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MOTORSPORT NEWS

AUGUST 31 2011 ■ EVERY WEDNESDAY £2.80

BELGIAN GRAND PRIX THRILLER

TWENTY YEARS OF SCHUMACHER

HOW F1 STAR GOT HIS BIG BREAK
P24

Hamilton crashes while Vettel wins, but British team refuses to quit

McLAREN

'WE'LL FIGHT ON FOR THE FANS'

Hamilton crashed out of Belgian GP

By Matt James

McLaren has vowed not to give up chasing this year's F1 crown – because the sport's fans deserve an epic title scrap.

Red Bull's Sebastian Vettel won the Belgian GP on Sunday and now holds a 92-point lead in the standings. Meanwhile, McLaren's Lewis Hamilton crashed out.

McLaren team chief Martin Whitmarsh said: "We have to be positive. The fans expect it."

Why McLaren won't quit, p2-3

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Wanted: Slightly larger rear view mirrors. Apply: Lewis Hamilton, approaching Les Combes, Spa

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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P37

British ace promises maximum attack to

BUTTON: THE BEST

By Matt James

McLaren has targeted race wins over the remaining seven rounds of the F1 season, despite being effectively ruled out of the title hunt by Sebastian Vettel's Belgian GP victory last weekend.

While Vettel steered his Red Bull to a commanding win, McLaren suffered mixed fortunes. Jenson Button fought back from 13th on the grid to finish on the podium in third, while Lewis Hamilton was ruled out after an early crash *(see sidebar)*.

The results mean that Vettel is 92 points ahead of his team-mate Mark Webber and 110 clear of leading McLaren man Button. With only seven races remaining, there is a maximum 175 points still available.

A lacklustre fourth place for Ferrari has also dented Fernando Alonso's hopes of cutting down the chasm to Vettel, and the Italian team has admitted that it is focusing its efforts on curing chronic tyre problems that blighted both of its drivers.

Button has fast car

After a botched strategy in qualifying left him down in 13th place on the grid, Jenson Button produced one of the drives of the race to slice up to third.

He performed a series of dramatic passing moves to climb up the order after an early pit stop to repair a damaged front wing, and the Somerset ace believes he had the fastest car on the track last weekend.

"Our car is the best it's been all year, and I feel better than I ever have in F1," said Button, who is fourth in the world championship standings. "We just need to stop the little mistakes from happening so that we can win even more races."

Button's race was compromised when he was caught up in a first-corner accident that damaged his front wing, and he then ran into some debris at Eau Rouge on lap one which took off one of his rear-view mirrors.

"The first lap was pretty messy," said Button. "All weekend, though, the car has felt great. For me, the balance has been phenomenal in the wet, dry and intermediate conditions. It felt like we'd made a step forward since Hungary, so to come away with third is disappointing. Hopefully we can turn it around."

The upturn in form at Spa could be a good indicator to likely pace at the next race at Monza in Italy in two weeks' time as both tracks require low downforce. McLaren has won twice at the Italian Grand Prix venue in the last ten years but neither Button nor Hamilton has ever won there.

Button recovered to third after sluggish run in qualifying

Whitmarsh: we will fight on in 2011

Despite missing out on victory at Spa, McLaren chief Martin Whitmarsh said that the Woking squad would continue to unlock extra speed from the MP4-26 as it aimed to slash Red Bull's current advantage.

He admitted that winning the crown was now a long shot, but he said the team would keep pushing hard.

"The championship looks pretty ambitious but at the moment but we have to be positive, and the fans expect it," said the team principal. "If Ferrari and McLaren say we are going to free-wheel now, I don't think that is the right message. I think the fans deserve a stronger battle than that."

Whitmarsh said that while work has already begun on next season's challenger, some of the lessons uncovered during its development could be used to bolster the 2011 campaign.

"In Belgium, we had six performance modifications on the car," added Whitmarsh. "One of those came out of the development programme for next year's car, so you are always going to try and steal some things. We will try to make our [2011] car quicker."

Ferrari: urgent tyre review needed

Ferrari bossed have pledged an urgent investigation into a recurrence of its poor form on medium tyres, after Fernando Alonso slumped from fighting for the lead to a lacklustre fourth.

Alonso started in eighth place but powered into the lead. He was in contention for the win but his pace waned significantly on the harder medium compound rubber.

Ferrari had experienced the problem with its 150° chassis earlier in the season, but team chiefs thought it had been cured over recent races. However, the low ambient temperature in Belgium meant that both the Scuderia's cars suffered again.

Alonso said: "In those conditions, we are a second and half off the pace. We paid a high price for that."

Team principal Stefano Domenicali said that engineers would study the data from the race before implementing any changes ahead of Monza, the team's home race on September 11.

"We must evaluate it objectively, without emotion getting the better of us," he said after the race, in which Alonso's team-mate Felipe Massa finished eighth. "We know what our Achilles heel is and we

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HEADLINE NEWS

Photos: LAT

keep McLaren's title hopes alive

OUR CAR IS IT'S EVER BEEN

Button impressed, but lost yet more ground to Vettel

must continue to work on it. We have made up ground in some areas but on this one with the tyres we are still lagging behind."

Red Bull edging away

World champion Vettel has promised no let-up in his bid for a second title and believes his Red Bull has become even stronger after he claimed his first win at Spa.

Vettel and team-mate Mark Webber were expected to struggle at the 4.35-mile track which favoured cars with high top speeds, but Vettel said that his pace on the flat-out sections was key to his win. However, despite leading home a Red Bull one-two ahead of Webber, Vettel has refused to admit that he is a shoe-in for his second championship crown.

"In the past, we were always quick in the middle sector of the track," said the German. "The thing that stands out this year is that is that we were competitive in all the sectors. We seem to have made a good step.

"[The win] has brought us closer to our final [championship] target, but it is still a long way to go. If you look at last year it was looking different but look how quickly things can change. If you are out in two races and someone else is having a good couple of races, it could all change."

Red Bull team head Christian Horner said that the Milton Keynes-based team would continue to push hard on the development front.

"This is our seventh win this year, our 12th pole position," said Horner. "We have got a 100 per cent finishing record, but we do not underestimate our rivals. There will be no complacency. We are heads down, focused on the next race – and not thinking anything is done and dusted at this point of time."

F1 POINTS

After 12 of 19 rounds

POS	DRIVER	PTS
1	Sebastian Vettel	259pts
2	Mark Webber	167
3	Fernando Alonso	157
4	Jenson Button	149
5	Lewis Hamilton	146
6	Felipe Massa	74

VETTEL'S YEAR

Vettel: still leads F1 points race

259
The number of points Vettel has scored this year

92
Vettel's points lead over team-mate Mark Webber

110
Vettel's points lead over highest-placed McLaren driver Jenson Button

84
The number of points Vettel needs to score to clinch the title, even if Webber wins all seven remaining races

12
The number of points Vettel needs to average in each of the remaining seven races to guarantee the title

21.5
Vettel's average points haul per race in the first 12 events of the season

13.1
The score Webber needs to average in each of the last seven races just to match Vettel's current points total

Hamilton accepts fault for Kobayashi shunt after tough weekend

Lewis Hamilton has taken full responsibility for the accident that put him out of the Belgian Grand Prix last weekend.

The McLaren driver was battling for fourth place with the Sauber of Kamui Kobayashi on lap 13 when the pair made contact as the cars braked for the Les Combes complex.

The left-rear wheel of Hamilton's car touched the front of Kobayashi's, which speared the Briton into the barriers and caused his second non-finish of the season. Kobayashi went on to finish 12th.

Initially Hamilton blamed his Japanese rival for the contact, saying: "I was in a good position and then I was hit by Kamui. I was ahead, so I don't know why this happened."

After studying video evidence of the accident on Sunday evening, Hamilton changed his mind and admitted guilt for the collision. He posted on his Twitter account: "After watching the replay, I realise it was my fault 100 per cent. I didn't give Kobayashi enough room. I thought I was past. Apologies to Kamui and my team. The team deserves better from me."

Hamilton also received a reprimanded after an incident in qualifying when he and Pastor Maldonado's Williams made contact after the chequered flag in Q2. Hamilton robustly passed Maldonado at the end of his final run in the second session and the pair made slight contact at the Bus Stop. After the end of the session, Maldonado veered towards Hamilton and hit him, earning Williams' Venezuelan a five-place grid penalty for his actions.

Hamilton is now fifth in points

READ SIMON ARRON'S BELGIAN GP REPORT ON PAGE FOUR

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BELGIAN GP REPORT

BY SIMON ARRON

The reigning world champion bounced back with a charging victory in Belgium

VETTEL WINS AT BLISTERING PACE

Vettel fights for the lead with fast-starting Rosberg

Their pace might have been blistering, but the same was true of the Red Bulls' front tyres. Team chief Christian Horner admitted he hadn't expected to win Sunday's Belgian Grand Prix, let alone oversee a one-two, but as an exercise in race management this was hard to beat.

Sebastian Vettel's seventh win of the campaign extended his championship advantage to 92 points: the fat lady isn't yet singing, but she's on the cusp of announcing some tour dates...

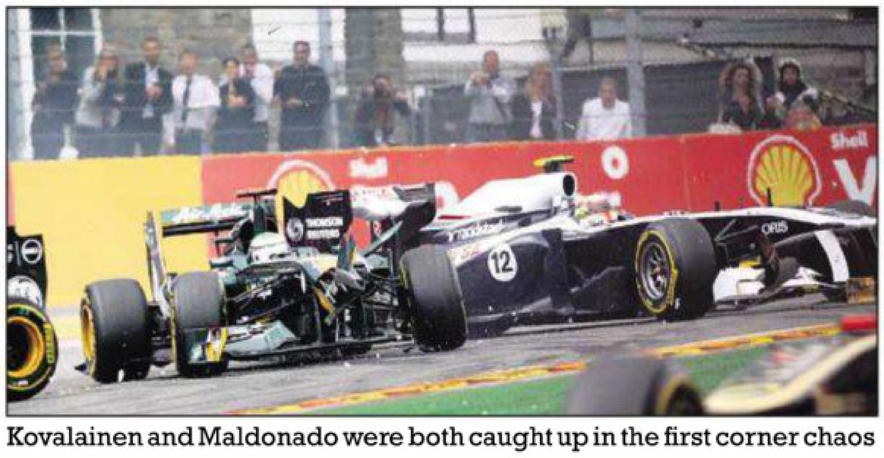
Both Red Bull drivers started the race on the back foot. With most of the first two days hampered by rain, little dry running was possible and relevant data was scarce. After four laps on Pirelli softs at the end of Q3 (the only qualifying session in which slicks were used), Vettel and team-mate Mark Webber had visible blisters on their front left tyres' shoulders – as did Lewis Hamilton's McLaren, which split them on the grid. There were discussions about whether the tyres could be replaced as a safety measure, but Pirelli felt they would be fine for a short stint – at best, the soft was only likely to last about ten laps on a full fuel load – and in any case pointed out that it felt some teams were running more than the recommended four degrees of camber (about 0.3 degrees over, allegedly, in the case of a team with strong links to the fizzy drinks industry). Any team was free to swap tyres, but that would be at the expense of a pitlane start. After much consideration, Red Bull opted to stick with Plan A.

Vettel duly led away, while Nico Rosberg made a stellar getaway to sweep from fifth to second and Felipe Massa passed Hamilton for third. Webber's car all but stalled on the line, dropping him to eighth, while the first corner was the customary magnet for chaos.

Having qualified seventh in his first start for Renault, Bruno Senna admitted he'd misjudged his braking point on heavy fuel and slammed into Jaime Alguersuari (an excellent sixth on Saturday), pitching the Toro Rosso across the road and into Fernando Alonso's Ferrari. Having suffered wing damage and fractured front-left suspension, Alguersuari pulled off soon afterwards. Senna pitted for a fresh wing and later served a drive-through, while Alonso pressed on in sixth.

Further back, Heikki Kovalainen spun his Lotus after clipping team-mate Jarno Trulli, the Finn pitting for a new nose while the Italian continued with a damaged floor. At the same time, Timo Glock rammed Paul di Resta, punching a hole in the Scot's diffuser and earning himself a drive-through penalty.

Rosberg drafted by Vettel at Les Combes to lead at the end of the opening lap, but the championship leader returned the favour two laps later... shortly before Webber came in to switch to the medium Pirelli. Jenson Button pitted at the same time, albeit not of rubbery necessity: having started 13th (following a radio mix-up in qualifying, which led to him backing off when he shouldn't), the Englishman ran over front wing debris on the approach to Eau Rouge and had to stop to have his own replaced. The flying carbon sliced off his right-hand mirror, too. Having started on the medium tyre, he switched to softs during this first, unscheduled stop and stayed on them to the end.



Kovalainen and Maldonado were both caught up in the first corner chaos

Alonso passed Hamilton on lap two, Massa on lap five (a great move, that, at the inside of Rivage, although it cost his team-mate sufficient momentum to allow Hamilton through before Pouhon) and Rosberg on lap seven (on the run to Les Combes, where DRS made passing rather too simple). With Vettel having made his first tyre stop on lap five – dropping to seventh as he took on more soft Pirellis – the Spaniard briefly led, although he stopped for tyres on lap eight... during the course of which Hamilton passed Rosberg (the uphill approach to Les Combes, again) to assume a lead he'd keep until his own stop, on lap ten, whereupon Vettel regained the upper hand.

The fifth lap, incidentally, accounted for the second Toro Rosso of Sébastien Buemi, who initially ran in sixth place (a fantastic start from 11th), just ahead of Sergio Pérez. The Mexican rammed his rival at Les Combes, however, which necessitated two pit stops for Pérez (one for a new wing, one for a drive-through) and one for Buemi, to retire with rear-end damage. Ultimately, Pérez would suffer a similar fate.

All clear so far?

By lap 12 Vettel was leading from Alonso, the swiftly recovered Webber, Kamui Kobayashi (yet to stop) and Hamilton. Next time around Hamilton passed the Japanese at the usual spot, but pulled left to take his racing line while his vanquished rival was still partly alongside. After contact, the McLaren turned sharp left into the barriers and skated up the escape road, taking out a large polystyrene billboard and scattering debris across the circuit. The safety car was immediately scrambled – and Red Bull summoned Vettel.

"That opened a window for us," said Horner. "We didn't need to come in at that stage, but Seb wouldn't have done too many more laps on those tyres and it was an opportunity to put him on fresh rubber." The team tried to call Webber in, too, but the radio signal jammed and he didn't receive the message.

Ferrari opted to keep Alonso out – and he thus assumed the lead, from Webber and Vettel. "It was the right decision for us," said Ferrari sporting director Stefano Domenicali, "because Fernando was on fresher tyres and would have fallen into traffic if we had brought him in. That would have made his race much harder. We wanted to be in a position to attack..."

The race restarted at the end of lap 16 and Vettel promptly drafted past Webber (lap 17) and Alonso (18) to reclaim the lead, this time for keeps. The German made his third and final stop on lap 30, taking on a set of mediums and breezing to victory as the race became increasingly tranquil. "I didn't feel too comfortable at the start," he said. "The

The finger returns: Vettel was back on top

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"A one-way ticket to Caracas might have been appropriate"
Williams driver Pastor Maldonado rated, p7

ROUND 12

Photos: LAT

Button passes Massa on his way to take a highly impressive third place

Paul di Resta battled on despite his car being damaged by Timo Glock

Hamilton and Alonso had a thrilling scrap in the early stages of the race

main target was to see how the tyres were doing after a couple of laps and go from there. We were all driving into the unknown, really, because nobody had done many dry laps."

