't even see the corner coming."

Meeke's team-mate Breen was the highest profile victim of the fog. Slightly disorientated turning into a right-hander over a crest, he turned in too much, dialled the steering out and was spat into a ditch and a sixth-gear roll. A damaged rollcage meant he would play no part in the event's second half. This wasn't what the Irishman had been dreaming about for the previous eight weeks, while Sebastien Loeb had been in *his* car.

What he had been dreaming about came on Sunday. The chance to drive some of the world's most iconic – and technically tricky and demanding – stages. El Condor and Mina Clavero run through the very heart of Rally Argentina and the near-million strong crowd of fans who follow it every year.

Being among thousands of Argentinians who had camped out for two or three nights to bag the best spot was a humbling experience. It's worth pointing out at this juncture that *Motorsport News* hadn't done any camping – one of the great privileges of the job



Breen had a bitter ending



Neuville kept the title pressure up

is the stickers that adorn a hack's rental car, allowing them to pass police roadblocks with a cheery wave. We arrived shortly after sunrise and tip-toed carefully through the tents that had been set-up between the famous rocky outcrop. Seeing bleary-eyed fans emerging from their slumber to pour themselves a Fernet-Branca for breakfast was a sight to behold. As were the Condors that soared overhead enjoying some early

morning thermals as the sun warmed the air around 2000-metre peaks.

But the birds and the booze were soon forgotten when the first car arrived. The place erupted into a wall of noise, cheers and seemingly endless chants of 'Arrrrrgentiina'. The atmosphere, like the view, was out of this world.

We'd like to say that the biggest cheer came for Tanak, the master of this world we'd all come to

appreciate. But the noise from the spectators never changed. It was just as loud for everybody.

The one thing Tanak had done was give the headline writers at *La Voz*, Cordoba's local newspaper, something to think about. Saturday morning's front page proclaimed: '*un rally muy ajustado*'.

They got that wrong. This was anything but a very tight rally.

Tidemand keeps his counsel as Skoda fight hots up

SUPPORTS

For much of Saturday Pontus Tidemand took the moral high ground. He said everything, by saying nothing at all. But then on Sunday morning, just out of the first stage, he couldn't help himself. Something needed to be said. So he said it.

"He pushed yesterday morning when he wasn't supposed to push and now we're trying to claim that time back."

He was Kalle Rovanpera. Tidemand's Skoda team-mate, in Argentina for the first time and supposed to be toeing a party line which clearly dictated a win for the Swede and three days of South American experience for Rovanpera. And that was all fine, until mid-way through Saturday when Rovanpera caught and passed Tidemand for the lead.

At the time, all the defending WRC2 champion would offer was: "I am sticking to the team plan."

The 17-year-old led by 23.2s with one day remaining. Tidemand ripped through El Condor and slashed that advantage to 9.9s and then it all went badly wrong for Kalle when he crashed heavily (*see Rally News*).

"I'm sorry for Kalle," said Tidemand, who moves into the WRC2 lead on the back of win. "He should have been first or second on this rally. But it's a tough event this one, you have to judge all the time how hard you can go, it's a balance between

going fast and risking the car."

Britain's Gus Greensmith took his second runners-up spot in as many WRC2 rounds, building himself a solid foundation from which to challenge as his season progresses. The former British Junior champion's rally was, however, far from straightforward. Even before he started SS1, things had gone awry with a problem on his recce car proceeding clutch failure on his Ford Fiesta R5 at shakedown. And when the event started, his Friday morning was spoiled by a steering issue, while a transmission fault left him frustrated and in rear-wheel drive only on the final day.

"It's been a tough one," said Greensmith. "But when we've had clean stages, we've shown good progression. The main thing is that I've kept my side of the bargain on these first two events. I've driven sensibly, got to the finish and picked up points. Now, when we get to Portugal, we can get the hammer down a bit more."

Chilean star Pedro Heller overcame an opening day roll to complete the podium in his Ford Fiesta R5. But nobody had quite such a miserable start as reigning Junior WRC champion Nil Solans who retired his Fiesta R5 from Thursday night's street stage in Villa Carlos Paz with a broken alternator belt. He returned to the action and picked up points for fifth place.



Tidemand had to wage intra-team warfare to collect the triumph

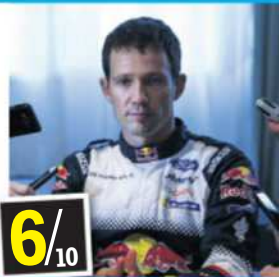
ROUND 05

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER M-SPORT FORD FIESTA

Drove well to contain the time loss from the front of the field on Friday, but couldn't make it happen through the weekend. That monkey, the one wearing a Rally Argentina T-shirt, is still on his back.



ELFYN EVANS M-SPORT FORD FIESTA

Seven-tenths of a second away from a Rally Argentina win looked like a distant dream for large parts of last week. The Welshman struggled for speed and confidence. Nobody knows better than he does that he needs to find both.



TEEMU SUNINEN M-SPORT FORD FIESTA

Solid enough job for the South American first-timer. Mr Wilson regularly reminded him of the need to see him at the finish. A brief two-wheel moment early on hammered that message home.



THIERRY NEUVILLE HYUNDAI MOTORSPORT HYUNDAI i20

Rarely has Neuville been so downcast with second. He and Hyundai were soundly beaten in South America and they knew it. Still, the Belgian drove well and scored maximum powerstage points.



ANDREAS MIKKELSEN HYUNDAI MOTORSPORT HYUNDAI i20

While he was out front and leading for two stages on Friday, it looked like the Aussie-spec Andreas was back. A puncture on the first afternoon stage ruined his loop and he never really recovered.



DANI SORDO HYUNDAI MOTORSPORT HYUNDAI i20

The resurrection of Sordo continues. A couple of fastest times and a podium to back up his strong second in Mexico. The Spaniard's fighting to keep his place in the team next year and he's rarely been quicker.



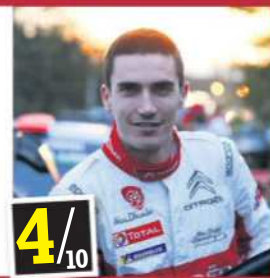
KRIS MEEKE TOTAL ABU DHABI CITROEN C3 WRC

Rocks that cause punctures are rarely found anywhere other than in an unmissable place in the middle of the road. It was such a rock that ruined an otherwise solid and strong drive from Meeke.



CRAIG BREEN TOTAL ABU DHABI CITROEN C3 WRC

Was on for a 10/10 on Friday afternoon when he'd dialed himself into the car and reigned in his desire to win the rally on every corner. But earlier frustrations and crashing on Saturday cost dearly.



JARI-MATTI LATVALA TOYOTA YARIS WRC

Set a blistering pace in the third stage, then hit an unseen (obviously) rock in the shadows of a fast right-hander. I think I probably hate writing these words as much you tire of reading them about such a decent fella.



ESAPEKKA LAPPI TOYOTA YARIS WRC

A tale of too many punctures. Five might be a bit harsh for the Finn, but it's quite tricky to judge his pace when he was compromised for so much of the time on his first visit to a rally where avoiding punctures is key.



OTT TANAK TOYOTA YARIS WRC

Absolutely on top of his game. Celebrated his 100th fastest time at WRC level, but of more importance was his utter domination of this rally in only his fifth outing in a Toyota. Tanak's time is here.



KHALID AL-QASSIMI TOTAL ABU DHABI CITROEN C3 WRC

Tricky place for a first outing of the season in one of these new WR Cars. Rarely looked like he was going to put a foot wrong – not under the guidance of Chris Patterson.



MOTORSPORT NEWS STAR DRIVER



OTT TANAK
Couldn't really be anybody else could it. The uber-cool Estonian made his rivals look a bit silly in South America. He took them to the cleaners and dominated in a way few have managed in this era.

MOTORSPORT NEWS WOODEN SPOON



DOGS
As usual, our four-legged friends were everywhere in Argentina. But this time they seemed determined to big their part up by getting in the drivers' way – almost every one of the top crews had a canine moment, not least Meeke in the powerstage.

RESULTS

FIA World Rally Championship, round 5/13, Argentina, April 25-29

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	3h43m28.9s
2	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+37.7s
3	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	+1m15.7s
4	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	+1m58.6s
5	Andreas Mikkelsen (NOR)/Anders Jaeger (NOR)	Hyundai i20 Coupe WRC	+2m02.6s
6	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+3m06.3s
7	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen C3 WRC	+3m25.7s
8	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	+4m32.6s
9	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Ford Fiesta WRC	+5m38.6s
10	Pontus Tidemand (SWE)/Jonas Andersson (SWE)	Skoda Fabia R5	+12m15.8s
14	Khalid Al-Qassimi (UAE)/Chris Patterson (GBR)	Citroen C3 WRC	+21m18.3s
R	Craig Breen (IRL)/Scott Martin (GBR)	Citroen C3 WRC	SS13/crash
R	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	SS3/suspension

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Sebastien Ogier	100
2	Thierry Neuville	90
3	Ott Tanak	72
4	Andreas Mikkelsen	54
5	Dani Sordo	45
6	Kris Meeke	43
7	Esapekka Lappi	40
8	Jari-Matti Latvala	31
9	Elfyn Evans	26
10	Craig Breen	20

MANUFACTURERS

POS	TEAMS	PTS
1	Hyundai Shell Mobis WRT	144
2	M-Sport Ford WRT	129
3	Toyota Gazoo Racing WRT	124
4	Citroen Total	93

RALLY PORTUGAL MAY 17-20

NEXT RALLY

Can Ogier hit back in the battle for the title?

BTCC REPORT: DONINGTON

BY MATT JAMES



Three different winners means a clear picture has yet to develop for 2018



Race three podium (l-r): Hill, Moffat, winner Morgan and Cook



COOK'S STAR BEGINS TO SHINE



Adam Morgan signed off his weekend with an under-pressure win



Tom Ingram jumped Chris Smiley to take the triumph in race two



Chaos broke out at the start of the third race at the Craner Curves

The British Touring Car Championship was looking for a sensible weekend after a crazy opener at Brands Hatch in early April. It got

nothing of the sort at Donington Park. Race wins for Josh Cook (Power Maxed Racing Vauxhall Astra), Tom Ingram (Speedworks Motorsport Toyota Avensis) and Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) were all achieved with elements of drama, which means that no clear plotline has yet emerged for this season's title chase.

What is clear is that nobody is going to have it easy in the quest for the 2018 silverware.

Race one

One of the main talking points before the start of race one was the tyre usage. At Donington, the option tyre was the harder of the Dunlop compounds, which was always going to be more difficult to get to work. Some of the frontrunners with success ballast – such as the top three in the standings coming in to the meeting, Ingram, Jack Goff (Eurotech Racing Honda Civic Type R) and Morgan – had taken the harder tyre for the opener. They would aim to get all of the pain out of the way early on.

A mixed-up, damp qualifying session scuppered many people's plans. Cook grabbed pole, and he would start alongside the hard-tyred BTC Norlin Honda Civic Type R of Chris Smiley. Sam Tordoff (Motorbase Performance Ford Focus) and Dan Cammish (Team Dynamics Honda Civic Type R) shared row two.