Before the start, Pirelli motorsport director Paul Hembery said he'd felt the medium might be the better race tyre – and Webber underlined its effectiveness after switching to a second set on lap 31, two after Alonso had done likewise. The Spaniard struggled to get his tyres into their peak operating range, but Webber was plain fast, lapping more quickly than the leader as he chased down Alonso and finally passed him with a bold manoeuvre at the entry to Eau Rouge on lap 37. "That caused a bit of a pause for breath on the pit wall," said Horner. "Clearly, he has absolutely massive balls."

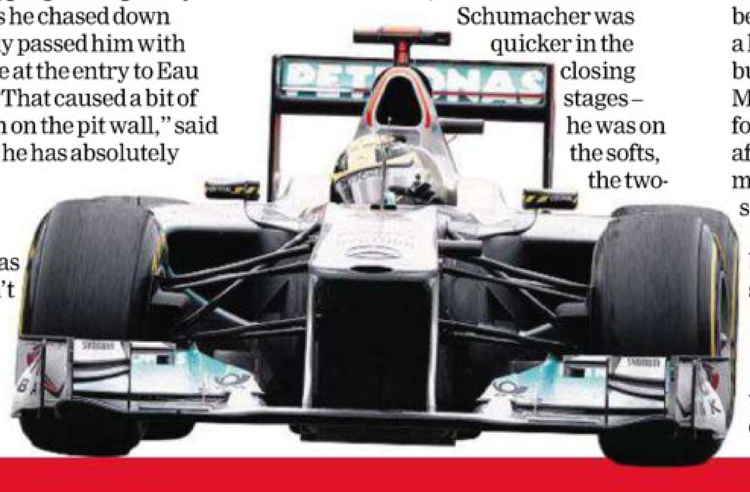
And how did it feel from where the Australian was sitting? "You don't have much time to get the calculator out at that point," he said. He'd confirmed a one-year contract extension earlier in the weekend, but this move alone was worth a season's pay.

Button was similarly brisk after making his final stop on lap 32 and dealt with Alonso with just two laps to go. "That was fun," he said. "I was missing a bit of downforce, because one of the Force Indias hit my rear wing at the first corner and damaged an endplate, but the car's balance was pretty good."

Rosberg was on course to finish fifth, behind Alonso, but team-mate Michael Schumacher was quicker in the closing stages – he was on the softs, the two-stopping Rosberg on the mediums and under instructions to "save fuel" – and moved ahead to complete a memorable recovery drive on the 20th anniversary of his F1 debut. The seven-times champion had started last after a cross-threaded nut caused his right rear wheel to fall off before he'd set a time in Q1.

Adrian Sutil took seventh after the latest in a recent series of worthy drives, while Massa took eighth – his cause not helped by a left-rear puncture, which obliged him to make a third, unplanned stop on lap 32 (two after what should have been his last). Vitaly Petrov survived a late spin (his front brakes had all but gone) to take ninth, while Pastor Maldonado – docked five grid positions for deliberately barging into Hamilton after an on-track spat in Q2 – scored his maiden F1 point and Williams's first since Canada.

Red Bull, meanwhile, has done little but accumulate points: in 12 races this season, Vettel has yet to finish lower than fourth, Webber lower than fifth. "I'm very proud to have won here," Vettel said. "It's the kind of circuit that's fun to drive, even if you're on your own." ■

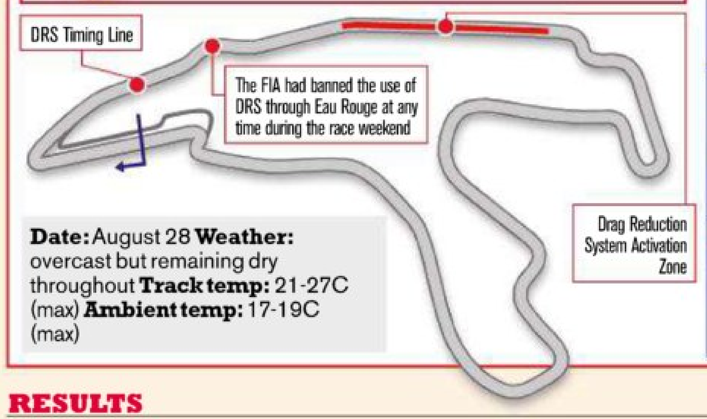


Schumacher fought from last to fifth

Results © 2011 Formula One Administration Ltd

RACE FACTS

BELGIUM
Circuit: Spa-Francorchamps **Laps:** 44
Race distance: 191.488 miles **Lap:** 4.352 miles
Lap record: Kimi Räikkönen (2004), 1m 45.108s
2010 winner: Lewis Hamilton (McLaren)



Date: August 28 **Weather:** overcast but remaining dry throughout **Track temp:** 21-27C (max) **Ambient temp:** 17-19C (max)

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RESULTS

FIA Formula One World Championship, round 12/19, Belgian GP

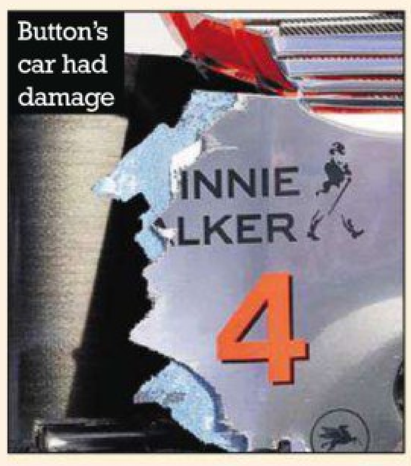
POS	DRIVER	NAT	CAR-ENGINE	TIME
1	Sebastian Vettel	GER	Red Bull-Renault	+1h 26m 44.893s
2	Mark Webber	AUS	Red Bull-Renault	+3.741s
3	Jenson Button	GBR	McLaren-Mercedes	+9.669s
4	Fernando Alonso	ESP	Ferrari	+13.022s
5	Michael Schumacher	GER	Mercedes GP	+47.464s
6	Nico Rosberg	GER	Mercedes GP	+48.674s
7	Adrian Sutil	GER	Force India-Mercedes	+59.517s
8	Felipe Massa	BRA	Ferrari	+1m 06.076s
9	Vitaly Petrov	RUS	Renault	+1m 11.917s
10	Pastor Maldonado	VEN	Williams-Cosworth	+1m 17.615s
11	Paul di Resta	GBR	Force India-Mercedes	+1m 23.994s
12	Kamui Kobayashi	JPN	Sauber-Ferrari	+1m 31.976s
13	Bruno Senna	BRA	Renault	+1m 32.985s
14	Jarno Trulli	ITA	Team Lotus-Renault	+1 lap
15	Heikki Kovalainen	FIN	Team Lotus-Renault	+1 lap
16	Rubens Barrichello	BRA	Williams-Cosworth	+1 lap
17	Jérôme D'Ambrosio	BEL	Marussia Virgin-Cosworth	+1 lap
18	Timo Glock	GER	Marussia Virgin-Cosworth	+1 lap
19	Vitantonio Liuzzi	ITA	HRT-Cosworth	+1 lap
R	Sergio Pérez	MEX	Sauber-Ferrari	L27/rear axle
R	Daniel Ricciardo	AUS	HRT-Cosworth	L13/vibration
R	Lewis Hamilton	GBR	McLaren-Mercedes	L12/accident
R	Sébastien Buemi	SUI	Toro Rosso-Ferrari	L6/rear wing
R	Jaime Alguersuari	ESP	Toro Rosso-Ferrari	L0/accident

Fastest lap: Webber, 1m 49.883s (142.59mph). **Winner's average speed:** 132.40mph. **Lap leaders:** 1-2 Rosberg; 3-5 Vettel; 6 Rosberg; 7 Alonso; 8-10 Hamilton; 11-13 Vettel; 14-17 Alonso; 18-30 Vettel; 31 Button; 32-44 Vettel.

QUALIFYING

POS	DRIVER	TIME
1	Vettel	1m 48.298s
2	Hamilton	1m 48.730s
3	Webber	1m 49.376s
4	Massa	1m 50.256s
5	Rosberg	1m 50.552s
6	Alguersuari	1m 50.773s
7	Senna	1m 51.121s
8	Alonso	1m 51.251s
9	Pérez	1m 51.374s
10	Petrov	1m 52.303s
11	Buemi	2m 04.692s
12	Kobayashi	2m 04.757s
13	Button	2m 05.150s
14	Barrichello	2m 07.349s
15	Sutil	2m 07.777s
16	Maldonado	2m 08.106s*
17	Kovalainen	2m 08.354s
18	Di Resta	2m 07.758s
19	Trulli	2m 08.773s
20	Glock	2m 09.566s
21	D'Ambrosio	2m 11.601s
22	Liuzzi	2m 11.616s
23	Ricciardo	2m 13.077s
24	Schumacher	no time

* = docked five places for Q2 incident



CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Sebastian Vettel	259pts
2	Mark Webber	167
3	Fernando Alonso	157
4	Jenson Button	149
5	Lewis Hamilton	146
6	Felipe Massa	74
7	Nico Rosberg	56
8	Michael Schumacher	42
9	Vitaly Petrov	34
10	Nick Heidfeld	34

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Red Bull Racing	426pts
2	Vodafone McLaren	295
3	Scuderia Ferrari	231
4	Mercedes GP Petronas	98
5	Lotus Renault GP	68
6	Sauber F1 Team	35
7	Force India F1 Team	32
8	Scuderia Toro Rosso	22
9	AT&T Williams	5
10	Team Lotus	0

NEXT RACE Will Vettel continue his winning ways, or can Ferrari fight back at home?

ITALIAN GRAND PRIX SEPTEMBER 11

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DRIVER ANALYSIS

BY SIMON ARRON

ROUND 12

The voice of motorsport's no-nonsense views on the grand prix grid

Photos: LAT

SEBASTIAN VETTEL
RED BULL RACING — 10/10

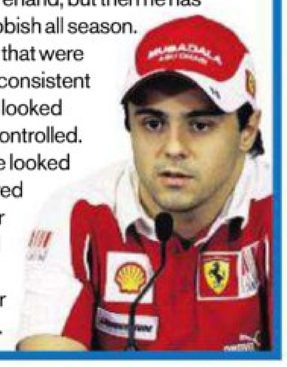
Right, it is once again the time of year when a grand prix clashes with the Oulton Park Gold Cup, so an urgent Sunday evening flit was required to get from Spa in Belgium to Cheshire by Monday morning. That meant having to work quite quickly. If some of what follows appears to have been written about a month ago, you know why...

FERNANDO ALONSO
FERRARI — 8/10

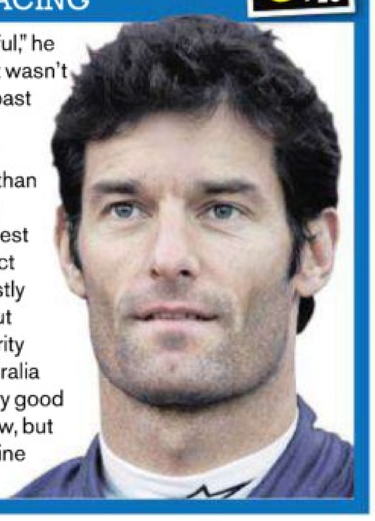
The damp but drying conditions in Q3 were difficult for all, but chronically so for a team which would struggle to heat up its slicks in a Texas June. Traffic didn't help much, either. Made splendid progress early in the race, but Red Bull had speed and strategic superiority in its favour.

FELIPE MASSA
FERRARI — 6/10

Admitted he'd have settled for fourth on the grid beforehand, but then he has been a bit rubbish all season. In conditions that were even more inconsistent than he is, he looked remarkably controlled. In the race, he looked slow compared with the other red thing and a puncture added further compromise.

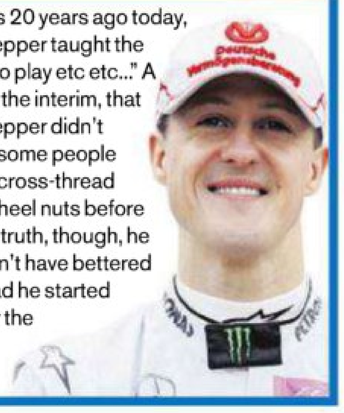


MARK WEBBER
RED BULL RACING — 9/10



"Spa is wonderful," he said, "but then it wasn't built within the past ten years."
Fact: design by nature is better than design by Tilke. Deserves his latest Red Bull contract extension – mostly for his speed, but partly for his clarity of thought. Australia might not be very good at sport right now, but it retains some fine sportsmen.

MICHAEL SCHUMACHER
MERCEDES GP — 9/10

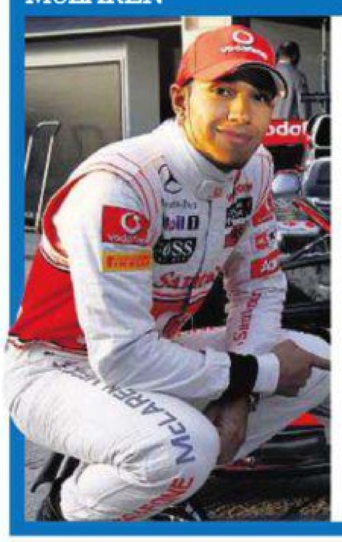


"It was 20 years ago today, Sgt Pepper taught the band to play etc etc..." A pity, in the interim, that Sgt Pepper didn't teach some people not to cross-thread rear wheel nuts before Q1. In truth, though, he wouldn't have bettered fifth had he started nearer the front.

NICO ROSBERG
MERCEDES GP — 7/10

Wandered around the paddock looking quite pleased with himself, without obvious cause. Probably brushed his hair a few times and manicured his nails. A bit like most race weekends, really. Did a half-decent job in the race until told "to save fuel". Cue fifth place for the old bloke with the landmark anniversary.

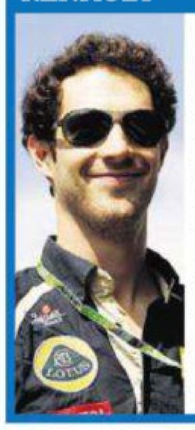
LEWIS HAMILTON
McLAREN — 4/10



Seemed surprised to receive a reprimand after being sideswiped by Maldonado at the end of Q2, but then he played his part in the spat, brushing the Venezuelan once and swerving at him twice. His judgment wasn't a great deal better in the race. Kobayashi was being optimistic, at Les Combes but did nothing wrong...

Bruno Senna returned to F1 with Renault last weekend. The Brazilian qualified a fine seventh, but sparked a first-corner pile-up. He eventually finished 13th

BRUNO SENNA
RENAULT — 7/10



There was wailing in the German media, because the axed Nick Heidfeld "didn't get a fair chance". Er, what about the 183 GPs he's started? Senna deserves a chance because of his speed, not his name: some bygone career momentum has been recaptured, despite that Turn One shunt.

VITALY PETROV
RENAULT — 8/10

"Dartboard watermelon oak tree cornucopia Riley Kestrel herbaceous border Sodastream carpet slippers Allman Brothers Band liquorice." Kimi Räikkönen couldn't make it to Spa, but wonders whether chips and mayonnaise-flavoured vodka has yet been marketed.

JENSON BUTTON
McLAREN — 10/10

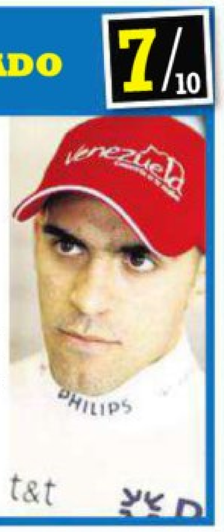
Mist enveloping the trees, lots of Germans getting wet on campsites: ideal Button territory, in theory, but then he backed off prematurely in Q2 and wound up 13th. "Not quite what I was expecting," he said, "given that I was quickest by a second in Q1. I still think I can win, though." He couldn't, but his recovery was classically Button smooth.

RUBENS BARRICHELLO
WILLIAMS — 3/10

"We got through Q1 easily," said Williams technical director Sam Michael (yes, those HRTs were soundly thrashed), but the balance of qualifying was compromised by traffic, not least when the two FW33s stumbled upon each other...

PASTOR MALDONADO
WILLIAMS — 7/10

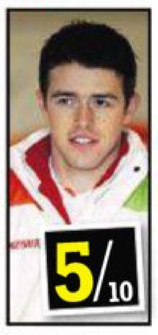
Whatever Hamilton did at the end of Q2 – impudent opportunism followed by mild posturing – there was no excuse for the blatant thuggery that followed. A five-position grid penalty was gentle: a one-way air fare to Caracas was more appropriate.



ADRIAN SUTIL
FORCE INDIA — 8/10

The Force Indias both looked capable of qualifying comfortably in the top ten, but then some idiot (clue: German) crashed at Raidillon. More than made amends on Sunday, with a strong first lap and, well, everything else.

PAUL DI RESTA
FORCE INDIA — 5/10



Incurred a mild copybook blot by sideswiping the Turn Nine tyres on Friday... and a bigger one when he spun on his fastest lap in Q1. Believing him to be safe, the team called him in... but forgot about the paragon of effervescence known as Heikki Kovalainen. Error.

KAMUI KOBAYASHI
SAUBER — 5/10

If any *Motorsport News* reader was at Spa last weekend and actually spotted a Sauber, could they let us know? We think there were two of them, somewhere, but their presence was barely detectable. Lewis Hamilton certainly didn't spot this one.

SERGIO PEREZ
SAUBER — 5/10

Then again, anonymity is a Swiss speciality, along with blanket 50mph speed limits that are rigorously observed, flavourless cheese, Ursula Andress and penknives that can usually be bought at airports (although you're not supposed to take them on planes).

SEBASTIEN BUEMI
TORO ROSSO — 6/10

You expect to see quirky things at racetracks – Eddie Jordan, perhaps, or people smothered in Michael Schumacher tattoos – but can anybody explain why one of the car park custodians in Francorchamps village was brandishing a rabbit on a lead?

JAIME ALGUERSUARI
TORO ROSSO — 7/10

Saturday morning, the outside of Eau Rouge. A stream of water drips down your neck, but fascination overrides discomfort. You know the Red Bulls and McLarens will look fast in the spray, but so do Alguersuari and Senna. First-lap damage was cruel.

HEIKKI KOVALAINEN
LOTUS — 6/10

Car logos were subtly modified to read Team Loftus, a doff of the bobble hat to owner Tony Fernandes's recent takeover of Premier League football team QPR. A simple touch, but a reflection that the team has a human being at the helm...

JARNO TRULLI
LOTUS — 6/10

A pity, then, that it usually has only one racing driver at the helm. The Finnish bloke remains a paragon of commitment, willing to extend every sinew in the hope that he might finish about 17th. And all the while, this one sleeps soundly.

DANIEL RICCIARDO
HRT — 3/10

Failed to make the official qualifying cut, along with his team-mate, d'Ambrosio and – through circumstance – Schumacher, but was permitted to start anyway. Like the offside law and the Aston Martin Cygnet, the 107 per cent rule is a puzzling thing.

TONIO LIUZZI
HRT — 4/10

The official reasons for allowing three unqualified drivers to start? They had set suitable lap times during free practice, they had proved throughout the campaign that they weren't necessarily crap (Article 36.3) and it was a bit wet. The end.

TIMO GLOCK
VIRGIN — 5/10

Qualified about two seconds faster than the other stragglers – yet more evidence, if any were needed, of a talent cruelly masked. A proper car is taking shape at the team's new technical HQ. Few drivers are more deserving of reward.

JEROME D'AMBROSIO
VIRGIN — 2/10

Pieter Bruegel the Elder. Kim Clijsters. Jacques Brel. Edda van Heemstra Hepburn-Ruston*. Hergé. King Leopold III. Eddy Merckx. Peter Paul Rubens. Adolphe Sax. See, there are some famous Belgians.
*Also known as Audrey Hepburn.

Recalling Schumacher's Formula One debut, page 24

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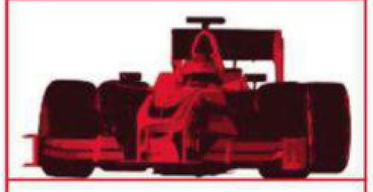
RACING NEWS

F1 ROUND UP



French GP return?

Speculation continued to mount over the weekend about the return of the French Grand Prix for 2012. French magazine *Autohebdo* reported that an announcement is imminent that Bernie Ecclestone's Paul Ricard track in Le Castellet will be the venue for the event, which will alternate its place in the calendar with the Belgian Grand Prix at Spa Francorchamps.

Ferrari's boost

Ferrari plans to have a working prototype of the new generation turbocharged V6 engine running by next year. The Italian firm is aiming to get a head start when the new 1.6-litre units replace the current V8 engines in 2014. Ferrari's engine chief Luca Marmorini said at Spa: "We already have a group of people starting work to develop the V6. Time seems long but it's such a big change in the regulations that things like this take time. We have to start work intensively on this and will have some prototypes running next year."

Ricciardo's aim

Daniel Ricciardo has admitted that he is in the frame to replace Mark Webber at Red Bull in the future, but only if he can prove himself worthy. The Australian, who is a member of the firm's driver development programme, has impressed with his race runs in an HRT this year. Ricciardo said: "It's all speculation at the moment but the reality is that I'm under a Red Bull contract, so their target would be to get me into a seat. I think that's what they'd probably do in the future, so I've got to deliver."

Vergne drives

In more Red Bull junior driver news, Jean-Eric Vergne is slated to get his chance in the hot seat with Friday test runs. The Frenchman, who won the 2010 British F3 title and is currently second in the Formula Renault 3.5 points, is due to drive for Toro Rosso later in the year. It is understood that the 21-year-old will conduct Friday practice slots after his Renault season ends in October.

No Kubica run

Although Robert Kubica's final operation to restore movement in his right elbow has been a success, Renault head Eric Boullier said he won't return to F1 in '11. "He may drive this year, but I doubt it," he said. "He will drive when he is ready. We still plan to run him next year."

TWR ran Nissan's Le Mans effort with from 1997 to '99

SCHUMACHER ELATED AT SPA

Veteran star celebrates anniversary with fighting Mercedes drive

By Rob Ladbrook

Michael Schumacher celebrated the 20th anniversary of his Formula One debut at Spa Francorchamps with his strongest outing of the season to date.

The seven-time world champion claimed fifth place in last Sunday's Belgian Grand Prix despite starting the race at the back of the grid. A wheel failure during the first lap of qualifying pitched Schumacher's Mercedes MGP W02 into the barriers, forcing him to start 24th and last.

Schumacher: in the points after 20 years

Following the setback the 42-year-old started the race on the slower medium compound tyres before putting in two stints on the faster soft rubber. He avoided a big first corner pile-up and then charged up the order to finish in fifth place at the track he made his Formula One debut with Jordan in 1991, one spot ahead of team-mate Nico Rosberg.

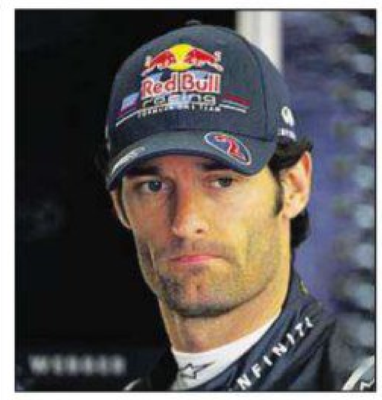
The result means that Mercedes scored a total of 18 championship points, its biggest haul of 2011.

"It was a wonderful end to a wonderful weekend," said Schumacher. "I think more than fifth place would not have been possible, but making up 19 places was an amazing feeling.

"With my friends and family here it was extra motivation and I'd like to thank them all for their support. For me there was a lot of emotion. At the start I was concerned some of the debris might damage my car, but after that I had big fun hunting people down and making my way forward."

The team's low-downforce set-up helped Nico Rosberg take the lead on the opening lap. While Mercedes enjoyed strong pace on the softer compound tyres, its pace suffered on the harder compound. Mercedes head Norbert Haug added: "We will try very hard to fight closer at Monza."

Schumacher was on feisty form at Spa during his anniversary race



Weber signed one-year deal

Webber signs one year Red Bull extension

Mark Webber will continue to race in Formula One until the end of 2012 after agreeing a new contract extension with the Red Bull team.

Webber confirmed that he had inked a one-year extension to his current deal with the team at the Belgian Grand Prix last weekend. It ends speculation that the Austrian firm was on the brink of replacing the 34-year-old Australian with one of its junior drivers next year.

Webber said: "I want to continue racing at the top in 2012 so it's a no-brainer to remain at Red Bull.

"My motivation to achieve the best results possible for both myself and the team is still high. Over the past five years we've proved we can build a competitive car and I'm looking forward to putting the car and myself on the limit again in 2012."

ANDY PRIAULX FOR GOODWOOD REVIVAL >>>>

'He shone in qualifying for the '91 Belgian GP'

Schumacher's anniversary, p24

Photos: LAT

NISSAN EYES LE MANS BID

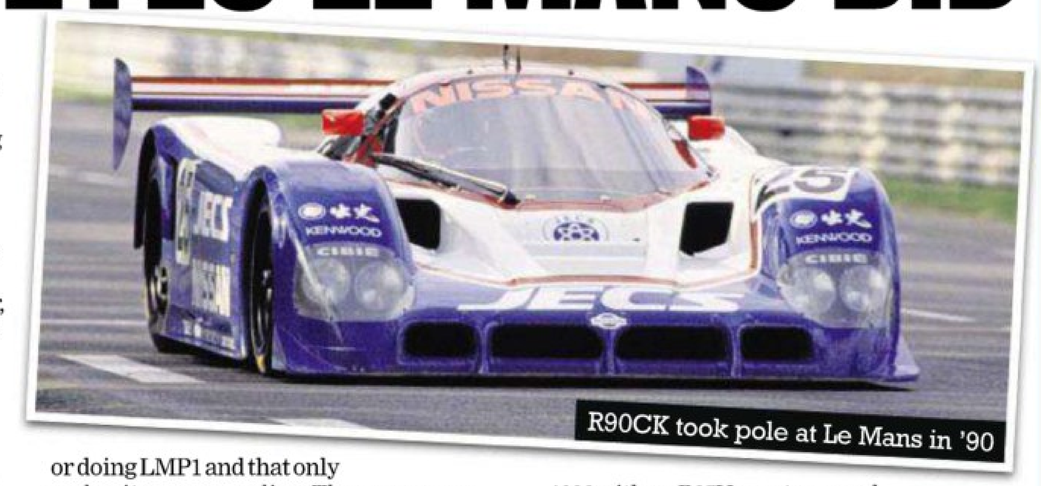
Nissan is considering a bid for outright victory in the Le Mans 24 Hours for the first time since 1999.

The Japanese firm is currently evaluating potential motorsport projects for 2012 onwards. That has included a World Rally Championship campaign (*MN*, May 25), but Nissan is believed to be leaning towards building a top-level LMP1 sportscar.

The marque returned to Le Mans this year, supplying engines for the French Signature squad's LMP2 class Oreca. A final decision on which, if any, projects to pursue has yet to be made.

"It's still under evaluation, but we have narrowed it down," said Nissan's head of motorsport Simon Sproule. "It's the time of year when we have to make a decision rather than talk about it. LMP2 has been a pleasant surprise for us. We've had success and the Nissan engine has gained a good reputation very quickly. It's essentially donated from the [Japanese] Super GT engine, so it's not required a lot of investment and has shown us the benefit of the class.

"The decision is whether we go further. There are a lot of manufacturers looking at or doing LMP1 and that only makes it more appealing. There are more decisions still to be made, but it is certainly appealing. The final decision will be business based, and that is what we are evaluating."



R90CK took pole at Le Mans in '90

MN understands that Nissan is leaning towards a sportscar project because the category is popular with the firm's European dealers, and has a high profile in Europe, Japan and America. By contrast, the WRC has only a limited following in the USA and Japan.

Nissan first entered the Le Mans 24 Hours in 1986 with an R85V sportscar and perhaps its most memorable racer was the R90CK, which took pole position at La Sarthe in 1990.

Following a brief sabbatical, Nissan returned in 1997 with the R390, which was run by Tom Walkinshaw Racing. The car was updated to an R391 in '98 and four cars finished the race, the highest in third place. New rules forced the firm to look to LMP, but it withdrew after neither of its R391s finished the '99 event.

THE FASTEST NEWS ROUND-UP

Piñeiro (leading) took a dominant double in Belgian F2 rounds

Will Power led a Penske Racing clean sweep during the IndyCar Series event at Sears Point last weekend. Power led almost the entire race distance from pole to head Hélio Castroneves and Ryan Briscoe to the flag. Series leader Dario Franchitti was fourth for Chip Ganassi Racing. His lead over Power is now down to 26 points with four rounds remaining... Ramon Piñeiro took a double victory in the FIA Formula Two races at the Red Bull Ring in Austria. Piñeiro drove away from series leader Mirko Bortolotti from pole in race one. Piñeiro then jumped pole-starter Christopher Zanella to lead the entirety of race two to again beat Bortolotti to the flag. Mihai Marinescu was third on both outings. British drivers Alex Brundle and Jack Clarke had mixed weekends. They were fourth and fifth respectively in race one but both retired from race two. James Cole was ninth in race one...**Brad Keselowski continued his recent NASCAR streak by winning the Sprint Cup event at Bristol last weekend. The Penske Dodge driver was a frontrunner throughout and led the race seven times before taking fresh tyres right before the final caution period. He beat Martin Truex Jr, Jeff Gordon and Jimmie Johnson to the flag...** Valtteri Bottas extended his GP3 Series lead with a win at Spa Francorchamps last weekend. The Lotus-ART man dominated the first race after jumping poleman James Calado in the early stages. Bottas spun back to 19th in race two which left series newcomer Richie Stanaway to triumph from Calado and Nico Muller...

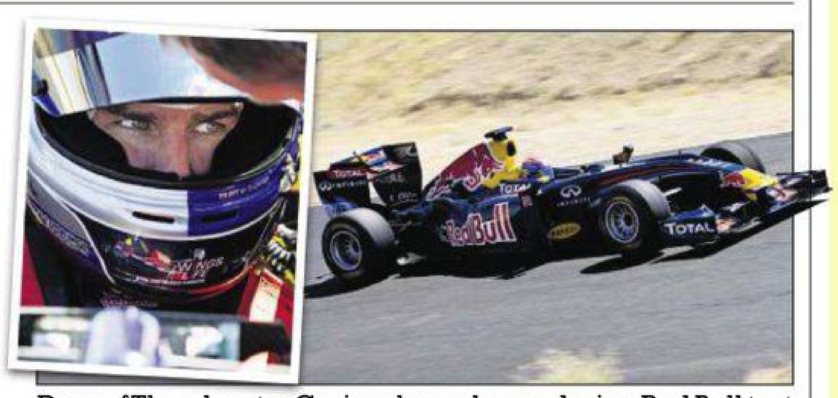
Cruise surprises with pace in Formula One test

Hollywood star Tom Cruise took to the wheel of a Red Bull F1 car last week at the Willow Springs track in California.