Smiley knew it would be hard work, but that didn't deter him in the opening moments. He went side-by-side with Cook through Redgate and actually inched ahead going through Hollywood. But, by the time the cars got to the left-hander at the Craners, Cook had reasserted himself in top spot. The following Cammish, who had gone wide into Redgate to get a better run down the hill, also capitalised and demoted the BTC Norlin car one place further.

"I didn't make the best of starts and the

car was a bit loose to begin with," said Cook. "I was battling with Smiley but he gave me just enough room at the Craners. From there, I was able to get my foot down. Once I got a gap, I overtook [the lapped] Matt Simpson [Eurotech Racing Honda Civic Type R] and put him between me and Cammish. I was hoping that it would break [Cammish's] soul. It seemed to work."

And indeed it did. Cammish was happy to have deposed Smiley early on because he knew the Northern Irishman had the potential to be a roadblock on his less favourable rubber. But, try as he might, Cammish couldn't close up.

"Credit to Josh, he didn't put a wheel wrong," explained Cammish, who took his first BTCC career podium. "I tried hard to catch him, but he seemed to find another gear that we simply didn't have. We are still learning about our new baby though [the FK8 Civic], so I am happy with that."

Cammish's happiness was equalled by Tordoff's despair. His Motorbase Performance Ford Focus was nailed-on for third spot, despite the attentions of Aiden Moffat's Laser Tools Racing Mercedes-Benz A-Class.

However, at the end of lap 10, the Yorkshireman headed for the pits with a gearchange problem, which the team believed was related to the electrics.

"From the start, I had a problem," said Tordoff. "I was having to change gear like a road car – lift off the throttle and then pull the gear and let the clutch up again. I managed to work out how to drive around the issue and I had real pace. I think I could have had a podium, which was ridiculous. But then it seized for good."

That gifted Moffat a podium. He led home Brett Smith (Eurotech Racing Honda Civic Type R) and James Cole, who had both been held up as they tried to fight their way ahead of Smiley's slower Civic.

Matt Neal (Team Dynamics Honda Civic Type R) also pipped Smiley at the flag to cap a remarkable race for the three-time champion. He had blasted from 17th on the grid to run inside the top 10 by lap five, before carefully

picking off those ahead. Neal jumped Smiley on lap nine.

Behind Smiley, Brands Hatch hero Senna Proctor (Power Maxed Racing Vauxhall Astra), Tom Oliphant (Ciceley Racing Mercedes-Benz A-Class) and Colin Turkington (WSR BMW 125i M Sport) rounded out the top 10 – despite the latter having been spun down the pack after a slight brush with Proctor going down the Craner Curves on lap five. Proctor was later penalised for his part in the crash and because it was his third mark of the season, was forced to start race two from the back of the grid.

Points leader coming in to the race, Ingram, put his Toyota Avensis on the eighth row of the grid after qualifying with his 75kg of success ballast. That limited him to 14th at the flag, which was one place behind Goff, who also had the hard tyres and 66kg of weight. But both of the leading lights had now got their pace-limited races out of the way.

Just in front of Goff in 12th was reigning champion Ash Sutton, who had an engine change just before qualifying. He was only able to complete five laps as a further leak meant he was forced to pit again. He lined up 22nd, but climbed high in the soft-tyred Team BMR Subaru Levorg.

Race two

While Cook was on pole, he had those pesky white-walled harder Dunlops – but then so did Cammish, Moffat and Neal.

That meant the guys in the box seat for race two should have been Smith and Cole, starting fourth and fifth, and Smiley in seventh. But the actual story would be very, very different.

Cammish beat poleman Cook to Redgate, while Smith wobbled for a trip through the gravel. That gave Moffat a clear second place from Cook and a fast-starting Smiley.

The leading Honda was bucking the trend. With 66kg on, Cammish shouldn't have been able to secure a comfortable advantage, but he did. He was 1.4s clear by the end of two laps, but the inevitable was coming. Smiley jumped Moffat at Redgate on lap two, and then outdragged Cook into second on lap three, a move

'Surely Tordoff will have some luck soon?'
BTCC's top 15 drivers rated, p28



ROUNDS 04 05 06

Photos: Jakob Ebrex



Cook (R) just held on to the lead of race one

that delayed Moffat, who also tried to capitalise on the fight.

Smiley then seemed to struggle with the weight and that meant a huge queue formed behind the second-placed man. Cook, Moffat, the flying Ingram, Cole and Goff were in one long crocodile and the pressure couldn't last.

It didn't. The scraps eventually led to Smiley breaking away again but the concertina had been great news for Ingram and Goff. They sliced their way through the traffic – and emerged in third and fifth places after a titanic three laps.

On lap nine, Cammish finally gave up the unfair fight and Smiley took the lead into the Old Hairpin. That compromised Cammish's exit and Ingram leapt ahead too. Smiley only led one lap before Ingram used superior traction out to Coppice to break the Northern Irishman's heart. After that, the Toyota was gone.

"Our car, with no weight on and the right tyres, is a phenomenon," said Ingram. "We saw the same at Brands. The mid-corner to exit is so good I can get underneath people. Chris didn't make it easy and he edged me to the grass, but we had enough. It was a tough fight, but he drove really well. It also proved our tactics of taking the pain early on really worked."

While Smiley was gutted to have lost first place – which would have been his maiden win – he was also pleased with the result. "I have raced against Tom in karts, so we know each other well," said the BTC Norlin man. "He was quick, and I wasn't going to throw it all way for no reason. This is real progress for us."

Goff's race also came good at the end, and his similar master plan to Ingram's worked well. He jumped Cammish at the chicane with four laps to go to secure a podium and keep the heat on in the title chase.

Morgan's Mercedes-Benz A-Class was the star of the race. Early contact with team-mate Oliphant in race one consigned him to start in 22nd spot, but he was another who had taken all the performance limiters in that opener. So his charge to fifth in race two was

superb, and it was capped by the fastest lap.

Cole was sixth from the ailing poleman Cook and Sutton's Subaru. Rory Butcher (AmDTuning.com MG) was in feisty form in a tough midfield battle, with different strategies playing out. He pulled off some impressive moves on his climb to ninth at the flag. It was worth it too when he was drawn on reversed-grid pole position.

Turkington's miserable weekend was compounded when his water system failed on the way to the grid. Despite a quick fix in the pits and him starting from the pitlane, he was destined for retirement after a few exploratory laps.

Race three

Turkington's woe continued before the start of race three when his car was again destined for the pitlane as an engine failed again. More rapid repairs were required to a yet-to-be revealed problem. It was the end of a fruitless weekend for him.

The question for race three was how long would the hard-tyred runners be able to stay at the top? Poleman Butcher and Sutton and fourth-placed starter Cole had Cook lurking among them, and Morgan, Cammish, Goff and Smiley behind were in a similarly advantageous position.

Sutton might have expected to leap ahead at the start but it took him until McLeans to grab top slot in a move that slowed Butcher. As Cook tried to move into second ahead of the MG on the inside at Coppice, the pair held each other up to such an extent that Morgan managed to get underneath them both.

But the race was immediately neutralised as there was chaos on the Craner Curves. Cole had bounced off a kerb and made the slightest of contact with Tordoff, which caused them both to spin. Cars scattered everywhere.

When racing resumed on lap seven, Morgan used his superior traction from the exit of Coppice to depose leader Sutton. A lap later, Cook followed through in a similar move.

The next major casualty was Goff. Smiley got a run going down the inside

of the Eurotech car going into the Old Hairpin and the two braved it out for fifth.

Goff, on the outside, slipped on to the grass and that slowed him – and the damaged car could only limp to the line in 23rd.

On lap 12, Smiley was involved with another incident that would spell the end of his race, when he and Cammish tried to match each other side-by-side down the Craner Curves for fourth place. They touched, which gave Cammish a puncture and Smiley terminal damage.

By this stage, Morgan and Cook were secure ahead, with Sutton performing miracles in his Levorg to hold on in third.

Although Cook closed in on the leader, he just couldn't find a gap. "The car was amazing," said Morgan. "To come back from contact with my team-mate in race one, which put me through the gravel, to a fifth and a win was just the rebound we needed."

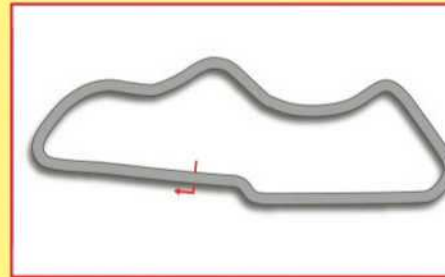
"I was pushing hard and towards the end, my front-left tyre was going. I could see Cook catching, but I just had enough in hand."

Cook, for his part, wasn't going to throw away his strongest weekend in the championship to date. "Adam was just holding me up in the right places and there was nothing I could do," he said. "He drove well, really well."

As other hard-tyred runners dropped back through the pack, Moffat made the most to grab another rostrum finish. His drive had been mature and involved a strong pass on Rob Collard (WSR BMW 125i M Sport) on lap 16 – which was crucial for what would eventually be his third spot.

Behind Collard, Andrew Jordan (BMW 125i M Sport) took fifth from the lame Sutton and Neal, who had flown through the order to such a degree that he was able to pip Ingram, who was suffering with his 75kg of success ballast. Even though it was a struggle, the points were enough for him to remain in command of the championship after what has been a rollercoaster start to the season.

RACE FACTS



DONINGTON

Where:

Castle Donington, Derby

First BTCC round: 1977

Lap length: 1.98 miles

Qualifying lap record:

Jason Plato 1m09.460s (14)

Race lap record:

Gordon Shedden

1m09.741s (2015)

RESULTS

Round: 1 Laps: 16

Weather: cold but dry

POS	Q	DRIVER	CAR	TIME
1	1	Josh Cook	Power Maxed Racing Vauxhall Astra	19m02.642s
2	4	Dan Cammish	Team Dynamics Honda Civic Type R	+3.449s
3	5	Aiden Moffat	Laser Tools Racing Mercedes-Benz A-Class	+5.520s
4	9	Brett Smith	Eurotech Racing Honda Civic Type R	+6.105s
5	12	James Cole	Motorbase Performance Ford Focus RS	+11.642s
6	17	Matt Neal	Team Dynamics Honda Civic Type R	+13.489s
7	2	Chris Smiley	BTC Norlin Honda Civic Type R (H)	+16.971s
8	15	Senna Proctor	Power Maxed Racing Vauxhall Astra ⁷	+17.176s
9	10	Tom Oliphant	Ciceley Motorsport Mercedes-Benz A-Class	+17.995s
10	11	Colin Turkington	WSR BMW 125i M Sport ⁶	+18.464s