Cruise completed 24 laps ahead of F1's return to America at Texas next year. He achieved a top speed of 181mph, just 4mph slower than his instructor David Coulthard. Despite being a well-known motorsport fan, Cruise had never previously driven an F1 car.

Coulthard told Red Bull's website: "Tom's the real deal. I was surprised that he picked it up so quickly and is such an accomplished driver."

DC added: "His recall was incredible considering how complicated driving an F1 car is. He thoroughly impressed me."



Days of Thunder star Cruise showed pace during Red Bull test

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GP2 champion Grosjean eager to rejoin the top tier

Romain Grosjean has targeted a swift return to Formula One next season after wrapping up the GP2 Series title at Spa Francorchamps last weekend.

Grosjean secured the crown with a third place finish during the opening race. The Frenchman started from seventh but worked his way into a podium place off the start helped by the damp track conditions. When closest rival Giedo van der Garde crashed after a 360 degree spin at Eau Rouge, Grosjean was declared champion.

The 25-year-old last raced in F1 in 2009 for Renault before being replaced with Vitaly Petrov for the 2010 season. Grosjean said he hoped his achievements this year would pave the way for a return to the top flight.

"The team and I have worked so hard this year and everything had come together in the last four races, so it's just fantastic," said Grosjean. "I want to go back to F1 now, but there is no rule that says a champion can do that easily.

"I will have a look at what is going on upstairs and my main priority is finding a good contract for 2012 and nothing else. Hopefully I can get a good seat in good conditions."

CV

ROMAIN GROSJEAN

Age: 25

Lives: Geneva, Switzerland

2011: GP2 Series champion with DAMS, five wins

2010: Auto GP with DAMS, four wins, FIA GT1 with Matech Ford GT, two wins

2009: Formula One with Renault

2008: GP2 Series, fourth

2007: Formula Three Euroseries champion

Grosjean is GP2 champ

THE VOICE OF MOTORSPORT

SIMON ARRON

"Senna has the chance to revive his career"

Senna got GP career back on track in Belgium

Boxers tend not to be the sharpest dogs in the kennel – I know from experience, having grown up with one that regularly pursued non-existent squirrels.

Such memories returned ten days ago, as I negotiated a tiny village *en route* to the VSCC meeting at Mallory Park. I was following a 1928 Bentley that would later be competing and its every downchange was accompanied by a delicious crackle on the overrun. It was just such a sound that sent a passing boxer into overdrive: some poor bloke had taken his mutt for a quiet stroll, but now it was straining to join the A447 and attack a Bentley manifold.

I love boxers (and antique Bentleys, come to that).

Following a road-licensed racing car into a circuit is a quaint concept, but it's as much a VSCC staple as diversity – there could hardly have been a greater contrast between the machinery at Mallory (from a 1909 Leon Peugeot *voiturette* to a 1962 Lotus Formula Junior, via most shapes in-between) and the homogeneity gathered at Spa-Francorchamps last weekend, when the F1 season resumed. Many Formula One cars look fairly similar and everything competing in GP2, GP3 or the Porsche Supercup is identical, liveries apart: the science of the wind tunnel meets the myopia of contemporary ideology.

The 20th anniversary of Michael Schumacher's F1 debut was much discussed at Spa. I was there in '91 and recall Schumacher sitting, unmolested and scarcely recognised, in the same restaurant that attracted our media posse (i.e. it wasn't expensive). Few of us foresaw what might happen next.

Another memory from that weekend endures: heading into the circuit one wet morning, I became aware of a Honda Legend closing quickly from behind, its driver nipping in and out of single-file traffic with seamless ease. When it passed, travelling about three times more briskly than anything else, it wasn't wholly surprising to see Ayrton Senna at the helm.

The family name was back on the grid last weekend, when Renault recruited Bruno Senna to replace Nick Heidfeld (whose performances were seldom disastrous, but never stellar). The German insists he has a binding contract and turned up at the track in team apparel, but the validity of his claims will be assessed by magistrates. In the meantime, Senna has an opportunity to revive a career that lost much impetus late in 2008, when Honda's withdrawal from F1 cost him a sensible seat at motor racing's top table.

It will forever be a delight to reflect on our sport's past, but its future can be equally engaging.

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RACING NEWS

IN BRIEF

Swanwick signs up

Ginetta Jr graduate Chris Swanwick will drive a Rob Austin Racing Audi A4 in the final two rounds of the British Touring Car Championship at Brands Hatch and Silverstone in October this season. The 17-year-old will line-up on the grid alongside Austin in the other machine. Austin scored the car's first points with a top ten finish at Snetterton at the end of July.

Autosports LMP bid

British GT squad United Autosports will expand to running cars in the LMP class of the Le Mans Series later this year. The team, which runs a brace of Audi R8 LMS GT3 cars in British and FIA GT, has landed a deal to field an LMP2 Pescarolo in conjunction with Oak Racing. The squad will make its debut at Petit Le Mans at Road Atlanta in America on September 28. Zak Brown, Mark Patterson and former Le Mans 24 Hours winner Stefan Johansson will drive.

NGTC test delight

British Touring Car Championship NGTC Toyota Avensis runners Frank Wrathall and Tony Hughes, along with Audi A4 racer Rob Austin all conducted a test at Rockingham last week ahead of this weekend's rounds at Knockhill. Austin was delighted with the wet conditions, feeling it was perfect preparation for a weekend in Fife.

Hamiltons to DTM

Anthony and Nicolas Hamilton are being lined up to drive as guest entries in the Volkswagen Scirocco R-Cup race, which features on the undercard of the DTM meeting at Brands Hatch this weekend. The father and younger brother of 2008 F1 champion Lewis Hamilton will test the 275bhp cars this Friday. Nicolas is racing in the Renault Clio Cup this year with the TCR team.

BIDS ARE IN FOR SILVERSTONE

BRDC considers tenders over possible circuit lease

Silverstone needs investment

By Matt James

Silverstone's owner, the British Racing Drivers' Club, is in advanced talks with an investor to take over the lease of the home of the British Grand Prix.

The talks, which are taking place behind closed doors, are thought to involve a company taking over a long-term lease for the track, which could be up to 150 years. Despite opening up the operating rights to the track, the BRDC has insisted that the venue be maintained primarily for motor racing and that the grand prix track is protected.

The club has decided to take this avenue to help generate the funds required to conduct the next phase of investment in the reworked venue. A new pits and paddock complex was opened earlier this season, but the next stage includes a hotel complex, a technology and business park and an educational campus.

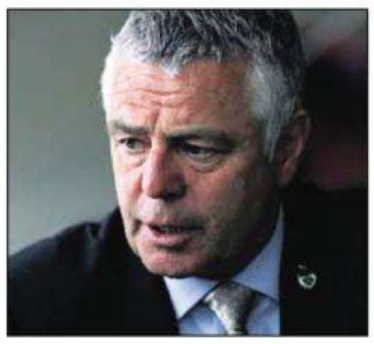
The BRDC was remaining tight-lipped about the deal for the 850-acre site.

A statement issued last week said: "The BRDC board has received a number of quality bids, one of which has been granted a period of exclusivity to undertake further due diligence."

Although the preferred bidder has not been identified, a story in *The Independent* last week claimed the Qatar Investment Authority was on the verge of sealing a deal. It quoted a source close to the negotiations, who said: "To do all the development, they [the BRDC] have had to borrow a massive amount of money and, long term, the club can't sustain that. So they want to take a lot of money for a very long lease from a substantial entity, perhaps a sovereign fund, which will continue the development there."

The preferred bidder is expected to be revealed in six month's time.

Sports promoters Octagon leased Silverstone for 20 years in 2000 but sold the lease back to the club in 2003, when it ended its motor racing involvement.



Warwick takes over from Hill

Warwick is elected as new BRDC president

Derek Warwick has been appointed as the new president of the British Racing Drivers' Club, the body that owns Silverstone.

The former F1 driver was voted in to the position on Thursday last week and will take over as a figurehead for the circuit from the previous chairman, Damon Hill.

Warwick said that one of his objectives would be to oversee the investment needed to continue developments at the circuit and also to ramp up support for young drivers.

"I will continue to work closely with the board as we seek and consider opportunities with suitable third parties," said Warwick. "I am also passionate about supporting our young British drivers. It is important to me that the club is a place that young drivers want to come to. The success of the British motorsport industry, including the British Grand Prix, is intrinsically linked to the success of British drivers competing at the pinnacle of their sport. The motorsport industry needs to pull together to support up-and-coming talent."

●As well as the election of Warwick, members also voted ex-C2 world champion Nick Adams and 2010 BTCC champion Jason Plato onto the board of directors.

Smith moves up to the BTCC with Triple Eight

Renault Clio Cup frontrunner Aron Smith will graduate to the British Touring Car Championship at Knockhill this weekend at the wheel of a Triple Eight Race Engineering Vauxhall Vectra.

The 21-year-old Irishman will step into the car vacated by Tony Gilham, who has hit funding problems.

Smith, who was fourth in the Italian Clio Cup last season and has taken three wins in the UK in 2011, is the younger brother of Gavin Smith. Gavin drove for Triple Eight Race Engineering in the BTCC in 2005 and '06.

"To work with Triple Eight will be great, and to make my debut at Knockhill makes it even better. I'm dying to get in the car."

Team boss Ian Harrison said: "Making a BTCC debut at Knockhill won't be easy for him, but the Vauxhall is well sorted and should be good around there."

Smith: moving up to BTCC

Shedden cautious as Knockhill beckons

Honda Racing Team star Gordon Shedden says he will not risk everything to deliver a home win for fans when the British Touring Car Championship moves to Knockhill this weekend.

The 31-year-old Scot is second in the points, just eight behind leader Mat Jackson's Airwaves Racing Ford Focus. He has won three times this season heading to his home track, where he works as the commercial director.

"There are no more points on offer at Knockhill than at any other track, so I'll treat it as just another round," said the Fife man. "You need to be aiming for 30 points a weekend. I want to be in the fight for this championship right at the end of the year, so that means I may have to bank the results rather than take risks and potentially end up with no points whatsoever."

Shedden went on to add: "This championship is so tight, it will be important just to hang in there to the final races. Then you are in charge of your own destiny."

Photo: LAT

Shedden: not taking any risks

POINTS

British Touring Car Championship
After 18 of 30 rounds

POS	DRIVER	POINTS
1	Mat Jackson	158
2	Gordon Shedden	150
3	Matt Neal	148
4	Jason Plato	138
5	James Nash	127
6	Andrew Jordan	113

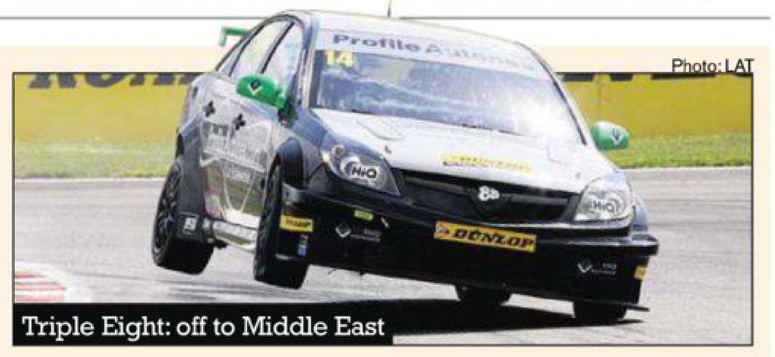
Vectras bound for Middle East tin-tops

British Touring Car Championship team Triple Eight Race Engineering will ship two of its cars to the Middle East at the end of the UK season to contest the United Arab Emirates Touring Car Championship.

The team, which runs a brace of turbocharged Vauxhall Vectras in the UK, will enter the 16-race series but may have to miss the opening two rounds because of clashes with the British calendar. The series takes place between October and April 2012 and the rounds are split between the Dubai Autodrome and the Yas Marina circuit in Abu Dhabi. No drivers are confirmed, but team boss Ian Harrison said that he is in discussions with interested parties.

Harrison said: "The calendar works well for us around our BTCC activities. We'll be bringing our core race team personnel from the UK to operate the cars, but would also like to see some local technicians helping us out."

Photo: LAT



Triple Eight: off to Middle East

British Nissan team impresses on debut

British team JR Motorsports says there is more to come from its new Nissan GT-R GT3 after the car made an impressive debut in the Blancpain Endurance Series at Magny Cours in France last weekend.

The Rye-based squad, which looks after Nissan's GT-Rs in the FIA GT1 World Championship, gave the 3.5-litre twin-turbo GT3 car its first competitive outing at the French venue last weekend. The car, which was crewed by GT1 racers Richard Westbrook and David Brabham, finished the three-hour event eighth overall out of the 35-car field.

The Nissan went into the race following only a two-day test at Navarra in Spain. JRM team principal Andy Barnes said: "Our goal was to test reliability and to assess it against current GT3 machinery. The outcome of the race really shows the potential the car has."

Photo: LAT

JRM: GT-R has big potential

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MOTORSPORT NEWS

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Motorsport News has a vacancy for an editorial assistant/junior reporter. The job would suit someone who can sniff out news stories, work to deadlines and has a passion for motorsport. Some previous writing experience would be an advantage. A great deal of weekend work and UK travel is part of the job. To apply, please visit Haymarket's website at www.haymarket.com and go to the 'Careers' section. Closing date: September 9.

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AN EPIC 24 HOURS OF 2CV RACING >>>>>>>>> PAGE 26

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"Nobody wanted to buy my Saxo"

Digby's Stock Hatch win, p26

GREEN OUT FOR BRANDS DTM REVENGE

British ace Green says '09 Merc will suit Brands Hatch

BRIT AT HOME

Jamie Green's Brands Hatch DTM record

YEAR	POSITION
2010	tenth
2009	12th
2008	fourth
2007	sixth
2006	DNF

British DTM star Jamie Green says he wants to put a five-year-old grudge to rest at Brands Hatch this weekend.

The 29-year-old, who drives for the AMG Mercedes team, is fourth in the points heading to the UK round this weekend and wants to finally conquer the 1.2-mile Indy track. He was leading when the series made its first visit to the Kent venue in 2006 but retired after running off the road. "That incident still irks me," said Leicester-born Green. "I have always had good pace at Brands Hatch but I was inexperienced back then and I cracked under pressure from Tom Kristensen. I should have won that race."

Green says that because he is 23 points behind series leader Bruno Spengler, he needs to attack for victories for the rest of the season to haul back the deficit. He says his 2009 Mercedes is likely to perform well at Brands Hatch.

"I have the car that Paul di Resta has won with at Brands Hatch for the last two seasons so we know it is a good car," said Green. "I need to get on the front row in qualifying – that is crucial at Brands – and then take things from there. Wins are the only thing I am concentrating on now because that is the only way I can make a significant impact on the title race.

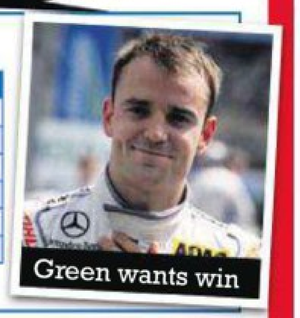
"To race and be in with a chance of winning in front of my home crowd is special, but it has been such a tough season and there are so many factors that have to come together to take victory."

DTM STANDINGS

After six of ten rounds

POS	DRIVER (NAT)	TEAM	PTS
1	Bruno Spengler (CAN)	Mercedes-Benz Bank AMG C-Class 2009	47
2	Martin Tomczyk (GER)	Audi Sport Team Phoenix Audi A4 DTM 2008	40
3	Timo Scheider (GER)	Audi Sport Team Abt Audi A4 DTM 2009	29
4	**Jamie Green (GBR)**	**AMG Mercedes C-Class 2009**	**24**
5	Mattias Ekström (SWE)	Audi Sport Team Abt Sportsline Audi A4 DTM 2009	21
6	Mike Rockenfeller (GER)	Audi Sport Team Abt Sportsline Audi A4 DTM 2009	20

Points: 10-8-6-5-4-3-2-1 for first eight finishers



Green wants win

DTM TIMETABLE

Saturday, September 3

TIME	EVENT	SESSION
0900	**DTM**	**practice**
1045	MSA Formula Ford Championship of Great Britain	race one
1120	MSVR Lotus Elise Trophy	qualifying
1200	Racecar Euroseries	race one
1250	Volkswagen Scirocco R-Cup	qualifying
1410	**DTM**	**qualifying**
1535	MSVR Lotus Elise Cup UK	qualifying
1615	Racecar Euroseries	race two
1650	Nippon Challenge	race one
1730	Volkswagen Scirocco R-Cup	race one

Sunday, September 4

TIME	EVENT	SESSION
1000	**DTM**	**warm up**
1045	MSA Formula Ford Championship of Great Britain	race two
1115	MSVR Lotus Elise Trophy	race one
1155	Racecar Euroseries	race three
1400	**DTM**	**race**
1550	MSVR Lotus Elise Cup UK	race one
1705	Nippon Challenge	race two
1735	MSA Formula Ford Championship of Great Britain	race three
1805	MSVR Lotus Elise Trophy	race two

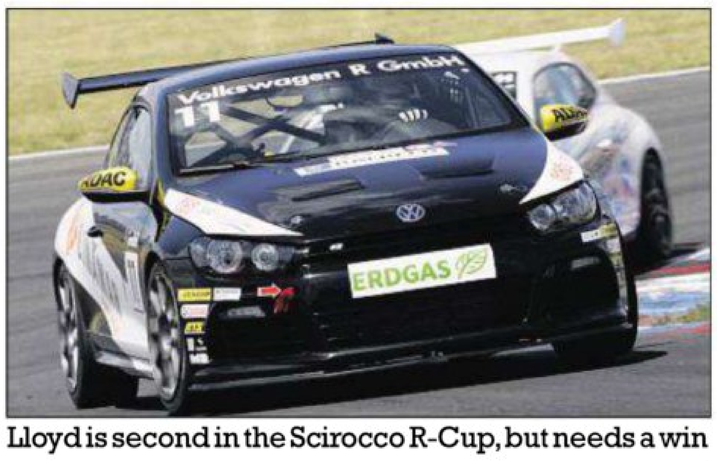
Lloyd targets home success in Scirocco

Daniel Lloyd says a strong result on home turf is vital to his challenge for the Volkswagen Scirocco R-Cup title.

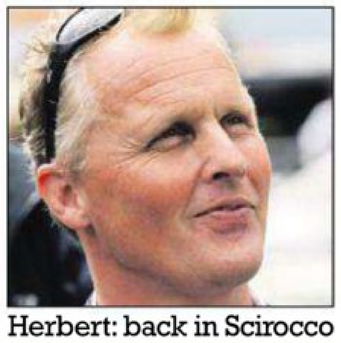
British ace Lloyd goes to Brands Hatch this weekend in second place in the standings, 47 points behind series leader Mateusz Lisowski. A race win is worth 60 points and Lloyd says a strong performance on home turf will be the key to his title chances over the last three rounds of the series.

"Brands Hatch is the first track on the calendar I've been to before so it feels slightly weird knowing I have an edge in local knowledge," said the 19-year-old from Huddersfield.

"I've only got four races to close the gap to Mateusz and I'm definitely looking for the win at Brands. The Sciroccos can be quite lively through fast turns so my knowledge of corners like Paddock Hill Bend will give me a big mental advantage."



Lloyd is second in the Scirocco R-Cup, but needs a win



Herbert: back in Scirocco

F1 and rally stars get VIP Volkswagens for Brands showdown

British F1 stars Johnny Herbert and Mark Blundell will again go head-to-head in the Volkswagen Scirocco R-Cup at Brands Hatch this weekend, and will be joined by Tiff Needell and Mark Higgins.

Three-time grand prix winner Herbert, 47, and Blundell, 45, contested the event on the Indy circuit last year and will again handle the 275bhp two-litre tin-tops, in the fleet of celebrity Sciroccos run by VW Motorsport.

Herbert said: "The Scirocco is very good to drive. As soon as you've gotten used to the car a bit then you can fight some splendid duels much like I did with Mark [Blundell]. The car also has a very clever push-to-pass boost system, which is entertaining."

The pair will be joined by triple British rally champion Higgins, 40, and *Fifth Gear* presenter Needell, 59. Needell still races occasionally, mainly in historics, while Higgins has had sporadic outings in Legends cars.

THE VOICE OF NATIONAL RACING

MATT JAMES

"Criticising Combe is like kicking a puppy"

Photo: LAT

British Formula Ford went to Combe in 2010

The natives are restless in Wiltshire and Castle Combe is bearing the brunt. It seems that the circuit has upset a number of spectators, as a quick check on its website forum will reveal.

Their concerns are multiple, from being overcharged for entry into a meeting (which the circuit bosses have apologised for) to the scarcity of entries and spectator numbers.

Five years ago, track chiefs decided to form their own racing club to look after activities on the 1.86-mile track. It was set up to protect the circuit's three one-track championships for saloons, Formula Ford and Sports and GT, and also to make sure that the raceday schedules were filled with varied and popular content.

Given the comments of loyal fans, this seems to have been overlooked in 2011. A quick flick through the back issues of *Motorsport News* reveals that three years ago the club served up only nine grids throughout the season that featured less than 16 cars. This year, up to August, it had already had 20 races with less than that number. Indeed, at one of the races at its summer meeting on June 18/19, just four cars started a 17-minute Open GT race. Thankfully for the fans, the quartet of entries all made it to the chequered flag.

Last season, there were highlights from travelling championships that weren't part of the Castle Combe Racing Club's roster to bolster the timetables. They included high profile series such as the MSA Formula Ford Championship of Great Britain. This season, aside from the British Racing and Sports Car Club's popular Mazda MX-5 armada and the MSA British Endurance Championship, things have been threadbare.

The circuit's 'home' championships have been the shining beacons and entry levels and enthusiasm remains hugely strong. But a circuit can't survive on three championships alone.

The people are noticing, and many season pass holders have expressed on the track's forum that they are reconsidering their permits for next year.

One of the problems Castle Combe suffers from is that it has always traditionally served up some sensational race meetings with packed grids and spectator banks. In effect, it has set a very high bar for itself and the fans have got used to that. Any drop in numbers will be quickly noticed.

The staff at Combe and its owner Howard Strawford are professional and enthusiastic, and to criticise Castle Combe almost feels like kicking a small puppy. It is still one of my favourite places to watch motor racing. I hope that it manages to smooth out this recent speed bump.

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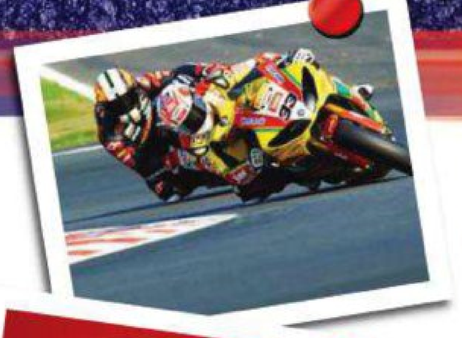

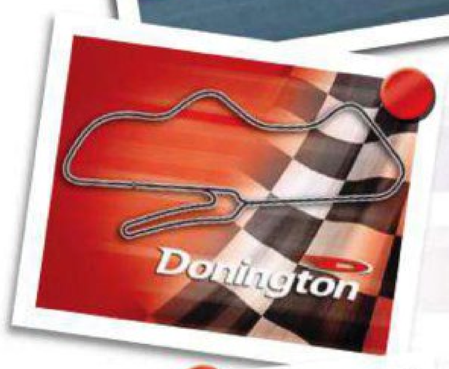

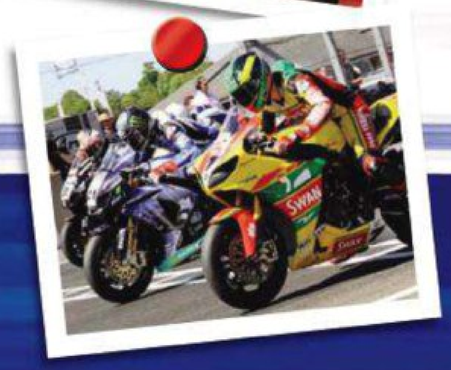

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RACING NEWS

CHECK POINTS

Lynn: heads Renault chase

Formula Renault UK
After 14 of 20 rounds

POS	DRIVER	PTS
1	Alex Lynn	409
2	Tio Ellinas	368
3	Oliver Rowland	283
4	Jack Hawksworth	243
5	Josh Hill	205
6	Mitchell Gilbert	195

Volkswagen Racing Cup
After eight of 14 rounds

POS	DRIVER	PTS
1	Steve Chaplin	376
2	Aaron Mason	306
3	James Walker	300
4	Joe Fulbrook	268
5	Steve Wood	250
6	Peter Lettinga	242

Ma5da MX-5 Cup
After 18 of 20 rounds

POS	DRIVER	PTS
1	Rob Boston	1793
2	Luke Herbert	1695
3	Tom Roche	1617
4	Adam Gore	1499
5	Jim Edwards Jr	1460
6	Paul Sheard	1335

Ma5da MX-5 Championship
After 17 of 20 rounds

POS	DRIVER	PTS
1	Tom Roche	1319
2	Adam Gore	1300
3	Alan Henderson	1284
4	Jordan Stilp	1279
5	Wayne Le Montais	1244
6	Ben Short	1232

Scottish Saloon and Sports Car Championship
After eight of 12 rounds

POS	DRIVER	PTS
1	Gary Watson	170
2	Philip Duncan	162
3	Paul Nevill	152
4	Tracey-Louise Muir	148
5	Joe Shuttleton	114
6	Stuart Haston	100
=	James Bruce	100
=	Marco Haig	100

Porsche Carrera Cup GB
After 11 of 19 rounds

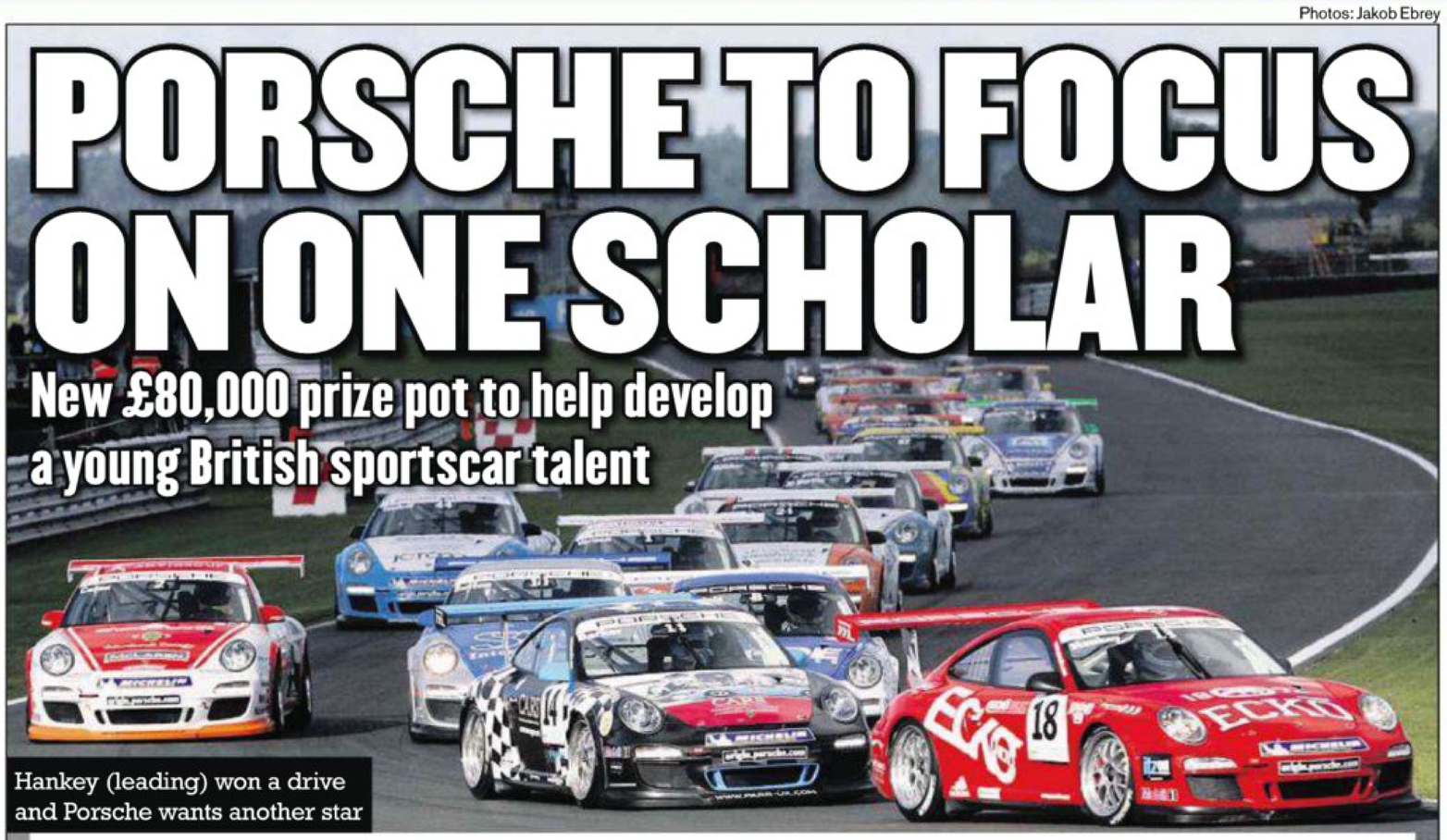
POS	DRIVER	PTS
1	Stephen Jelley	186
2	Michael Meadows	177
3	James Sutton	174
4	Euan Hankey	134
5	Richard Plant	113
6	Jonas Gelzinis	106

Jelley: tops Porsche points

Photos: Jakob Ebrey

PORSCHE TO FOCUS ON ONE SCHOLAR

New £80,000 prize pot to help develop a young British sportscar talent



Hankey (leading) won a drive and Porsche wants another star

By Rob Ladbrook

The winner of this year's Porsche Carrera Cup GB Scholarship will receive an expanded £80,000 prize fund.

The 2012 Carrera Cup GB Scholarship contest was launched this week and has been tweaked to provide a greater opportunity for one young driver.