11 (25) Rob Collard (WSR BMW 125i M Sport) +18.844s; 12 (22) Ash Sutton (Team BMR Subaru Levorg) (39kg) +24.430s; 13 (6) Jack Goff (Eurotech Racing Honda Civic Type R) (H) (66kg) +24.568s; 14 (16) Tom Ingram (Speedworks Toyota Avensis) (H) (75kg) +25.000s; 15 (20) Rob Austin (HMS Racing Alfa Romeo Giulietta) (39kg) +25.466s; 16 (29) Tom Boardman (AmD Tuning MG6) +25.896s; 17 (32) Jake Hill (Team Hard Volkswagen CC) +32.319s; 18 (7) James Nash (BTC Norlin Honda Civic Type R) (H) +32.778s; 19 (27) Ollie Jackson (AmD Tuning Audi S3 Saloon) (21kg) +33.948s; 20 (24) Bobby Thompson (Team Hard Volkswagen CC) +34.207s; 21 (30) Andrew Jordan (WSR BMW 125i M Sport) +34.209s; 22 (19) Rory Butcher (AmD Tuning MG6) (15kg) +34.382s; 23 (13) Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) (H) (57kg) +34.610s; 24 (31) Michael Caine (Team Hard Volkswagen CC) +35.287s; 25 (21) Jason Plato (Team BMR Subaru Levorg) +36.096s; 26 (26) Josh Price (Team BMR Subaru Levorg) +36.791s; 27 (28) Mike Bushell (Team Hard Volkswagen CC) (9kg) +44.410s; 28 (18) Sam Smelt (AmD Tuning Audi S3 Saloon) +45.900s; 29 (8) Tom Chilton (Motorbase Performance Ford Focus RS) +55.721s; 30 (23) Stephen Jelley (Team Parker Racing BMW 125i M Sport) (H) -1 lap; 31 (14) Matt Simpson (Eurotech Racing Honda Civic Type R) -2 laps; R (3) Sam Tordoff (Motorbase Performance Ford Focus RS) 10 laps/electrics. Pole position: Cook 1m19.816s (89.26mph). Winner's average speed: 99.64mph. Fastest lap: Chilton 1m10.174s (101.52mph). Lap leaders: Cook 1-16. (H) = hard tyre.

Round: 2 Laps: 16

Weather: cold but dry

POS	Q	DRIVER	TIME
1	13	Ingram	19m08.525s
2	7	Smiley ⁷	+0.834s
3	12	Goff	+3.484s
4	2	Cammish ²	+6.214s
5	22	Morgan	+6.555s
6	5	Cole ⁵	+7.696s
7	1	Cook (H) ¹	+7.873s
8	11	Sutton	+8.396s
9	21	Butcher	+12.803s
10	28	Chilton	+14.495s

11 (31) Tordoff +15.164s; 12 (8) Oliphant (H) (15kg) +16.515s; 13 (10) Collard (H) +18.590s; 14 (4) Smith (48kg) +19.016s; 15 (3) Moffat (H) (57kg) +21.024s; 16 (6) Neal (H) (33kg) +21.306s; 17 (15) Boardman (H) +21.748s; 18 (20) Jordan (H) +24.417s; 19 (29) Jelley +24.603s; 20 (24) Plato +25.237s; 21 (14) Austin +25.699s; 22 (32) Proctor (21kg) +25.912s; 23 (16) Hill (H) +26.517s; 24 (19) Thompson (H) +27.001s; 25 (30) Simpson +27.545s; 26 (25) Price +28.659s; 27 (23) Caine (H) +30.236s; 28 (26) Bushell (H) +31.411s; 29 (18) Jackson +1m08.515s; R (27) Smelt 8 laps/driveshaft; R (9) Turkington (9kg) 8 laps/water system; R (17) Nash 0 laps/engine. Winner's average speed: 99.13mph. Fastest lap: Morgan 1m10.160s (101.55mph). Lap leaders: Cammish 1-8; Smiley 9; Ingram 10-16. (H) = hard tyre.

RACE SUCCESS BALLAST

75kg ¹	66kg ²	57kg ³	48kg ⁴	39kg ⁵
33kg ⁶	27kg ⁷	21kg ⁸	15kg ⁹	9kg ¹⁰

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Tom Ingram	71
2	Adam Morgan	64
3	Josh Cook	56
4	Jack Goff	55
5	Ash Sutton	49
6	Aiden Moffat	45
7	Dan Cammish	44
8	Chris Smiley	33
9	Rob Austin	32
10	Colin Turkington	31

11 Rory Butcher 30; 12 Senna Proctor 28; 13 James Cole 28; 14 Andrew Jordan 27; 15 Tom Chilton 25; 16 Jake Hill 23; 17 Matt Neal 23; 18 Rob Collard 22; 19 Ollie Jackson 21; 20 Brett Smith 20; 21 Matt Simpson 20; 22 Mike Bushell 20; 23 Tom Boardman 13; 24 Tom Oliphant 11; 25 Sam Tordoff 8; 26 James Nash 6.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Cammish	80
2	Butcher	79
3	Smiley	71
4	Hill	69
5	Jackson	66
6	Smith	59
7	Bushell	56
8	Simpson	56
9	Oliphant	53
10	Caine	44

11 Thompson 41; 12 Josh Price 31; 13 Sam Smelt 28.

Round: 3 Laps: 19

Weather: cold but dry

POS	Q	DRIVER	TIME
1	5	Morgan ⁵	27m15.756s
2	3	Cook ⁷	+0.368s
3	15	Moffat	+9.500s
4	13	Collard	+10.023s
5	18	Jordan	+10.266s
6	2	Sutton (H) ⁸	+11.831s
7	16	Neal	+12.109s
8	9	Ingram ¹	+12.577s
9	10	Chilton (H) ¹⁰	+14.932s
10	23	Hill	+15.147s

11 (21) Austin (H) +18.694s; 12 (32) Nash +19.046s; 13 (1) Butcher (H) (15kg) +19.513s; 14 (25) Simpson (H) +22.747s; 15 (28) Bushell +24.411s; 16 (29) Jackson (H) +25.453s; 17 (19) Jelley +25.647s; 18 (20) Plato (H) +27.450s; 19 (27) Caine +28.110s; 20 (24) Thompson +28.497s; 21 (31) Turkington (H) +29.002s; 22 (12) Oliphant +38.524s; 23 (7) Goff (57kg) +42.987s; 24 (30) Smelt (H) +55.817s; NC (8) Smiley (66kg) 15 laps/damage; R (6) Cammish (48kg) 11 laps/contact – shattered wheel; R (17) Boardman 10 laps/spin; R (22) Proctor (H) 1 lap/damage; R (4) Cole (H) (33kg) 0 laps/spin; R (11) Tordoff (H) 0 laps/spin; R (14) Smith (H) 0 laps/spin; R (26) Price (H) 0 laps/damage. Winner's average speed: 82.67mph. Fastest lap: Morgan 1m10.242s (101.43mph). Lap leaders: Sutton 1-7; Morgan 8-19 (H) = hard tyre.

INDEPENDENTS

POS	DRIVER	PTS
1	Ingram	87
2	Morgan	69
3	Moffat	64
4	Goff	61
5	Smiley	49
6	Austin	46
7	Butcher	46
8	Jackson	41
9	Hill	38
10	Cole	38

11 Chilton 37; 12 Smith 34; 13 Boardman 34; 14 Bushell 28; 15 Oliphant 28; 16 Simpson 27; 17 Nash 22; 18 Tordoff 18; 19 Stephen Jelley 8; 20 Bobby Thompson 7; 21 Michael Caine 4.



People power: Turkington's shove

BTCC REPORT: DONINGTON



MOTORSPORT NEWS STAR DRIVER

JOSH COOK

It was so hard to be impressed with Cook's pole, because almost everyone had assumed he had taken one before. Then he won race one, and it was just a normal thing. Cook has been such a fixture at the front of the field that it was hard to believe he hadn't won one yet. But now he has, there will be many, many more on the horizon.

MOTORSPORT NEWS WOODEN SPOON

WSR RELIABILITY

The BMWs were all at sea in the damp qualifying session at Donington, a legacy of the fact that the rear-wheel-drive cars never run well in mixed conditions, but Andrew Jordan's ongoing turbo issues on Saturday were a frustration. But then Turkington's two pointless races on Sunday were a hammer blow. Reliability is usually one of the things WSR is most proud of.



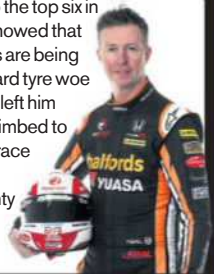
DRIVER ANALYSIS BY MATT JAMES

MATT NEAL

6/10

Team Dynamics Honda

While he admits that he is still learning the car, Neal was caught out in qualifying and was 17th. His charge into the top six in race one showed that the lessons are being learned. Hard tyre wear in race two left him 16th. He climbed to seventh in race three, and stored plenty of data.



DAN CAMMISH

7/10

Team Dynamics Honda

The Honda rookie was happy with his weekend's work. He qualified in fourth, and turned that into a second in race one after a clever opening lap. He took the hard tyre in race two with weight and coped well. He fell to fourth and looked set to benefit in race three but was ruled out after contact.



TOM INGRAM

7/10

Speedworks Toyota

Ingram's plan was to carry his load of 75kg with the harder tyres in race one, and then go on a charge after that. Boy did it work. He started race two in 13th and set to work, passing car after car until he had hit the front for his second win of the year. He coped manfully with full ballast in the last race for eighth.



COLIN TURKINGTON

6/10

WSR BMW 125i M Sport

A great qualifying lap in the BMW-unfriendly mixed conditions put him on row six, and Turks was well inside the top 10 before he was tapped into a spin by Senna Proctor. A recovery to 10th showed the pace in the car, but it went south from there. A water pump failure in race two was followed by an engine change, but then engine issues struck again.



JACK GOFF

6/10

Eurotech Honda Civic

Goff himself admitted to overperforming in qualifying, which left him sixth. The trouble was he had opted for hard tyres to mirror Ingram's gamble. He dropped to 13th in race one but bounced back while others struggled for third in race two. That should have set him up for race three, but contact put him on the grass.



ASH SUTTON

7/10

Team BMR Subaru Levorg

That Sutton walked away still fifth in the points is remarkable. The car was nowhere for pace in the damp qualifying session and he was 22nd, but he did one of his trademark climbs to 12th in race one. Race two was a building block with eighth and that gave him a shot at race three, despite the hard tyres. Sixth place kept the points tally ticking over.



ADAM MORGAN

8/10

Ciceley Mercedes-Benz

There wasn't a lot more that Morgan could have asked for. His revamped Merc has a fresh lease of pace, but that was hidden in qualifying with 13th. When he skittered though the gravel in race one, things looked bleak. Went from 22nd in race two to fifth, and his win was superb.



CHRIS SMILEY

6/10

BTC Norlin Honda Civic

Smiley has told anyone who will listen how capable he is, and he proved it. He was unlucky to miss out on pole and then had the less favourable harder rubber in race one. But that set up his weekend, as he stormed race two to lead his first lap in the BTCC and then finished second. A crash in race three was a blip.



JOSH COOK

9/10

Power Maxed Vauxhall

An excellent weekend and one that he has been promising. **Hit the ground** running and took a sensational last-gasp pole. Unopposed on his way to a maiden win in race one, took the hard tyre and weight to a creditable seventh in race two and then piled on the pressure in race three for second. Cook has shown his title aspirations.