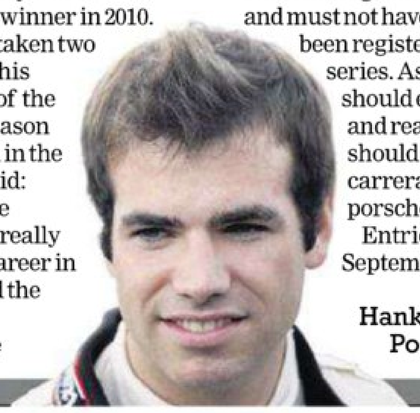
The scheme used to offer £50,000 bursaries to two aspiring drivers. This year one winner will receive an £80,000 budget boost and a host of extra training and race opportunities. Carrera Cup GB manager Marion Barnaby said: "We're aiming to focus much more energy into one driver this year and we're hoping to find many extra opportunities for them within Porsche Motorsport. We're looking at arranging extra training and support and maybe even incentives like an entry into the Porsche Supercup support race at the British Grand Prix meeting.

"The scheme has been an outstanding success and the quality of applicants gets higher every year. The fact that we've had race winners emerge this year is hugely encouraging and we're hoping for even better next season."

Euan Hankey was a Scholarship winner in 2010. Hankey has taken two race wins in his second year of the series this season and is fourth in the points. He said: "The Porsche Scholarship really ignited my career in the sport and the support and coaching the scheme offers has been invaluable to me."

Eligible drivers must be aged between 17 and 22, hold a National A grade race licence and must not have previously been registered for the series. Aspiring drivers should email their CV and reasons why they should be selected to carreracupgb@porsche.co.uk.

Entries close on September 30.



Hankey cherished Porsche chance

IN BRIEF

Seward to race on

The new Seward F1010 single-seater will continue to race in the Monoposto Championship this year as the firm seeks to develop it across the year. The new car, which is powered by a 180bhp Yamaha R1 motorcycle engine, features an innovative Lancaster Links suspension set-up which aims to provide maximum contact between the tyre and the track during cornering. Christian Parker raced the car to ninth in the Mono 1000 rounds at Brands Hatch ten days ago.

Nippon to DTM

The Nippon Challenge series has secured a spot on the DTM support bill at Brands Hatch this weekend. The series, which caters for all types of Japanese saloon and sportscars, will feature on the bill alongside the Volkswagen Scirocco R-Cup, Race Car Euroseries and the MSA Formula Ford Championship of Great Britain.

JTR tests junior

MSA Formula Ford Championship of Great Britain team JTR could give a race debut to karter Max Marshall at Donington Park on September 24/25. The 17-year-old has tested one of the team's Mygale chassis ahead of his graduation to car racing next year.

Rao returns

Teenager Matt Rao will return to the MSA Formula Ford Championship of Great Britain at Brands Hatch this weekend. Rao will drive for Van Diemen team Fluid Motorsport as team-mate to Matt Parry.

Academy filling up

Caterham will hold an open evening for prospective Academy drivers at its showroom in Surrey this evening (August 31). Only ten places remain on the firm's novice category.

Stuteley to return to Ford cockpit at Brands

The Getem Racing team will return to the MSA Formula Ford championship of Great Britain this weekend after agreeing a deal with Linton Stuteley.

Stuteley will race the team's 2007 Mygale chassis during the DTM support races at Brands Hatch in place of regular driver Cavan Corcoran, who has switched to the Cliff Dempsey Racing team. The 24-year-old, who last raced in the series in 2009, tested with Getem at the Kent track last Friday.

Getem's Jason Down said: "We ran Linton last week to conduct some development on the car's handling and his pace was great so we've put this deal together.

"He has a lot of experience in Formula Ford and will get us good results. At the moment it's a one-off drive but we're talking about him finishing the year with us."

Two wins at the World Series meeting have boosted Wright

Wright buoyed after Silverstone Clio success

Clio Cup racer Luke Wright says the confidence boost he received from taking his first wins in the class can help make him a title challenger next season.

He dominated both non-championship Cross Channel Challenge Clio races at the recent World Series by Renault meeting at Silverstone ten days ago. Wright, 19, will finish the season as the Scuderia Vittoria team's sole entry after team-mate Matt Allison pulled out of the series due to funding problems. Despite the loss, Wright said he was confident of strong results ahead of next season.

"I've worked hard to refine my driving style and it's paying off," he said. "I'm getting familiar with the car and I feel I can take wins this year ahead of a full shot at the title with the team in 2012."

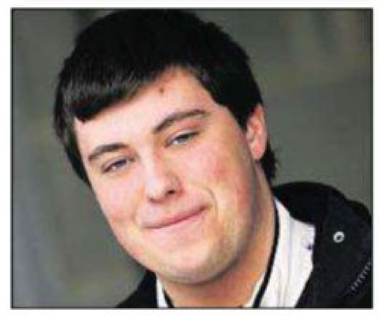
Former Festival winner plots a Duratec outing

Single-seater ace Chrissy Palmer will return to the MSA Formula Ford Championship of Great Britain during the DTM meeting at Brands Hatch this weekend, and could be lining up a deal to contest the Festival in October.

Palmer, who won the Formula Ford Festival in 2009, will drive a Mygale SJ11 for the Jamun Racing team. He is replacing Jake Cook, who is sitting out the rounds on the Kent venue's Indy circuit due to budget constraints.

Palmer has been sidelined for much of the year after breaking his back in an accident while contesting an MRF Formula race in India. The 20-year-old has only raced in Mazda MX-5s this year.

"It will be great getting back out in a Ford because I love how close the racing is," said Palmer from Chichester. "Jamun rang me and offered me the seat.



Palmer: in line for Ford return

"The team still has my set-up from when we won the Formula Ford Festival in 2009, so I don't think it will take long to get back into the swing of things. I'm not taking part in any testing beforehand, so going straight into qualifying will be tough.

"At the moment it's a one-off drive but I'm talking to the Jamun team about maybe getting another run at the Festival.

"Winning that was the highlight of my career and I'd love another shot at it."

WHY VW WON'T BE SIGNING A BRITISH RALLY DRIVER >>>>>>>>>>>>>>>>>> PAGE 18

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RACING NEWS

Novice can earn the chance to try a Lotus

One motorsport enthusiast will win a free drive in the Lotus Elise Trophy this year worth £3000 as part of a new competition launched by Want2Race.

The contest, which is being run by Pole Position Indoor Karting, is open to any motorsport enthusiast who has no previous motorsport experience.

For an entry fee of £145 candidates will get to drive up to three variants of Lotus cars around the Blyton Park track in Lincolnshire on October 28.

Race instructors will choose one driver to win a race seat with the ES Racing team for a round of the MSVR-run Lotus series.

Competition organiser Ben Hyland said: "This is a great way of anyone over 21 getting into a real racing car."

Paul Golding, founder of the Lotus Elise Trophy added: "This is a great platform for drivers to find out what our series is all about."

The competition closes on October 14.

Students to field four-car VW outfit

The student-run Lunar Racing Team hopes to run four cars in the Volkswagen Racing Cup within the next three years.

The team will make its debut in the one-make series this weekend at Rockingham.

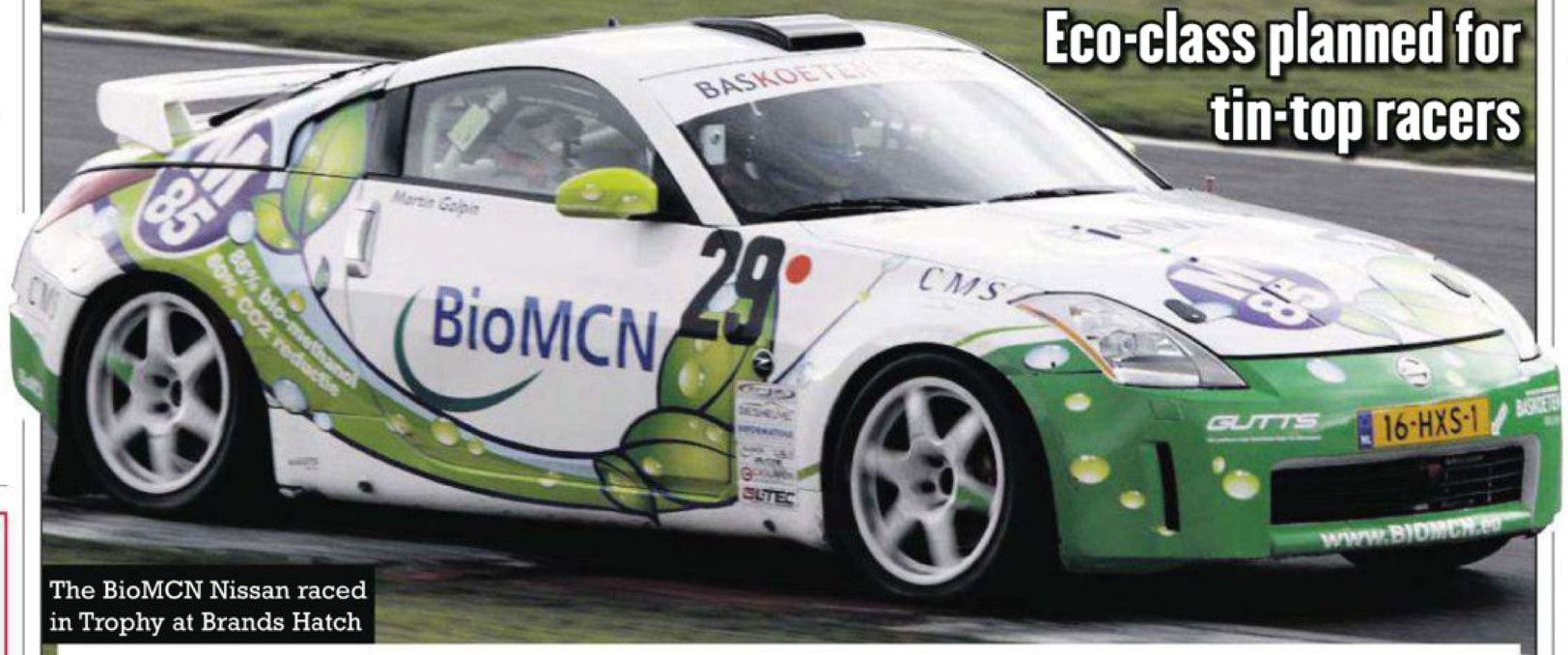
Ex-Ginetta racer Dominic Pettit will drive the squad's Golf Mk4. It is a toe-in-the-water entry for the team, which plans to run multiple cars in the class. All of the cars will be run by engineering students from across Northampton.

Team boss Paul Kneeshaw said: "The VW Cup has the freedom in the regulations for our students to work in a professional environment. We've been looking for the right series for years, but feel the VW Cup is a good option."

Photos: Gary Hawkins and Jakob Ebrey

GREEN FUTURE FOR PRODUCTION SERIES

Eco-class planned for tin-top racers



The BioMCN Nissan raced in Trophy at Brands Hatch

By Rob Ladbrook

Dunlop Production Touring Car Trophy organisers are considering adding a class for alternatively fuelled racers in 2012 in an effort to lure manufacturers to the championship.

The series ran its first ever biofuel-powered entry at Brands Hatch last weekend. The Dutch BioMCN Motorsport Nissan 370Z was driven by Formula Ford 1600 racer Martin Galpin. The car is powered by a 3.7-litre V6 engine running on M85 bio-methanol, a fuel derived from glycerine extracted from plant and animal fats.

Organisers believe that a standalone class for alternative energy machines could tempt manufacturer involvement.

"Alternative fuel sources are becoming a larger part of modern motorsport but it's difficult to find series that will cater for a wide range of energies," said series co-ordinator Martin Phaff.

"We're looking at creating a Future Powers class for next year, which could cater for anything from electric power to hybrids and biofuel. At the moment, many road car manufacturers are switching their focus to alternative energies and we believe the class could be very appealing to them to demonstrate new technologies. We're working on ways of boosting the series' profile and getting some car manufacturers on board would certainly help that."

The BioMCN Nissan, built by Dutch Supercar Challenge team Bas Koeten Racing, should also appear again this year. Team boss Edward Goossens said: "We've arranged meetings with the BARC to try and introduce methanol as a control fuel for a class next year.

Phaff wants marque support

"Programmable ECU units can convert standard petrol engines to run on methanol quite easily, although some parts have to be strengthened."

Leaders predict hard GT title battle ahead

Photo: Jakob Ebrey

Bell and Guasch top GT category

British GT leaders Matt Bell and Mike Guasch reckon the run-in to the finish of this year's championship will be the closest in history.

The championship resumes after a two-month break with two races at Rockingham this weekend. Going into the event, the United Autosports Audi R8 pairing of Bell and Guasch hold a two-point lead over Glynn and Jim Geddie's CRS Racing Ferrari 458.

The two one-hour races in Northamptonshire are the series's last sprint events. The final two rounds are a three-hour event at Donington Park on September 25 and a two-hour race at Silverstone on October 9.

Bell, 21, and American co-driver Guasch, 41, took their only win in the opening two-hour race at Snetterton in May. Bell reckons the remaining fixtures favour the Audi, and predicted that this weekend will be the start of an epic title fight. "The title lead can swing with every race for the rest of the year," he said. "Rockingham will be vital for us because we know the car is stronger during the longer races because it is much lighter on its tyres and fuel than the larger cars. Getting through the final two sprints will dictate our hopes."

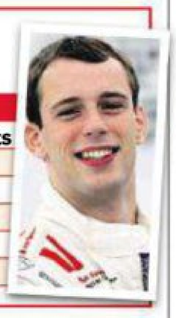
British GT Championship coordinator Benjamin Franassovici added: "The cars are very evenly matched in pace and the title fight should go down to the wire at the final race at Silverstone in October."

POINTS

Avon Tyres British GT Championship

After six of ten rounds

POS	DRIVERS	CAR	PTS
1	**Matt Bell/Mike Guasch**	**Audi R8 LMS**	**90.5pts**
2	Glynn Geddie/Jim Geddie	Ferrari 458 Italia	88.5
3	Matt Griffin/Duncan Cameron	Ferrari 458 Italia	76
4	Allan Simonsen/Hector Lester	Ferrari 430 Scuderia	64.5
5	Gregor Fisken/Tim Bridgman	Porsche 911 GT3R	62.5
6	David Ashburn/Richard Westbrook	Porsche 911 GT3R	62



ROUND THE BEND WITH...

SCOTT KENDALL

Age: 33 **Lives:** Fareham

Kendall is a regular race winner in the Super Mighty Mini championship and is defending the championship that he captured last year.

He started young:

"I started learning to drive a Mini in my dad's yard when I was 11. I got a bit too quick to be going around the garden so we built a Ministox car. I could only just reach the pedals when I began but we started racing at Ringwood Raceway. I did a few seasons in that until one race where I got put into a post. My mum saw the crash and banned me from doing any contact motorsport."

He's also done ovals:

"I started doing non-contact Ministox at Standlake Arena in Oxford. I raced there until I was 16 and then had some runs in Stock Rods when I got my adult licence. Ovals were great and it taught me a lot about throttle and car control. I stopped because we got short on budget and didn't do anything for a about ten years."

A friend got him into Minis:

"I wasn't racing anything when one of my best friends, Mark Jones, was already racing a Super Mighty Mini. He wasn't using the car and kept it in a shed. He offered me a go in that and I loved it. Usually novices aren't allowed straight into the Supers but they looked at my record on ovals and allowed me in. I ended up r enting Mark's car and racing it for three years."

He built his own car:

"After that, I built my own car up from scratch. The first season was tough getting to grips with it but we flew in the second year. I won three races but I finished on the podium in every round to win the championship."

He's good with HGVs:

"I drive trucks for a living for a recycling firm. It's a bit surreal driving big lorries during my day job and then racing a Mini."