AIDEN MOFFAT

7/10

Laser Tools Merc A-Class

Previously, Moffat has struggled to string together a race weekend, but he was superb here. He converted fifth to a rostrum in race one, but then had the weight and the harder tyre in race two – and also made a slip on oil – to come home 15th. His race three move on Rob Collard for third is worth the points alone.



RORY BUTCHER

6/10

AmDTuning.com MG6

Sure, pulling the reversed grid in race three was lucky, but a driver has to put themselves in a position to take that luck. Butcher is still learning the BTCC and his drive to ninth in race two, from 21st, showed how far he has come.

SENNA PROCTOR

4/10

Power Maxed Vauxhall

The Brands hero had a torrid time. He was blamed for spinning Colin Turkington out of race one – where Proctor was eighth – and he had to start race two from the back. He was then caught up in first-lap skirmishes in race three.

SAM TORDOFF

4/10

Motorbase Ford Focus

Running in a solid third in race one, he was destined for his first podium since his return, but the electrics in the gearbox failed. Then he shunted on the first lap of race three with team-mate James Cole. This form has to turn soon, surely?

JAMES COLE

5/10

Motorbase Ford Focus

Another strong weekend from Cole, who is really gelling with the car. Built on a strong qualifying with fifth in race one and should have been in prime position for race two, but was battered aside. He and team-mate Tordoff collided in R3.

ANDREW JORDAN

5/10

WSR BMW 125i M Sport

A turbo problem in qualifying left him like a smoke machine, and it never really improved. Starting 30th was always a tough ask, but he rolled up his sleeves. The hard tyres in race two didn't help, but fifth in race three rescued something.

SUPPORTS

'Jewiss was sensational in the second race'
British Formula 4, below



Photos: Jakob Ebrey, Dan Bathie

Dorlin claims a double Clio victory

Renault UK Clio Cup

By Stephen Lickorish

Both Donington Clio Cup races ended with victory for James Dorlin – but they were achieved in very different ways.

The first race was the more straightforward, as the Westbourne driver won by seven seconds. He lost out at the start with too much wheelspin, as team-mate James Colburn grabbed the advantage, but a safety car deployed because of a number of stranded cars, gave Dorlin chance to get it back.

He made a brilliant restart to pass Colburn into Redgate and pulled away for a comfortable win – with a track limits penalty for Colburn giving Dan Rowbottom second.

"We needed a result like that to get back into the title fight," enthused Dorlin.

Jack McCarthy was the early race two leader but Dorlin dived ahead on lap two out of Old Hairpin, after Colburn had spun off at Redgate. But this time Dorlin was unable to pull away with Bradley Burns pressing him hard. The Pyro driver pulled off a great move around the outside of McLeans to take the lead on lap 10 of 13, but Dorlin retaliated a lap later through the Craner Curves and just held on for another win.

Incredible drive from Jewiss seals first win

British F4

By Stephen Lickorish

Stuck in the gravel at McLeans after contact with title rival Ayrton Simmons in race one, it looked like it would be a weekend to forget for Kiern Jewiss. But the Double R driver was in no mood to give up.

He put in an incredible performance in race two to storm from 13th on the grid (based on race one finishing positions) to win. Yes, he was aided by a five-second penalty for on-the-road winner Dennis Hauger for exceeding track limits, but Jewiss still had a lot of work to do – a brilliant move on Simmons around the outside of Redgate with two laps to go sealing the victory.

"Everyone was on brand new tyres and we get them up to speed faster than everyone else – I knew I had to get on with it in the first laps," said a delighted Jewiss. "We've got three less cars to overtake in race three [to get another win]!"

And he got close, too – but Patrik Pasma's defence was too strong, limiting him to third.

The other Donington star was Johnathan Hoggard, who won races one and three having missed out on his maiden win at Brands after a false start.

NEW WINNERS IN CARRERA CUP AS ELLINAS AND PLATO STAR

Four different victors from first four races

Ellinas had to defend from menacing Zamparelli to win

Porsche Carrera Cup GB

By Stephen Lickorish

Over the past two seasons of the Porsche Carrera Cup GB only three different drivers won races. But there's been a very different story in the first four contests – and three of those were first-time victors.

The first of those at Donington was Tio Ellinas – but it was far from straightforward for the Cypriot.

First he lost out to fellow front-row starter Lewis Plato through the Craner Curves on the opening tour. That problem was swiftly dealt with, as he got back ahead at Coppice three laps later and started to build a gap.

But the next problem was points leader Dino Zamparelli. The Redline driver was closing fast – having also dispatched Plato early on. Zamparelli used all of his experience to narrow a three-second gap

to just three tenths at the flag, but was unable to make a move.

Ellinas still wasn't secure of victory however, with the final problem being Am racer Peter Mangion. He was about to be lapped as the leaders crossed the line but, in a truly bizarre incident, was spun into the Redgate gravel by Ellinas meaning he didn't get to see the chequered flag.

"I saw the leaders were coming and I moved over to let – who I later found out was Tio – through," said Mangion. "By that point [Ellinas arriving at the corner] I had turned in and I think he might've locked up. He didn't need to be racing me and that has cost me my second place [in class]."

Ellinas explained: "I didn't see the chequered flag because I was checking my mirrors so I went to overtake. He gave me room, but then he turned into me on the back of my bumper."

Luckily, Ellinas was able to keep the win

but was docked three championship points for the error.

"It was my maiden win in sportscar racing so I am delighted about that," he added. "I only had three days of pre-season testing with a new team [Slidesports] but have taken two seconds and a win! It was a bit edgy towards the end and I was checking my mirrors all the time."

In the longer race two, there was another new winner as Lewis Plato led from lights-to-flag but had Tom Wrigley and Zamparelli looming in his mirrors after a mid-race safety car.

"It means so much [his first win] and it takes the weight off my shoulders," said Plato, who threw away a win at Brands when he spun following a safety car restart. "Getting so close at Brands Hatch was tough and I would've kicked myself if I hadn't won [so soon after Brands]. I think it's taken about three years off my life with the pressure!"

Double delight for Browning as Smalley has a nightmare

Ginetta Junior

By Dan Mason

Luke Browning hit back with a brace of Ginetta Junior victories at Donington Park to grab the championship lead, while Louis Foster scored a maiden win.

Browning's title rival Adam Smalley had a visit to forget in comparison, spinning out of the third and final race having been otherwise embroiled in a battle with the Richardson Racing driver all weekend.

Smalley grabbed a double pole in sudden conditions but slipped back to third on the opening lap of race one. Rookie Foster took the early lead until lap four, when the lead quartet was split by slight contact between Browning and Smalley at McLeans, which sent the latter spinning to fourth.

"I could see it was going to kick off," were the thoughts of third-placed Greg Johnson, with Browning handed breathing space to seal the race victory ahead of Foster.

Browning quickly doubled up in race two. A sluggish start cost Smalley his pole position advantage, with Browning's late surge of pace on worn wet tyres proving too much for the chasing Smalley.

It would be Foster, son of ex-British Touring Car driver Nick, who broke Browning's stranglehold with a determined defence in race three.

"Knowing he's a clean driver was perfect," said Foster as he fended off Browning, while TCR driver Ruben Del Sarte avoided two incidents between Elite Motorsport duo Fin Green and



Browning won twice at Donington

Smalley to secure the final spot on the podium.

Green's audacious attack around the outside of three cars at Redgate almost paid off on lap two, but his oversteering car sadly collected Smalley at McLeans three laps later.

King crowned a winner in his second Supercup weekend as Ladell and Roche also star

Ginetta GT4 Supercup

By Dan Mason

Harry King was victorious in only his sixth Ginetta GT4 Supercup attempt, as Donington Park produced three different winners.

The former Ginetta Junior frontrunner saved his best

until last with a lightning start in the third race, jumping from third into a lead he would never surrender.

"If I hadn't made that start, I might still be waiting," he said, having skated off in the wet from pole position in race one a day prior.

Championship leader Charlie

Ladell profited from King's mistake on cold tyres for his third victory of the season, nursing worn wet tyres to keep title rival Carl Boardley at bay. Century Motorsport's Angus Fender joined the pair on the podium in only his fourth Supercup race.

Donington was again kind to

Tom Roche, as he grabbed race two spoils on the final lap.

Long-time leader Boardley slid wide on fluid at the chicane following a safety car period, Roche diving inside decisively at Redgate. "He could have shut me out, but didn't," said Roche, returning to his "lucky" green colour scheme.

RESULTS

Porsche Carrera Cup GB (23 laps) 1 Tio Ellinas (Slidesports); 2 Dino Zamparelli (Redline) +0.320s; 3 Daniel Harper (JTR); 4 Tom Wrigley (JTR); 5 Lewis Plato (JTR); 6 Dan Vaughan (Motorbase). Fastest lap Zamparelli 1m14.047s (96.21mph). Pole Ellinas. Starters 23. **Race 2 (33 laps)** 1 Plato; 2 Wrigley +0.682s; 3 Zamparelli; 4 Ellinas; 5 Will Bratt (IN2 Racing); 6 Jamie Orton (JTR). FL Zamparelli 1m07.203s (106.01mph). P Plato. S 23. **Points (after 4/16 rounds)** 1 Zamparelli 36; 2 Ellinas 34; 3 Plato 27; 4 Wrigley 22; 5 George Gamble (Team Parker Racing) 20; 6 Harper 14.

Renault UK Clio Cup (17 laps) 1 James Dorlin (Westbourne Motorsport); 2 Daniel Rowbottom (Team Pyro) +7.128s; 3 Jack McCarthy (Team Pyro); 4 James Colburn (Westbourne); 5 Brett Lidsey (MRM); 6 Max Coates (Team Pyro). FL Bradley Burns (Team Pyro) 1m16.891s (92.65mph). P Dorlin. S 19. **Race 2 (13 laps)** 1 Dorlin; 2 Burns +0.366s; 3 McCarthy; 4 Paul Rivett (WDE Motorsport); 5 Zak Fulk (Team Pyro); 6 Coates. FL Burns 1m16.660s (92.93mph). P Burns. S 19. **Points (after 4/18 rounds)** 1 Coates 71; 2 Rivett 66; 3 McCarthy 66; 4 Dorlin 62; 5 Burns 54; 6 Rowbottom 53.

British F4 (12 laps) 1 Johnathan Hoggard (Fortec); 2 Seb Priaux (Arden) +1.215s; 3 Jack Doohan (Arden); 4 Dennis Hauger (Arden); 5 Hampus Ericsson (Fortec); 6 Ayrton Simmons (JHR Developments). FL Kiern Jewiss (Double R) 1m20.988s (87.97mph). P Hoggard. S 14. **Race 2 (18 laps)** 1 Jewiss; 2 Simmons +0.826s; 3 Hauger; 4 Doohan; 5 Hoggard; 6 Priaux. FL Jewiss 1m08.682s (103.73mph). P Ericsson. S 14. **Race 3 (15 laps)** 1 Hoggard; 2 Patrik Pasma (Arden) +11.575s; 3 Jewiss; 4 Doohan; 5 Priaux; 6 Simmons. FL Hauger 1m08.781s (103.58mph). P Pasma. S 14. **Points (after 6/30 rounds)** 1 Simmons 102; 2 Jewiss 88; 3 Priaux 85; 4 Hoggard 78; 5 Doohan 62; 6 Hauger 51.

Ginetta Junior (9 laps) 1 Luke Browning (Richardson Racing); 2 Louis Foster (Elite Motorsport) +2.795s; 3 Greg Johnson (Elite Motorsport); 4 Adam Smalley (Elite Motorsport); 5 Ruben Del Sarte (TCR); 6 Fin Green (Elite Motorsport). FL Smalley 1m33.812s (75.94mph). P Smalley. S 20. **Race 2 (12 laps)** 1 Browning; 2 Smalley +3.128s; 3 Foster; 4 Matt Luff (Richardson Racing); 5 James Taylor (Richardson Racing); 6 Del Sarte. FL Browning 1m25.791s (83.04mph). P Smalley. S 20. **Race 3 (12 laps)** 1 Foster; 2 Browning +0.338s; 3 Del Sarte; 4 Patrick Kibble (TCR); 5 James Hedley (Elite Motorsport); 6 Green. FL Foster 1m25.163s (83.65mph). P Browning. S 20. **Points (after 5/26 rounds)** 1 Browning 157; 2 Foster 136; 3 Del Sarte 121; 4 Smalley 120; 5 Green 82; 6 Kibble 81.

Ginetta GT4 Supercup (12 laps) 1 Charlie Ladell (Rob Boston Racing); 2 Carl Boardley (Team Hard) +2.314s; 3 Angus Fender (Century Motorsport); 4 Tom Roche (Rob Boston Racing); 5 Adam Shepherd (Rob Boston Racing); 6 Harry King (Elite Motorsport). FL King 1m18.309s (90.98mph). P King. S 19. **Race 2 (17 laps)** 1 Roche; 2 Boardley +0.602s; 3 Ladell; 4 King; 5 Shepherd; 6 Carl Shield (AK Automotive). FL Ladell 1m09.581s (102.39mph). P Ladell. S 19. **Race 3 (16 laps)** 1 King; 2 Ladell +6.387s; 3 Shepherd; 4 Boardley; 5 Roche; 6 Jac Constable (Fix Auto Racing). FL Boardley 1m09.562s (102.42mph). P Shield. S 18. **Points (after 6/23 rounds)** 1 Ladell 191; 2 Boardley 179; 3 King 145; 4 Roche 116; 5 Constable 106; 6 Shield 100.

BRITISH GT REPORT: ROCKINGHAM

Chaos reigns at Rockingham, but at least it didn't rain... much. By Robert Ladbrook

ROUND-UP

With five different winners from the first five races – including four teams – the 2018 BRDC British Formula 3 Championship is proving to be one of the most hotly contested series in the UK. Swede Linus Lundqvist put himself at the top of the standings after occupying every step of the podium across the weekend, in the process becoming the first double-winner.

"I think it's a very tough championship and we need to be able to fight for the podium every weekend. Every point you can score is going to be valuable," he said.

The Double R driver could only follow poleman Tom Gamble home in race one on a wet track as Douglas Motorsport's Jordan Cane completed the podium, capitalising on a first-lap collision between several drivers including former championship leader, Nicolai Kjaergaard.

The Carlin driver made amends for his DNF in the full-reverse grid race two, as he stormed through from 13th to second at the flag.

Lanan's Kush Maini made the most of Sunday's dry conditions to take the lead by the end of the opening lap after starting fifth – despite dropping to seventh by Deene – to win as Lundqvist finished third, which is where he would start for the final race.

A lightning getaway gave him a lead he would not relinquish, as polesitter Maini dropped to third and fellow front-row starter Kjaergaard finished second for Carlin.

Billy Monger endured a difficult weekend, recording a best finish of seventh after problems in the wet race one and being taken out by Gamble in race three.

Former GT5 Challenge champion James Kellett staked his claim for another title as he took two wins and a second place in the three races at Rockingham and moved into the championship lead. He was followed home by Alex Toth Jones both times, as series leader and runner-up last year, Shane Stoney, recorded a best result of third place in race two.

Geri Nicosia capitalised on the partial reverse grid in race three to win from a charging Kellett.

The first VW Racing Cup race had to be restarted following a high-speed crash for Ruairidh Clark on the Turn 1 banking and at the restart poleman Jamie Bond bogged down as former BTCC driver Martin Depper shot into the lead. An opportunistic move around the outside into the right-hand hairpin of Tarzan put Bond in the gravel and down the order.

Depper led but ran deep into Deene and out of contention, giving Chris Panayiotou the lead but he too hit problems when his front bumper came loose, slowing him down and allowing Toby Davis to come through for the win, from the recovering Panayiotou.

In race two, Bond had established a healthy lead mid-way through proceedings courtesy of starting from pole in the partially reverse-grid race. But a blown engine for Simon Walton's Audi TT dropped oil, with Bond one of several drivers to find the gravel as the red flags flew.

At the restart, Depper shot through from third on the grid to take the lead and the win.

Ant Whorton-Eales dominated both Mini Challenge races, as his main challenger Nathan Harrison suffered a broken gearbox pin on the opening lap of race one and was forced to retire.

The second race was chaotic, as polesitter Henry Neal, son of BTCC driver Matt, lost drive leaving the grid and retired. A red flag period to remove several cars after a crash at Turn 1 didn't stop Whorton-Eales, who beat Jordan Collard to the flag as Harrison charged through to third from 27th on the grid.

Stefan Mackley

MERCEDES SPRINGS A MOWLE, BUURMAN BENEFIT



Mercedes drivers were surprised by the Rockingham result



Lee Mowle had a pretty unique view for qualifying. It's a place that few others are allowed to stand. But he wasn't standing at all, he was sat dejectedly staring at the barrier. In the pouring rain.

Mowle had spun his Mercedes-AMG GT3 on the exit of the last chicane on his out-lap and nudged into the pit wall barriers. Stranded on the wet grass, he couldn't get going again and instead had to just sit and stare. And perhaps swear a bit over the radio.

Come Sunday, he found himself staring down at his team from the podium's top step, celebrating his first

British GT victory alongside Dutchman Yelmer Buurman. How did he do it?

"I have literally no idea how we won this race," Mowle said. "Honestly, I actually hate this track. And I don't think I've ever hated it more than in qualifying. So how we won it... I really don't know!"

Mowle and Buurman emerged unscathed from what was one of the most incident-filled British GT races yet, when all of their rivals didn't.

The Mercedes should never have been a contender after that qualifying *faux pas*, which led to it starting last in GT3. But consistency, not sheer speed, and a cool head from the ERC Sport team made the dream comeback a reality.

In the driving seat early on was Barwell Motorsport duo Jon Minshaw

and Phil Keen, who both produced brilliant qualifying laps to just pip the Optimum Motorsport Aston Martin of Flick Haigh and Jonny Adam to pole.

However, with the Lambo carrying an additional 20-second penalty after their win in the controversial second 'race' at Oulton Park, Minshaw had work to do.

The Lamborghini Huracan likes Rockingham. Being mid-engined it thrives on the traction-dependent stop-start nature of the track, especially when it's slippery. The pair were hoping for something resembling the wet conditions of qualifying, and so nearly got them.

The field lined up under steady drizzle, but it wasn't enough to convince anybody that wets were the right call. Minshaw made early progress to craft a five-second lead, only for a safety car appearance to erode it when Shaun Balfe hit the Turn 4 wall hard in his McLaren after clipping a GT4 runner.

At the second attempt Minshaw monstrosity the restart, helped by having a lapped GT4 car running between him and second-placed team-mate Sam de Haan. Once in clean air, Minshaw built up a comfortable 10.8s advantage and looked odds-on to overturn the 20-second deficit at his stop.

Then, cue the safety car again. This time called for David Pattison beaching his GT4 McLaren at Chapman Curve. That was a critical blow for Minshaw/Keen's hopes of the win, but a strong result was still on the cards.

But then an even bigger dose of bad luck intervened.

Growing tired and with fading tyres, Minshaw couldn't pull away from de Haan and the charging Graham Davidson in the Jetstream Aston on the second restart. Davidson snatched second and then pressured Minshaw until they both dived in for the pits at the first opportunity.

When Minshaw exited the Lambo, he immediately removed his helmet in the live pitlane, something the rules forbid. Keen took over in second and set about chasing down Maxime Martin, now in the Jetstream car that had inherited the lead by dint of its quicker stop.

But his charge was swiftly ended when the Lambo copped a 10-second stop-go penalty for Minshaw's accidental transgression.

To compound Barwell's misery, Jonny Cocker was unable to rejoin the race after taking over from de Haan when the car's auto-clutch failed and refused to give him first gear.

Barwell's capitulation looked to have handed Jetstream the win, until that car was given a drivethrough penalty for repeatedly straying beyond track limits.

Combine all that mess with two further brief safety car periods to clear away errant cars, and suddenly that lowly, trouble-free Mercedes came into play by simply ticking off the laps.

Mowle ran eighth by the time he handed over to Buurman, but at least kept things clean. With the litany of issues ahead, Buurman – who was by now running third having passed Darren Turner's Beechdean Aston – suddenly found himself leading.

RESULTS

BRDC British Formula 3
Race 1: Tom Gamble (Fortec Motorsports)
Race 2: Kush Maini (Lanan Racing)
Race 3: Linus Lundqvist (Double R)

Ginetta GT5 Challenge
Race 1: James Kellett
Race 2: James Kellett
Race 3: Geri Nicosia

Ginetta Racing Drivers' Club
Race 1: James Crawshaw
Race 2: James Crawshaw

Mini Challenge
Race 1: Ant Whorton-Eales
Race 2: Ant Whorton-Eales

VW Racing Cup
Race 1: Toby Davis (Golf)
Race 2: Martin Depper (Scirocco)



Lundqvist was never off the British F3 podium

SURPRISE



Mowle/Buurman won it from the back of the grid

RESULTS

British GT3 (82 laps) 1 Lee Mowle/Yelmer Buurman (ERC Sport Mercedes-AMG); 2 Ian Loggie/Callum MacLeod (Bentley Continental) +23.752s; 3 Andrew Howard/Darren Turner (Beechdean AMR Aston Martin Vantage); 4 Flick Haigh/Jonny Adam (Optimum Motorsport Aston Martin Vantage); 5 Graham Davidson/Maxime Martin (Jetstream Motorsport Aston Martin Vantage); 6 Jon Minshaw/Phil Keen (Barwell Motorsport Lamborghini Huracan). Fastest lap: Marco Sorensen (TF Sport Aston Martin Vantage) 1m17.769s (89.80mph). Pole: Minshaw/Keen 3m03.063s (combined time). Starters: 12. **Points (after 3/10 rounds)** 1 Mowle/Buurman 64.5; 2 Keen/Minshaw 49; 3 Turner/Howard 48.5; 4 Haigh/Adam/MacLeod/Loggie 43; 5 Sorensen/Derek Johnston 29; 6 Nicki Thiim/Mark Farmer 21. **GT4 (79 laps)** 1 Patrik Matthiesen/Callum Pointon (HHC Motorsport Ginetta G55); 2 Stephen Johansen/Jesse Anttila (UltraTek Team RJN Nissan 370Z) -1 lap; 3 Will Moore/Matt Nicoll-Jones (Academy Motorsport Aston Martin Vantage); 4 Kelvin Fletcher/Martin Plowman (UltraTek Team RJN Nissan 370Z); 5 Charlie Fagg/Michael O'Brien (Tolman Motorsport McLaren 570S); 6 Daniel McKay/Finlay Hutchison (Equipe Verschuur McLaren 570S). FL Matthiesen 1m23.642s (83.49mph). P Fagg/O'Brien 3m10.645s (combined time). Class winners: Johansen/Anttila. S 22. **Points:** 1 Matthiesen/Pointon 51.5; 2 O'Brien/Fagg 39; 3 Ben Barnicoat/Adam Balon 33; 4 Jack Mitchell 30; 5 Ricky Collard 30; 6 Plowman/Fletcher 28.