Kendall: oval background

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MSA BRITISH RALLY CHAMPIONSHIP

OPEN DAY

Friday 9th September 2011

At Curborough Sprint Circuit, Nr Lichfield
Gates open at 10.30

(This is an open day for competitors and is not open for spectators)

The event is bringing together manufacturers and professional motorsport teams to provide competitors looking towards entering the British Rally Championship or BRC Challenge with an opportunity to discuss their plans for 2012. Championship staff and events will also be on hand for information about next season. Competitors and teams are advised to contact the manufacturer or team of their interest in advance of the day in order that they can secure a place in a demonstration run. Details of the attendees are held with the Championship and are available to interested parties by contacting the office.

Tel: **01244 303150** or Email: **info@rallybrc.co.uk**

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Raymond Moore
Citroen Racing Trophy
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Email: **raymondmoore@charleshurstgroup.co.uk**

Fiesta Sport Trophy UK

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Renault Sport Twingo R1 & R2 Trophy UK

Simon Moss (Championship Manager)
Renault Sport Twingo Trophy UK
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Email: **simonmoss@twingotrophy.co.uk**

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MSA BRITISH RALLY CHAMPIONSHIP

HISTORICS

"Naismith's car was tail-happy"
Astons at Brands, p29

DOWN THE PUB WITH

DAVID KIRBY

Age: 23 **Lives:** Martlesham, Ipswich
The Suffolk rally driver is one of the youngest in the British Historic Rally Championship.

He started at 16:
"I started co-driving when I was 16 for Edward Welham 'Woody' who is now part of my service crew. We bought a car together and just did some local events. Then I started servicing for Richard Lane in the BHRC and did that for three years; that's when I got the bug."

He's been rallying for six seasons:
"I built my current Escort Mk1 in 2005-'06 and my first event was in April 2006. I'd just passed my driving test. It's a hobby, so you've got to enjoy it. I couldn't do it without the support of my dad Tony, Woody, Tim and my co-driver Ben Friend. Last year I was second in the BHRC under 25 award to Connor Corkill and was Class C2 champion in the BHRC Asphalt Cup."

He loves the Ulster Rally:
"No rallying is cheap, but running in Class C2 is what we can afford. We won't be able to do much more this year after going to Ulster. That was a big occasion. We did it first in 2010 and I love it over there. The roads are awesome and it's beautiful when you get out on Torr Head."

He has to travel for every event:
"The Tour of Flanders [in Belgium] is probably my closest rally, but it's not been kind to me. I had engine problems the first year and put it in a ditch last year. We've now gone to Alan Sherwood for the engine and it has been fantastic. It's the first 1.6-litre crossflow that he has built since the 1970s. It's been brilliant."

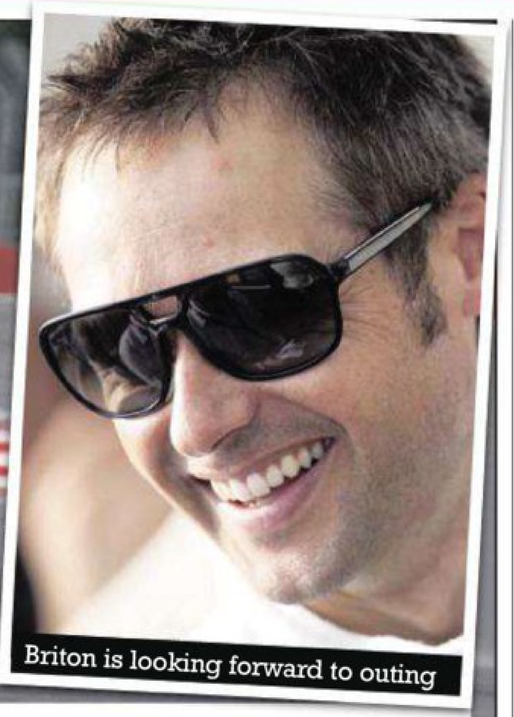
He plans to carry on rallying:
"Next year will depend on work; I'm a specialist driver and we take children with disabilities to school. We've got about 12 mini buses in the family business. I'm building up one of Woody's Escort Mk2s from the 1970s and then I've got another three Escort Mk1 shells, so in the next car I build I'll come out and see if I can beat David Stokes!"

He'll stay with historics:
"I'm too old for modern stuff now. I should have gone into modern cars when I was younger; look at Martin McCormack. But with my co-driver Ben Friend, who is just 17, we're the youngest BHRC crew by quite a bit."

Kirby has got historics bug

Photos: Lawrence and LAT

Andy Priaulx will get his hands on a 'works' BMW



Briton is looking forward to outing

PRIAULX READY FOR GOODWOOD DEBUT

BMW factory driver lines up an appearance at the historic special

By Matt James

Former World Touring Car champion Andy Priaulx will take part in the Goodwood Revival for the first time this year at the wheel of a 1965 BMW 1800 Tisa.

The Guernsey driver, 38, will tackle the two-driver St Mary's Trophy race, which is for pre-1966 saloon cars, with a yet-to-be confirmed team-mate. BMW's Motorsport Tradition division will prepare the historic car for the September 16-18 event.

Priaulx drove a 1960s BMW saloon in a historic festival in Denmark last year and said that he was relishing the chance to get back into period racing at Goodwood.

"I had such a good time when I raced historics last time out in Copenhagen and to race at Goodwood will be very special," said Priaulx, who will spearhead BMW's DTM attack next season. "I love hanging the tail out with the car and being able to slide the machine around – it's great for the fans and it is great fun for the drivers too.

"Being involved with the historic scene takes me back to my hillclimbing days at the start of my career – it's good fun with a great atmosphere and there is a feeling of camaraderie.

"I'm really looking forward to it. I'm not sure how far I will go with the dressing up in period clothes, though – I might just stick to my race suit..."

March's MG victory is the Revival focus

The 80th anniversary of Freddie March's historic win for the works MG team in the Brooklands Double Twelve race of 1931 will be celebrated during this year's Goodwood's Revival meeting on September 16-18.

The grandfather of the current Lord March was an accomplished racing driver and took many victories at Brooklands in the 1930s for Austin and MG before establishing the Goodwood circuit in 1948. Goodwood will mark the 80th anniversary of his 1931 race win by staging an authentic recreation of the MG team's Brooklands paddock set-up, including a line-up of supercharged MG C-type Midgets from the early 1930s.

Evocative Martini B31

Dodd tries restored Chevron at Oulton Park

Leading historic racer Graeme Dodd returned to racing on slicks for the first time in 35 years when he had a debut run at Oulton Park's Gold Cup historic meeting last weekend in a Chevron B31.

Dodd plans to campaign the 1975 car in the Martini Trophy next season and used the Oulton Park races as a shakedown for the car. It is thought to be more than a decade since the Chevron last raced when driven by Dennis Clark in the HSCC RJB Mining Championship in the late '90s.

"I've not raced on slicks since the mid 1970s when I raced an MG Midget," said Dodd. "We just need a bit of time to find out what we've got."

Blomqvist to tackle Colin McRae outing

Rallying legend Stig Blomqvist will compete on this year's Colin McRae Forest Stages Rally on October 1.

Blomvist entered the 2008 Colin McRae Rally 'tribute' event, but was unable to take part due to an illness in his then co-driver's family. Since then he has been eager to return to Scotland and has teamed up with Phil Mills in a Ford Escort Mk2 from Mills's Viking Motorsport team. Stig contested the Scottish Rally in the late 1970s and early '80s through some of the same forests.

"The word legend is often used in sport – but it's safe to say that Stig qualifies on that count many times over," said Jim Brown of rally organisers Coltness Car Club.

Volvo pair out for the remainder of the season

Brothers John and Stephen Moxon will be out of rallying for the rest of this year and possibly well into 2012 after their Volvo Amazon was hit by the Subaru Impreza WRC of George Robinson during the Ulster Rally.

The Volvo crew slid off on the Lisnamuck stage and were out of the rally. They attempted to slow other crews, but Robinson, car one on the National Rally, slid into the Volvo and inflicted further damage. "The steering has snapped, the wheels are jammed; it's a very sad sight after all the compliments we had about the car," said John Moxon.

This was the pristine Volvo. It doesn't look like this any more...

IN BRIEF

Keatley ran on the Ulster Rally

Ford makes a return

The Ford Escort Mk2 driven by race and rally veteran Tommy Reid on the 1981 Ulster Rally returned to the event ten days ago after spending 24 years in storage. The car is owned by John Keatley and he is keeping the Sidney Meeke-built car in period trim. It now runs to FIA specification and was second in class to Jimmy McRae's 911.

Spiers tames a 911

After a lengthy break from rallying, John Spiers has returned with the ex-Sean Lockyear Porsche 911 and drove the car for the first time on the recent Ulster Rally. For his first rally in nine years, Spiers was co-driven by his partner Susanne Niedrum and they finished second in class C4 in the XS Racing prepared car.

Rini dies aged 71

***MN* is sad to report the death of accomplished historic racer Nick Rini, who died recently after an illness at the age of 71. Rini competed extensively across the last decade, splitting his time between several significant cars including Lotus and BRM Grand Prix cars and a Group C Jaguar.**

Wife in the hot seat

Seventeen years after she co-drove for husband Ernie in the Middle East Rally Championship, Karen Graham returned to co-driving on the recent Ulster Rally. With their children now teenagers, the Grahams decided it was time to renew the old partnership on their home event and duly finished third in the class for FIA cars in their Escort Mk2.

Dennis flies again

Former Cotswold stage rally champion Rob Dennis will make his historic debut on this Saturday's Woodpecker Stages. The Swindon-based driver has built a historic spec Escort Mk2 alongside his existing modified Mk2 and plans to move into the BHRC in 2012. He will be co-driven by Lee Harding this weekend.

A seventies special

This Sunday's Chelsea AutoLegends event will also mark the glory days of 1970s touring car racing with a display of Group 1 and Group 2 racers from BMW, Ford and Alfa Romeo, including a 3.0 CSL 'Batmobile', a 'Cologne' Capri and an Alfa GTAm. There will also be famous Fords wearing the red and gold colours of Alan Mann Racing.

Higgins tries F2

Kiwi racer Andrew Higgins made his F2 debut at Oulton Park when he raced the March 742 of Mark Dwyer in the Derek Bell Trophy race. The F5000 racer and engineer is spending six months in the UK looking at the historic racing scene.

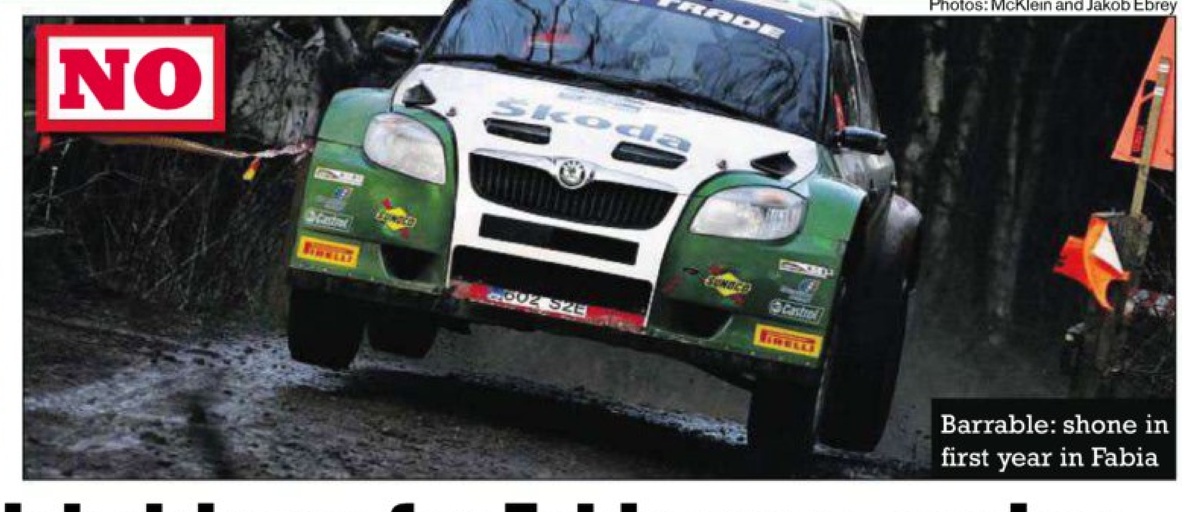
Gray takes the spoils

Ian Gray has been confirmed as Historic Sports Car Club Classic Racing Car champion for the third time in four years with his ex-John Watson Brabham BT16.

TRIBUTES TO KARTING HERO MARTIN HINES >>>>

RALLY NEWS

Evans: a BRC event winner



Photos: McKlein and Jakob Ebrey

Barrable: shone in first year in Fabia

VW bosses pass over British and Irish drivers for Fabia runs, saying...

'IS THERE ANYBODY OUT THERE?'

Breen: star of the WRC Academy

Bogie: favourite for the BRC title

By Dan McCalla

Volkswagen Motorsport boss Kris Nissen has ruled out running any young British or Irish drivers in its Skoda Fabia S2000s this season.

The German marque is fielding two Fabias on selected WRC rounds this year to help evaluate young drivers. VW will run the Skodas on Rally Spain and Rally GB, but has ruled out running a British or Irish driver on the grounds that none are currently competing at a high enough level.

When asked if a British or Irish driver would be tested this year, Nissen told *Motorsport News*: "Who? Is there anybody there [from the British Isles]? We have a long list of drivers who are interested and we cannot make everybody happy. We need to be looking at drivers who are at a kind of Formula Three or GP2 level.

"The WRC Academy would be like a Formula Renault or similar kind of championship. F3 would be the IRC, with some good cars, manufacturers taking part in Peugeot and Skoda, four-wheel-drive sequential cars, and a lot of testing and time to recce. GP2 would be more like the SWRC, competing on the same rallies as the real WRC and at a very high level of competition."

VW's decision comes despite Irishman Craig Breen setting the pace in the WRC Academy, and Northern Irishman Martin McCormack, who recently claimed maximum BRC points on Rally NI in a two-wheel-drive Citroën DS3, topping a fan's poll of drivers who deserved a run on WRC.com.

Nissen: looking at IRC

Despite Nissen's policy, VW ran German WRC Academy driver Christian Riedemann in one of its Skodas on Rally Germany. Riedemann finished third among the S2000 cars. New Zealand driver Emma Gilmour, who is currently running in her domestic series and has limited international experience, has also been linked to a run.

Nissen added: "We are at the moment only considering drivers who are running at Super 2000 level already, and those drivers who are in either SWRC or in the IRC.

"We will concentrate on drivers who are at this level, and then we can consider drivers who are a little lower in their education, but that does involve some risk. Christian [Riedemann] was a little bit of a risk but we are a German manufacturer and he is a very talented German driver, and he did a very good job."

● Volkswagen has hired former Sauber Formula One engineer Willy Rampf to its WRC effort, working alongside Petter Solberg's former tech guru François-Xavier Demaison.

THE DRIVERS *ARE* OUT THERE

Kris Nissen doesn't think any British or Irish drivers are worthy of a run in a VW-backed Fabia. *MN* begs to differ. Here are five of the talented drivers worthy of a test outing:

ROBERT BARRABLE
Has demonstrated BRC event-winning pace in his first season in a Skoda Fabia S2000, and has shone on limited IRC outings.

DAVID BOGIE
The odds-on favourite for this year's BRC, he's fended off drivers in S2000 machinery on both gravel and Tarmac events despite driving an ageing Lancer E9.