"I just kept pushing, and the team radioed me to say the two cars ahead had problems, so I just kept going!" said Buurman. "Having a car that's kind to its tyres is key here, but I think we had more than a little luck too."

The rest of the GT3 field also struggled. Both TF Sport Astons suffered. Mark Farmer/Nicki Thiim's car suffered an electrical issue that forced it to cut out repeatedly on the banking early on. They were eighth. The sister car of Derek Johnston/Marco Sorensen finished second on the road, despite serving an early drivethrough penalty for avoidable contact. But was then demoted a further 30 seconds post-race for also nerfing Rick Parfitt Jr's Bentley into a spin at Tarzan in the first stint. That left them seventh. Haigh/Adam's Aston fell back when

Haigh was sent sailing into the Tarzan gravel after sliding off on oil. She successfully rejoined, but Adam could only climb to fourth.

Callum MacLeod and Ian Loggie sealed second in the amended result on what was otherwise a pretty lacklustre weekend for Team Parker Racing's Bentleys.

For reigning champion Parfitt, that mid-race spin was the icing on a rather rotten cake. With the car struggling for any form of grip in the wet on Saturday, he and Ryan Ratcliffe qualified well down the order and struggled to make many inroads during the damp early stages. Ratcliffe took the car over but lost time with an electrical issue that limited the car to a disappointing ninth.



GT4

Matthiesen's first stint set up the win

HHC USES OLD TRICKS TO CLAIM WIN

Repetition isn't always a bad thing. If you find a winning formula, then it's probably best practice to stick to it. That was exactly what HHC Motorsport did when it pulled off the exact same tactic that brought it glory at this race last year.

In 2017, Will Tregurtha and Stuart Middleton overcame a stubborn McLaren by running an alternate pit strategy. This year Patrik Matthiesen and Callum Pointon followed in their wheeltracks to achieve exactly the same thing in their Ginetta G55.

The fleet of McLarens were absolute weapons around Rockingham. Being mid-engined the car enjoys great traction, so it was little surprise that the brand locked out the front row in the soaked qualifying session, thanks to great efforts by the factory junior driver teams of Charlie Fagg/Michael O'Brien and Lewis Proctor/Jordan Albert.

But during the drier race, the momentum shifted. The downside of strong traction is greater tyre wear, and by mid race the McLarens were struggling.

Fagg led the field away, but Matthiesen put in a stunning early stint to surge up the order from fourth to run second, rarely ever less than a car's length from Fagg's bumper.

Despite the Ginetta driver's best efforts, Matthiesen couldn't find a way past on track. "I kept getting alongside him [Fagg] on the twisty middle sector, but every time we got to a straight he just left me behind again," said Matthiesen. "My team were watching what they did with their stop and I think they have a trick around here because they called me to say 'stay out and push like mad' so I did."



RJN Nissan ran well, with Johansen/Anttila second overall

Matthiesen was the last GT4 car to pit, completing an additional three tours. And when Pointon took over, he emerged ahead of O'Brien when he relayed Fagg.

With clean air Pointon didn't look back and scorched clear. "The car felt amazing and we're good on tyres around here, and I think that really showed in the closing stages," he said. "All credit to the team. They called this brilliantly."

O'Brien's tyre weakness showed in the closing stages as his 570S GT4 was swamped by both RJN Nissans and the Academy Aston Martin and fell to fifth.

Stephen Johansen/Jesse Anttila led the Nissan charge, driving consistently to second and the Pro-Am class win ahead of Will Moore/Matt Nicoll-Jones' Vantage. Kelvin Fletcher/Martin Plowman were fourth in the second 370Z.

Adam Balon/Ben Barnicoat

would have been in the hunt for the win in their Track-Club McLaren. They'd qualified third with no success penalty, but picked up a stop-go for shaving time from their pitstop and then dropped out with an engine issue.

Century's BMW pairing of Ben Green/Ben Tuck ran well early on, but lost time when Green overshot the run into Deene Hairpin during his stint.

Balfe Motorsport's Graham Johnson/Mike Robinson struggled with car balance for much of the weekend, and they also copped a stop-go for Robinson starting the McLaren's engine before it had been dropped off the jacks during the driver change. Nick Jones drove brilliantly to hold the Pro-Am lead for much of the first half of the race, but lost time after being punted into a spin. Scott Malvern recovered the Oulton-winning Mercedes-AMG to fourth in Pro-Am.



Jetstream Aston suffered heartbreak



Minshaw led early on, but was penalised

RACING REPORTS

BRANDS HATCH: MGCC BY MARK LIBBETER
APRIL 28/29

Photos: Gary Hawkins

SUBLIME SPENCER HOLDS ON FOR BCV8 BRACE AT BRANDS HATCH



Smith won both Equipe GTS Group A races



Spencer (right) is unbeaten this year

Rob Spencer survived a nervy off-track moment in race one and a late charge from Ian Prior in race two to claim a double triumph in the pair of BCV8 Championship encounters held at Brands Hatch to maintain his unbeaten start to the season.

With slippery conditions in qualifying contributing to a jumbled grid, hopes for two intriguing races were high. Spencer made light work of his third row start in the opener, blasting into an immediate lead in his MGB GT V8 ahead of the similar cars of James and Jonnie Wheeler. At the end of the opening lap, though, an off at Paddock Hill for reigning champion Russell McCarthy brought out the safety car.

Spencer continued to lead once racing resumed, but Neil Fowler was the man on the move behind. Having started 10th, Fowler powered his way up to third by Surtees on lap six. Two laps later, he relieved James Wheeler of second with a daring move around

the outside climbing Hailwood Hill.

Shortly after, Spencer narrowly avoided disaster when he was eased onto the grass along Cooper Straight, attempting to scythe through battling traffic. Undeterred, he kept his cool to hang on to win from Fowler and James Wheeler.

With rain beginning to fall at the start of the second race, Fowler was at the centre of the action again when he spun at Graham Hill Bend. Many following drivers were able to take evasive action, but Simon Cripps and Babak Farsian were not so lucky, unavoidably making contact. Guy Samuels also rolled to a halt in his V8 Roadster at the same spot, contributing to a race stoppage. Neither Fowler nor Cripps took the restart.

James Wheeler briefly led the restarted event, but the in-form Spencer was in front by Paddock on lap two and went on to record his third win in three starts. Behind him though, Prior almost

rounded off a heroic charge from 18th on the grid by snatching victory on the dash to the line.

Former triple champion Chris Bray was declared the winner of the first **MG Trophy Championship** race following two stoppages. Series returnee Bray had indulged in a close tussle with Silverstone double winner Jason Burgess before a shunt on the inside of Paddock for Andy Firth caused the first red flag.

Bray led from pole after the restart, but the contest was brought to an abrupt end after youngster Tylor Ballard suffered a spectacular roll at Paddock.

Class B pacesetter Paul Luti built up a comfortable lead in the second contest before Bray, struggling with a suspected brake issue, tangled with Burgess at Surtees. Their collision, coupled with a late caution period, helped Graham Ross catch Luti and snatch the spoils before the finish. Ben Mills inherited third when Matt Turnbull was penalised

for overtaking under the safety car.

Tom Smith steered his MGB Roadster to a lights-to-flag success in both **Equipe GTS Group A** contests. Simon Cripps finished a close second in his similar car in the first race after Wilf Penrose spun his TVR Grantura Mk III into the Paddock gravel.

Smith's margin of victory over Cripps was more convincing in race two. Chris Ryan charged through from the back to claim third in his Triumph TR4.

MGB Roadsters filled the first five places in the first **Group B** race. Babak Farsian scored a dominant win while Garry Townsend held off David Keers-Trafford's race-long challenge to claim second. Both drivers had benefited from Simon Milner going off at Clark Curve to seal the final podium spots. Roadster domination was broken in race two as Tom Grindall took an impressive win in his MG Midget ahead of Keers-Trafford.

Former **MG Trophy** champion Andrew Ashton took advantage of a poor

opening lap for younger brother Jack and claimed sibling bragging rights with victory in the first **Metro Cup** race. Jack reversed the result with a commanding success over his elder brother in the second event. Mark Eales finished a distant third on each occasion.

The same Wolseley Hornet Special was driven to victory in both **Triple M Challenge** encounters. Tony Seber defeated Harry Painter's MG PA to win race one, before Rod Seber clinched victory ahead of Mike Painter's MG Kayne Special in a second outing that was hampered by cold track temperatures.

Stephen Collier proved uncatchable in both **Midget/Sprite Challenge** events. The Austin Healey Sprite of Paul Campfield beat Richard Bridge's Mk II version to second in race one. Bridge gained his revenge in race two, leaving Campfield to fend off Stephen Pegram's Midget in a tense battle for third.

WINNERS

- All Comers Race**
Jonathan Bevan/Rod Birley (Honda Integra)
- BCV8 Championship**
Race 1: Rob Spencer (MGB GT V8)
Race 2: Rob Spencer (MGB GT V8)
- British Thoroughbreds**
Kevin Doyle/Patrick Doyle (Jaguar XJ-12 Coupe)
- Equipe GTS Group A**
Race 1: Tom Smith (MGB Roadster)
Race 2: Tom Smith (MGB Roadster)
- Equipe GTS Group B**
Race 1: Babak Farsian (MGB Roadster)
Race 2: Tom Grindall (MG Midget)
- Equipe Pre '63**
Race 1: Bill Rawles/Jack Rawles (Austin Healey 3000)
Race 2: Paul Kennelly (Austin Healey 100/M)
- Iconic 50s**
Race 1: Mark Ellis (MGA Twin Cam)
Race 2: Mark Ellis (MGA Twin Cam)
- Metro Cup**
Race 1: Andrew Ashton (Rover Metro GTI)
Race 2: Jack Ashton (Rover Metro GTI)
- MG Cup**
Race 1: Mike Williams (Rover Metro)
Race 2: Mike Williams (Rover Metro)
- MG Trophy**
Race 1: Chris Bray (ZR 190)
Race 2: Graham Ross (ZR 190)
- Midget/Sprite Challenge**
Race 1: Stephen Collier (MG Midget)
Race 2: Stephen Collier (MG Midget)
- Triple-M Racing Challenge**
Race 1: Tony Seber (Wolseley Hornet Special)
Race 2: Rod Seber (Wolseley Hornet Special)



Robi Bernberg brought two of the best-looking cars to the MGCC meeting at Brands Hatch in a weekend that delivered mixed fortunes for him. Driving his TVR Grantura Mk III (above) in the pair of Equipe GTS Class A contests, Bernberg claimed two fourth place finishes. In the opener, he was narrowly beaten to the podium by Rob Spencer's MGB Roadster. In race two, he held off Wilf Penrose's similar car to replicate his earlier result. Bernberg also qualified a Cooper T39 Bobtail in the Iconic 50s double-header, the car failed to fire up as the pack left the line in race one though, curtailing his hopes.



Australia had representation on the grid for the pair of Iconic 50s contests at Brands Hatch as Dave Godwin shipped his MGA Roadster over from Down Under. Driving a car that started life as an Australian-assembled Monza Red 1500cc, Godwin became the fourth owner of the car, known as 'Birdcage A', 12 years ago and is hopeful of competing in more UK events in the coming year. Despite being delayed at the start of race one, he recorded a 12th place finish before finishing ninth in race two. Both races were won by Mark Ellis in his MGA Twin Cam.

Many MG cars and drivers took centre stage at Brands Hatch, but Brian Arculus was one driver who starred throughout the pair of Equipe Pre '63 contests at the wheel of his smartly presented Lotus Elite. Arculus was at the heart of much of the action in race one, battling firstly with Richard Woolmer's Turner Mk II over fourth before charging through to challenge Paul Kennelly's Austin Healey 100/M for second. Arculus made the best start to lead the chasing pack in race two but was baulked by backmarkers mid-race. This dropped him to second behind Kennelly, but it was still a result he greeted with satisfaction as he crossed the line.



SPORTING SCENE

Photos: fiaworldrallycross.com, Track Action Photography/Ian Dowding

Having made the decision to switch to rallycross from circuit racing, Swede Johan Kristoffersson began his first full-time World Rallycross Championship campaign in 2015 and won the opening round of the season in Portugal.

Give or take a handful of days, Kristoffersson embarked on the 2018 edition of the Portuguese event at Montalegre three years later, now with his first FIA World crown in his pocket and at the head of the points table after one round this year. That was despite a challenging round one in Spain a fortnight earlier, which he won when Mattias Ekstrom was disqualified from the final.

While there was no repeat of the Spanish Turn 1 controversy in the round two final in Portugal, again Kristoffersson and the PSRX Volkswagen Sweden team were unable to produce the dominant form it had displayed last year.

Peugeot's now full works effort secured the spoils on day one with Sebastien Loeb setting the fastest time in Q1 before his team-mate Timmy Hansen stopped the clocks first in Q2. Loeb was just shy of the best time but still held the overnight lead.

On Sunday, it was EKS Audi Sport's turn to head the order. New signing Andreas Bakkerud twice set the fastest time in Q3 and Q4 to knock Loeb off top spot in the Intermediate Classification. Team owner Mattias Ekstrom was third, sandwiched by Peugeot pairing Loeb and Hansen.

PSRX's Polo Rs meanwhile didn't feature on the front row of the semi-finals for the first time in their history. Kristoffersson ended up fifth at the intermediate stage with Petter Solberg sixth.

But, as the weather continually changed in the Vila Real mountains through the weekend, the formbook did too.

Kristoffersson took the lead of semi-final one at the first corner when front-row starters Bakkerud and Ekstrom both ran wide at Turn 1. Ekstrom had, surprisingly, opted not to take the joker lap and both EKS drivers left the door open for the reigning world champion, who didn't need inviting twice.

Bakkerud made it through to the final but Ekstrom took an earlier joker and was leapfrogged by Guerlain Chicherit in the GCK team's Prodrive-built Megane RSRX. The 2016 champion, Ekstrom, wouldn't make the final cut.

In semi-final two, Loeb and Hansen led the order, just as the weather dice was rolled again. Light rain turned to snow, with the pack on dry-weather

KRISTOFFERSSON BEATS A BLIZZARD

Hal Ridge watched the VW man's battling victory



Kristoffersson wasn't fastest, but still won

WORLD RALLYCROSS: PORTUGAL



Victory number 11 for champ

tyres. With grip at a premium, Hansen pulled an impressive move on his more established team-mate in the first corner mid-race to take race victory and nail his name to pole position for the final.

Solberg, meanwhile, was forced to fight back after stalling on the start line, but secured third. His task was made easier by Kevin Eriksson and Janis Baumanis tripping over each other on a number of occasions and losing time in the semi.

By the time the final started, the snow of the semi-finals had increased in intensity and the peripherals of the Montalegre circuit were now super-slippery.

Kristoffersson made the best start as the lights turned green and it was good enough to shut the door on Hansen into Turn 1. Loeb and Solberg fought over track position while heading into the joker, with Loeb passing his former

WRC rival for fourth.

Bakkerud had taken the standard route and ran third for the opening two laps, before being promoted to second when Hansen dropped his Peugeot into the final-corner Armco barrier at the end of the second tour. The Norwegian, however, could do nothing about Kristoffersson ahead and fell into the clutches of Loeb behind.

The Frenchman passed Bakkerud into Turn 1 on lap four to take second, where he would remain to the finish. Kristoffersson took his joker on the final lap to maintain his lead and secure a record-breaking 11th victory in World RX, the most of any driver.

Bakkerud also took his joker on the sixth lap and dropped to fourth, releasing Solberg into a podium finish. Polo driver Solberg had waited patiently for his compatriot to take his joker having also closed up to the rear of the Audi.

RESULTS

FIA World Rallycross Championship round 2/12
When: April 28/29 Where: Montalegre, Portugal Starters: 43

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	4m16.859s
2	Sebastien Loeb	Peugeot 208	+2.253s
3	Petter Solberg	Volkswagen Polo	+3.938s
4	Andreas Bakkerud	Volkswagen Polo	+6.642s
5	Guerlain Chicherit	Renault Megane	+9.566s
6	Timmy Hansen	Peugeot 208	+21.244s

Euro RX Super1600 (6 laps): 1 Artis Baumanis (Skoda Fabia) 4m40.844s; 2 Espen Isaksætre (Peugeot 208) +0.605s; 3 Ondrej Smetana (Ford Fiesta); 4 Maximilien Evano (Citroen C2); 5 Rokas Baciška (Skoda Fabia); 6 Vaclav Veverka (Peugeot 208).

Chicherit was hampered by poor visibility but was delighted to be fifth in only the second event for the new Megane R.S. RX, while Timmy Hansen recovered to finish sixth.

"I'm very happy to beat those two guys in the Monte Carlo weather," quipped Kristoffersson, sitting between Loeb and Solberg at the post-event press conference.

Both GRX drivers made it into the

semi-finals but triple European Rallycross champion Timur Timerzyanov's chances ended with a sensor failure on his Hyundai i20 on the startline, before he got going.

Team-mate Niclas Gronholm took fifth in semi-final one, ahead of Kevin Hansen. He ran into the back of Ekstrom at Turn 1 and pushed his compatriot wide, and retired with a damaged intercooler.

BRITISH HILLCLIMB CHAMPIONSHIP



Menzies was the pace man in the opening round

Menzies and Hall share the honours, but consistency helps put Willis in the hunt too

British Hillclimb: Prescott

By Rachel Harris Gardiner

Organiser: Bugatti Owners Club When: April 28/29
Where: Prescott Starters: 61

Wallace Menzies and William Hall were the victors in the first two run-offs of the British Hillclimb Championship at Prescott. Champion Trevor Willis's two second places mean that he is tied for the series lead with Menzies and Hall, setting up the closest and most open title challenge of recent years.

The first run-off set the tone, with the top three drivers, Menzies, Willis

and Hall, separated by just 0.25s. Hall then knocked almost one second off his first run-off time in the next showdown, pulling clear of Willis and Menzies.

Hall had set the fastest times in official practice on Sunday and looked much more at home in a car that had its share of problems in 2017.

The damp and drizzly weather that accompanied Saturday's practice had looked to favour the smaller, nimbler Class I cars (600-1100cc). The 2015 champion Alex Summers had been the fastest driver on the hill. He was sharing a Suzuki-engined DJ

Firehawk with Debbie Dunbar, who was also very quick on Saturday. However, the drying weather on Sunday neutralised the advantage that the lighter cars had enjoyed and the 2000cc and above machines were once more on top. Summers was seventh and eighth in the two run-offs and fellow Class I driver Stephen Owen was 10th in the first, driving his own OMS 28 Suzuki.

Richard Spedding was the winner of the last two championship rounds of 2017, also held at Prescott, but he was using a new car for the first time and still dealing with teething troubles.

Despite some issues with gearbox mapping, he was still able to pick up two fourth places in his GWR Raptor-Mistral. Also doing well in a revamped car was Jerseyman Jason Mourant, who was sixth and fifth.

Results

Round 1: 1 Wallace Menzies (Gould GR59-Cosworth) 38.74s; 2 Trevor Willis (OMS 28-RPE) 38.8s; 3 William Hall (Force WH-Xtec-AER) 38.99s; 4 Richard Spedding (GWR Raptor-Mistral) 39.71s; 5 David Uren (Gould GR55B-Cosworth) 40.25s; 6 Jason Mourant (Gould GR55-Judd) 40.49s; 7 Alex Summers (DJ Firehawk-Suzuki) 40.77s; 8 Paul Haines (Gould GR59-Suzuki) 41.23s; 9 Les Mutch (GWR Raptor 01-Hayabusu) 41.43s; 10 Stephen Owen (OMS 28-Suzuki) 41.46s.
Round 2: 1 Hall 38.04s; 2 Willis 38.52s; 3 Menzies 38.89s; 4 Spedding 39.25s; 5 Mourant 39.74s; 6 Uren 40.03s; 7 Haines 40.42s; 8 Summers 40.48s; 9 Robert Kenrick (GWR Raptor 2-BMW) 40.54s; 10 Ben Stephenson (Empire-Evo 2) 41.31s.

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MN does not always agree with opinions expressed in letters

MN SAYS...

A revolution for Wales Rally GB's fans

A freshly thought-out route that can take the event to the next level

The concerns over the Wales Rally GB route two weeks ago were very real. The arguments between the governing body, the FIA, and the organisers could have spelt big trouble for our World Rally Championship round, so it is with some relief that they have now been put to one side and the most exciting route for decades has been unveiled.

It should be a real treat for fans too, with the Great Orme able to run and provide a massive boost. Its stunning backdrop and sinuous test will be a highlight, with the new closed road legislation opening up options for the route planners that they were only able to dream of in the past.

It means that the event will take on a slightly different flavour this year, with the drivers having to work even harder for success in the forests and on the elongated stages. Rally should be about the challenge, about drivers doing the things that mere mortals struggle to comprehend. With this refreshed challenge ahead, Wales Rally GB will take a huge step forward.

Matt James, Editor (Twitter: @MattJMNews)



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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Hannah Doran's shot from Snetterton



Autograss drama, from Ben Forrester



Justin Ward's photograph from Clacton



Rich Cranston's Donington test photo



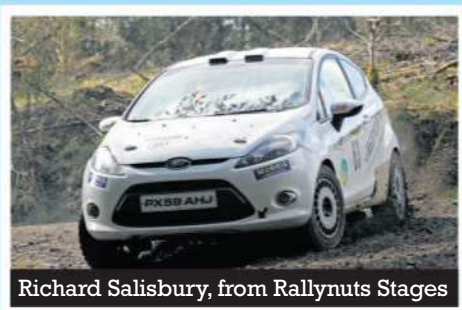
Roy Stewart's trialling shot from Ireland



A hillclimbing special, by Tim Hall



Sporting Trials, from Mike Griffin



Richard Salisbury, from Rallynuts Stages



Mark Owens shot from Brands Hatch



Donington Park testing action last week, photograph sent in by Rich Cranston



Eclectic Formula Vintage action, sent in by Robert Ingram, taken at Silverstone

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TV GUIDE

Catch-up with the latest round of the **British Touring Car Championship** from Donington Park (Saturday, 0755-0930hrs, ITV4). Could reigning champion Ash Sutton take his first victory of 2018 and close down the gap to Tom Ingram at the top of the standings? The second round of the **BRDC British F3 Championship** comes from Rockingham (Sunday, 0855-0955hrs, ITV4), as the

inspirational teenager Billy Monger tried to continue his impressive return to racing. And take a step back in time with Sky Sports' **Classic F1** (Monday, 2100-2315hrs), as this week's instalment comes from the 2012 Spanish Grand Prix. Pastor Maldonado went up against home hero Fernando Alonso to claim victory for Williams – which is still its most recent win in F1.



Classic F1 will show Pastor Maldonado's win in Spain 2012

LIVE TV

WEC: Spa-Francorchamps 6 Hours

■ **Race:** Saturday, 1715-1840hrs, Eurosport 2

NASCAR: Dover

■ **Race:** Sunday, 1830-2300hrs, Premier Sports



WEC: Spa-Francorchamps 6 Hours

■ **Race:** Saturday, 1215-1530hrs/1600-1645hrs/1720-1850hrs



Toyota heads WEC entry

TV GUIDE



Mercedes pulled out of Le Mans in 1999 after high-speed aerial crashes for two of its cars

This week's **Great History of the 24 Hours of Le Mans** installment comes from 1999 (Thursday, 0800-0900hrs) which featured a number of terrifying high-speed aerial flips from the Mercedes CLR cars of Mark Webber and Peter Dumbreck. Catch the best thrills and spills from **Rally Argentina** as the

World Rally Championship held its fifth round (Friday, 2100-2200hrs), with Sebastien Ogier in control at the top of the standings. The second round of the **British GT Championship** took place at Rockingham, with teams and drivers hoping for more racing after the curtailed

action at Oulton Park last month (Saturday, 2130-2230hrs). And in case you missed live coverage of the opening round of the **World Endurance Championship's** superseason, highlights from the first round – the Spa-Francorchamps 6 Hours – are being shown on Sunday (1100-1300hrs).

LISTINGS

RACING FRIDAY-SUNDAY

■ **Donington Park, Leics Donington Historic Festival:** Super Touring, Derek Bell Trophy, Jaguar, Formula Junior, GTSCC, Pre 63 GT, U2TC, Touring Greats, Coys Trophy, Stirling Moss Trophy, Woodcote Trophy, Pre-War Sports, Heritage Touring Cars **Starts** Friday, qualifying from 0910hrs Saturday, racing from 0910hrs Sunday, racing from 0910hrs **Admission** adult £30, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY

■ **Silverstone National, Northants 750MC meeting:** Clio 182, BMW 330, BMW Car Club, M3 Cup, Bernie's V8s/Sports Racing and GT, Armed Forces Race **Starts** racing from 1130hrs (qualifying from 0900hrs) **Admission** £15 **Web** silverstone.co.uk **Contact** 08704 588260

SATURDAY/SUNDAY

■ **Brands Hatch, Kent Blancpain GT Series:** Sprint Cup, GT4 European Series, Porsche Club, 7 Race Series **Starts** Saturday, racing from 1155hrs (qualifying from 0900hrs) Sunday, racing from 1015hrs **Admission** adult £28, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Silverstone Intl, Northants CSCC meeting:** Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops **Starts** Saturday, racing from 1300hrs (qualifying from 0900hrs) Sunday, racing from 1255hrs (qualifying from 0900hrs) **Admission** £15 **Web** silverstone.co.uk **Contact** 08704 588260

SUNDAY

■ **Knockhill, Fife SMRC meeting:** Mini Cooper, Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends, Sports and Saloons **Starts** racing from 1100hrs (qualifying from 0830hrs) **Admission** adult £15, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

MONDAY

■ **Castle Combe, Wilts CCRC meeting:** Minis, GT, Jaguars, Saloons, Track Attack Racing Club, FF1600, Hot Hatch, Dave Allan Trophy **Starts** racing from 1250hrs (qualifying from 0830hrs) **Admission** adult £15, child free **Web**



Minis will race at Knockhill

castlecombecircuit.co.uk **Contact** 01249 782417

■ **Snetterton, Norfolk BARC meeting:** Racing Fords, MaX5, Hyundai Coupe, MGOC, Sports-Racing Cars, Karts **Starts** racing from 1150hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLY FRIDAY-SUNDAY

■ **Killarney, County Kerry Cartellie Rally of the Lakes** **Starts** 1930hrs **Admission** free **Web** rallyofthelakes.com

SUNDAY

■ **Llanbedr Airfield, Gwynedd Harlech Stages** **Starts** 0900hrs **Admission** TBC **Web** harlechdmc.co.uk

MONDAY

■ **Enniskillen Airport, County Fermanagh Erne Skip Hire & Recycling May Day Stages Rally 2018** **Starts** TBC **Admission** TBC **Web** emcni.weebly.com

SPORTING SCENE SATURDAY

■ **Craigantlet, Belfast British Hillclimb Championship** **Starts** 0800hrs **Admission** TBC **Web** britishhillclimb.co.uk

SUNDAY

■ **Croft, NYorkshire British Rallycross Championship** **Starts** 0930hrs **Admission** adult £14, under 15 free **Web** rallycrossbrx.com

MONDAY

■ **Hednesford, Stafford National Hot Rods** **Starts** 1330hrs **Admission** TBC **Web** nationalhotrod.com

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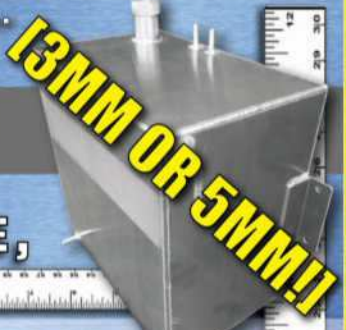
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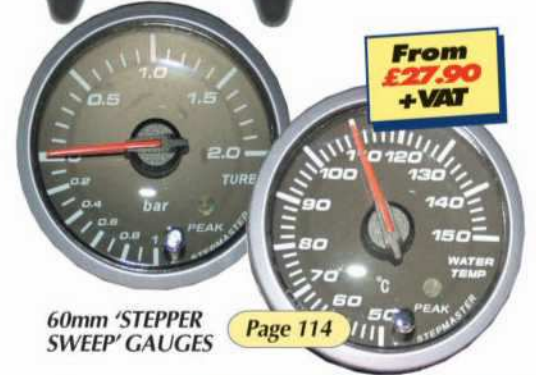
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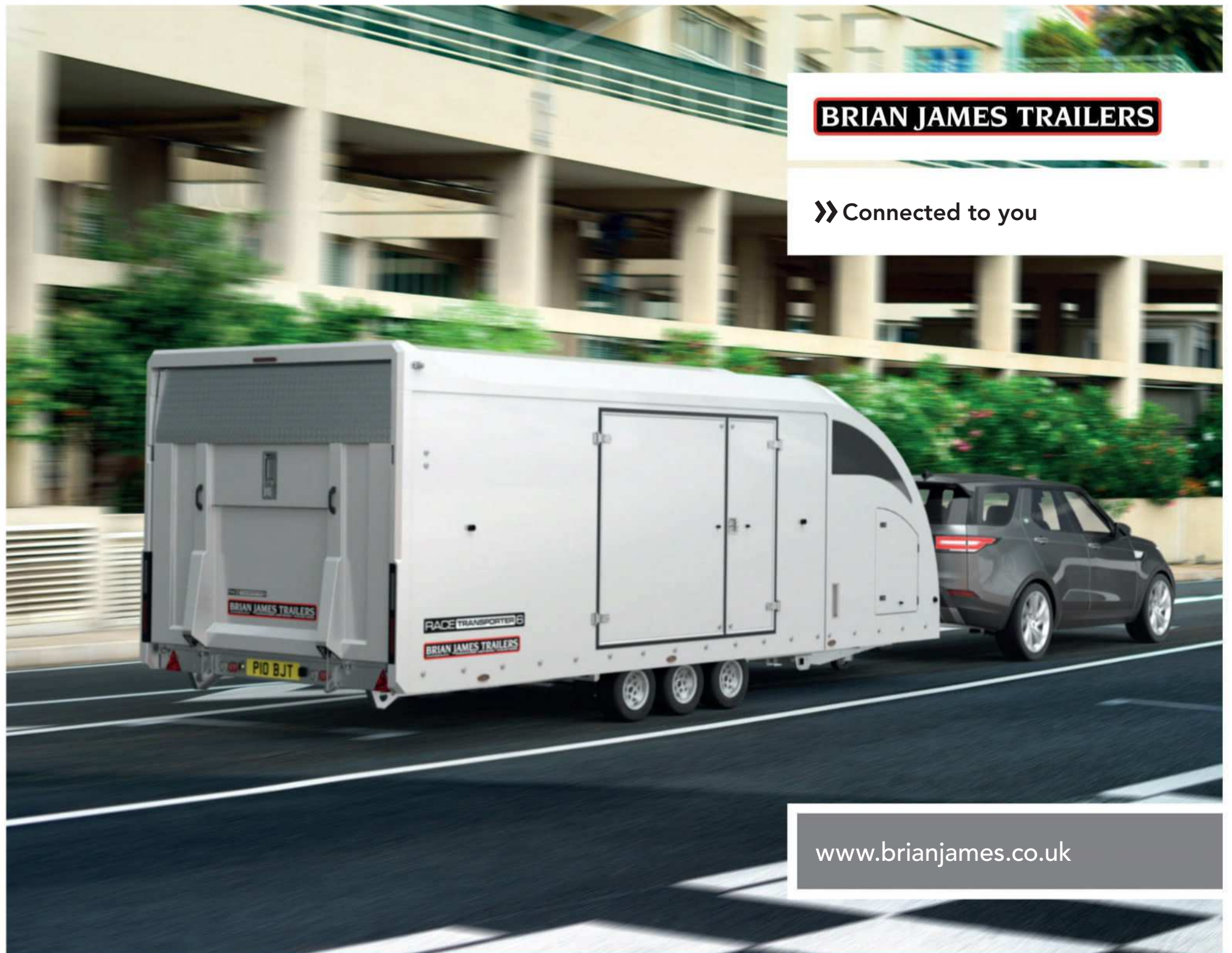


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