CRAIG BREEN
He's the fastest driver in the WRC Academy, and has proven his pace in a Ford Fiesta S2000 car on British and international events.

ELFYN EVANS
A BRC event winner in a four-wheel-drive Subaru Impreza, and has demonstrated the pace to run at the front of the WRC Academy field.

MARTIN McCORMACK
Has put in strong showings on both domestic and international events in a Citroën C2 R2 Max in recent years. This year has humbled several 4WD cars on BRC events in his DS3 R3.

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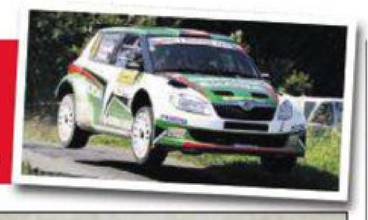
"We didn't take any risks here"
Kopecký's Zlin win, p30



Photos: mcklein-imagedatabase.com

FORD SEEKS ANSWERS ON RULES

Ford's European motorsport boss Gerard Quinn wants clarification on the WRC's technical regulations before the Blue Oval's board makes a decision on whether to commit to the sport next year.

Quinn is concerned about the plan to turn some WRC rounds into endurance events next season, and the impact that five or six-day rallies could have on the reliability of the new breed of cars, which were designed with three-day rallies in mind. The FIA has yet to make clear whether the technical rules will be changed to adapt cars for such events, and Quinn is still waiting to hear what the governing body's intentions are.

"The FIA want to make some significant changes to the technical regulations of this sport, but when the new rules came in they promised that the regs would stay the same until 2015," said Quinn. "We need to be able to build cars that are fit for purpose and show reliability, safety and quality of building – we have to make sure that our reputation is protected."

Despite the fact that the start of the 2012 season is now only five months away, Quinn says that such a late decision on Ford's future won't adversely affect M-Sport's programme as it continues to pursue Citroën: "We're expecting to make a decision sometime in the last quarter of this year. I don't think a late decision would have too much of an impact if there is at least some stability in the regulations."

Fiesta: not designed for five-day rallies

Al-Attiyah plots new Qatar-backed team

Nasser Al-Attiyah is planning to form his own rally team with backing from the Qatari government to compete in the WRC next season.

This year's Dakar Rally winner, who is also hoping to line up a deal to defend his title next January, plans to get in contact with a WRC manufacturer about a customer car operation. As well as running Al-Attiyah himself in a partial programme, the project could also involve running young Qatari drivers, in a similar vein to Team Abu Dhabi.

"Hopefully we can put something together for around half the WRC rounds next year," said Al-Attiyah, who turned down a drive with Volkswagen back in June. "The Qatar government is looking for a big manufacturer to give support to, like Abu Dhabi, and we are also looking for other drivers."

Finnish flyer Hirvonen pushes to renew his Ford works contract

Mikko Hirvonen says he wants to renew his contract to stay with Ford, which expires at the end of the current season.

While Jari-Matti Latvala is already locked into the squad for next year, Hirvonen's deal will only take him to the end of this season. The 31-year-old has been at Ford for six seasons, becoming the Blue Oval's most successful driver in terms of WRC rally wins with 13 victories. The Jyvaskyla ace has finished as championship runner-up twice, coming within one point of the title in 2009.

Hirvonen says a lot depends on whether Ford remains in the sport in 2012: "I'm still not sure what the situation is about Ford's commitment at the moment, but I have always had a good time with the team, so I'd certainly like to stay."

Fisher: hindered by bad luck

Fisher aiming to retain his place in Academy

Alastair Fisher is planning to return to the WRC Academy next season, and use the experience gained from this year's series to fight for the title.

The young Ulsterman has struggled so far this year in the one-make series, with a mixture of misfortune with mechanical problems and driving errors preventing him from matching fellow BRC graduate Craig Breen.

Fisher's best finish of the four events so far was fifth in the season opener in Portugal, and he currently sits tenth in the points.

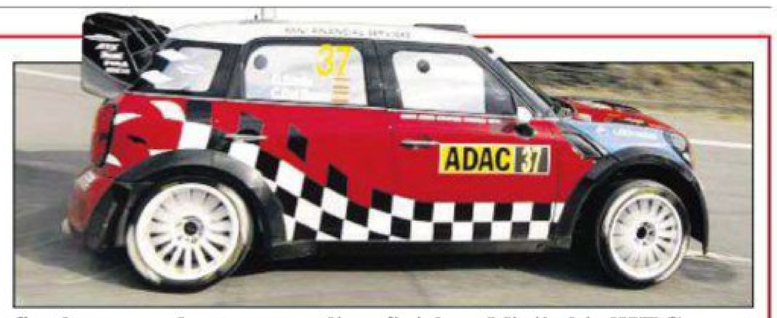
"I need to do this again next year," said the 23-year-old. "It's been a difficult year, but the positive is our stage times have largely been good. I've been one of the strongest drivers that hasn't got previous WRC experience, so next year that kind of experience will help."

Sainz: Mini podium shows worth of new rules

Volkswagen's WRC consultant Carlos Sainz says Dani Sordo's podium finish in the Mini on Rally Germany shows that new makes can come into the sport with a real chance of success.

Sordo finished third on the Trier-based rally ten days ago, on Mini's third WRC event. VW still has nearly 18 months until it makes its debut with the Polo R WRC, but Sainz says the new technical regulations introduced in the sport this year have helped to level the playing field.

"It would be hard to go up against someone with a car that they have developed for years and years," said the Spaniard. "It also shows that is it still very hard to beat Citroën, no matter what you do. Despite that, you can see that new teams can get to grips with the regulations as they stand and that means that the playing field should be open for anyone. I am sure that we can make a strong impression after we have had a season's testing with the Polo R."



Sordo secured a strong podium finish on Mini's third WRC event

VIEW FROM THE WORLD STAGE

JERRY WILLIAMS

"Sign up Super Seb until he is 45 years old..."

Unlike some rally fans I've never been hostage to hero-worship. For sure, I admired the majestic mania of Markku Alén, Henri Toivonen's superstar schtick, Tony Pond's Battle of Britain pilot act and Colin McRae's signature tune of rampant excess.

The absolutist precision of Richard Burns – surely a leading tax lawyer in a parallel universe – was a draw, as was Marcus Grönholm's gangling angst.

Today I'd expect to lean towards young Top Gun Jari-Matti Latvala, with all his bravura.

Yet it is the little man from Alsace I watch and think: yep, he is the best of the best.

Curiously, it is the qualities in Sébastien Loeb I first found boring that now spark admiration.

He's more phlegmatic than a Londoner during the Blitz, calmer than a flat Mediterranean Sea, as rational as Descartes and unfailingly polite. You'll never hear his voice raised in public, while every question gets full-on attention. Oh, yes, and he's the world's fastest driver.

Despite all the rubbish he has had to put up with from the other Sébastien this season, he somehow remains cooler than a chilled bottle of Puligny Montrachet.

Any anger at Ogier's inflammatory comments is channelled into attack driving and he's always able to regroup. In Germany, foiled by a puncture, he focused on winning the Power Stage, ensuring he still had 25 points over his team-mate.

In response to Le Sulk's rants, he simply said: "I think he is talking too much."

Super Seb reckons he can't look more than two years ahead now: not surprising, really. Even being world champion must get boring.

However, he's a rare diamond and we must never let him go. I don't care who he drives for but since it's Citroën, they should be offering intriguing little extras to keep his interest up.

Let him drive a Le Mans Peugeot. For every five stage wins book him a slap-up meal for four at, say, Alain Ducasse au Plaza Athenee; present a case of Chateau Lafite Rothschild, Pauillac 2005 for every rally win (what's 16 grand anyway?) or a year's holiday rental at one of the Guinigi e Borgo di Matraia villas, near Florence for his ninth championship in 2012 (cheap at £1 million).

And if, by 2019, he says: "I can only think six months ahead", then immediately write a suitable contract.

He'd still be in a different class to many WRC drivers. And if Juha Kankkunen can come eighth on Rally Finland, aged 51, surely Seb can win it at 45!

AGREE/DISAGREE?
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RALLY NEWS

IN BRIEF

Kimi skips Oz trip
Kimi Räikkönen has decided not to travel to Rally Australia this week, in order to concentrate on the final three rounds of the WRC season. The Finn has improved greatly on rallies he has experience of, and finished sixth on Rally Germany ten days ago to move up to eighth in the points.

Challenge prizes
BRC Challenge organisers have confirmed that this year's overall and Stars of the Future champions will collectively receive more than £7000 in prizes. The two drivers will get a free registration to next year's BRC, a subsidy on each entry fee and extra help in moving into a BRC one-make series.

MSA wants stars
The Motor Sports Association is looking for two young race or rally drivers to put forward for consideration for the FIA Institute Academy next year. Application forms are available from fiainstitute.com and must be sent to Greg Symes at the MSA by September 9.

Juho's not Hungary
IRC points leader Juho Hänninen had not been entered for next week's Mecsek Rallye in Hungary as *Motorsport News* closed for press. This gives Skoda stablemates Jan Kopecký and Freddy Loix, currently three and ten points behind respectively, the chance to take over the title lead.

Bogie skips Merrick
Scottish rally champion David Bogie has decided against entering Saturday's Merrick Stages, with the title already secured, and the BRC still to focus on.

Breen buoyed after a strong IRC outing

Craig Breen says he won't get carried away by his superb seventh place on Barum Rally Zlin at the weekend, and says there's plenty more work to do to get onto the ultimate Super 2000 pace.

The Irishman, making his IRC debut in the Czech Republic, finished just six seconds behind former Ford WRC works driver Toni Gardemeister. Breen is hoping to contest two more rounds of the IRC this season, Rally Sanremo and Rally of Scotland, but says that his Zlin form is just the beginning.

"OK, it's seventh overall but there are still six guys in front of me that I need to beat," said the 21-year-old. "It's my third year of rallying, but every three months there is always an improvement. M-Sport gave us the evolution [of the Ford Fiesta S2000] for Zlin and it's just transformed the car."

Photos: IRC Series

WILKS HAPPY WITH IMPROVED SPEED

Briton says he can put on a final flourish in the IRC

Wilks says he wants more pace on sealed surfaces

By Dan McCalla

Guy Wilks was upbeat on his improved Tarmac form on Barum Rally Zlin at the weekend, even though a second successive retirement all but ended his IRC title hopes.

The Englishman won the first full-length stage of the asphalt event and was fighting for the lead when he picked up two punctures on Saturday that dropped him down the order. He recovered to the points positions on Sunday, only to retire with a snapped alternator belt on his Peugeot 207 S2000.

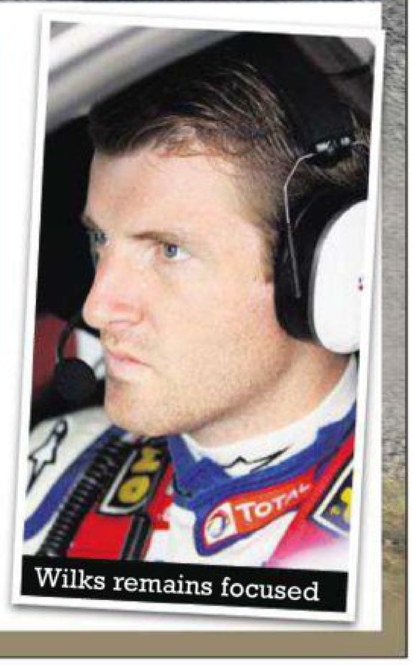
Wilks is now 51 points behind series leader Juho Hänninen with just four rounds to go, but Zlin was his most competitive Tarmac outing of the season in terms of speed, coming on the back of a two-day test with his Kronos team leading up to the rally. With next week's Mecsek Rally in Hungary a new round for the IRC, Wilks hopes he can challenge for his first Tarmac win in the series.

"We were pushing really hard on SS3, and then we came down really hard off a jump in sixth gear and that brought the rear tyre off the rim," said the 30-year-old. "We drove on it for a mile or so downhill, and spent seven or eight seconds correcting the spin, and we were still only nine seconds down on the stage. The test that we had before the rally helped massively and you could see that in the better pace we had. We won't get to test before Hungary, but we'll try and get as much knowledge as we can before we go. I expect it'll be quite similar to Zlin."

POINTS

Intercontinental Rally Challenge
After 7/11 rounds

POS	DRIVER	PTS
1	Juho Hänninen	98pts
2	Jan Kopecký	95
3	Freddy Loix	88
4	Bryan Bouffier	61
5	Thierry Neuville	60
6	Andreas Mikkelsen	56
7	**Guy Wilks**	**47**



Wilks remains focused

Photo: Jakob Ebrey

Tom Cave will rally this hired Mitsubishi Lancer this weekend

Cave to step into Lancer to save junior hopes

Tom Cave will hire a Barry Clark Motorsport Mitsubishi Lancer E9 for Saturday's Woodpecker Stages.

The Aberdovey-based driver is desperately trying to keep his BTRDA Production and Junior Cup title aspirations alive after crashing his Subaru Impreza on the Neath Valley Stages three weeks ago.

Cave will use the same Lancer E9 that Irish driver Daniel McKenna drove to fourth overall on last season's Trackrod Rally Yorkshire. The 19-year-old was supposed to use the car on the Border Counties Rally in March but the engine failed during a test on the eve of event.

"I have a test on Friday to make sure my confidence is not knocked too much since the accident," he said.

Cave trails Jamie Anderson by seven points in the Production Cup standings and leads the junior category.

Mauger says that he has the upper hand in Asphalt title showdown

Ford Escort Mk2 ace Simon Mauger believes that the REIS MSA Asphalt Championship title race has swung in his favour after beating title rival Damian Cole on Sunday.

Mauger, who is aiming to become the first Ford Escort driver to lift the crown in the championship's 27-year history, closed the gap to just seven points on Sunday's Mewla National Rally.

The next round is the Patriot Stages at Caerwent on September 25 where Mauger won last year.

"We have to push for the win [at Caerwent]," he said. "If Damian wins it's all over and it would be nice to make the championship go to the last round. I have unfinished business on Otterburn after our driveshaft broke on the Tyneside Stages."

John Dalton was the last driver to win the title in a two-wheel-drive car. He took the laurels in 1993 in a Darrian T9.

Photo: Writtle Photographic

Mauger is now seven points off the lead with two rallies left

Wright gives up hope for title challenge

Former BTRDA Gold Star Series champion David Wright has conceded that a class result is all he can aim for as the championship reaches its penultimate round on Saturday's Woodpecker Stages.

The Mitsubishi Lancer E9 driver was forced to miss the Quinton Stages in July after the car blew its engine on a pre-event test. He has a new power unit fitted for this weekend's Ludlow-based event.

"We need a strong result on the Woodpecker after the bad luck we had on the previous round, we're targeting the B13 championship. We've had four maximum scores so far, we could do with another," he said. Wright is two points adrift of B13 leader Stephen Petch. Competitors count their best six of eight rounds.

New airbase rally venue for Dukeries

Dukeries Motor Club has secured a new rally venue near Kettering.

It will run the Flying Fortress Stages at an old USAF World War Two airbase near the Boughton Estate in Northamptonshire on March 18 next year.

The rally derives its name from the B-17 Flying Fortress bomber that was based there during WW2. It will feature 45 competitive miles with scope to expand if the inaugural event is a success.

Clerk of the course Andy Smith said: "The estate approached me about the possibility of running a rally there. The estate's manager takes part in hillclimbs and sprints and he emailed me. There are roads that have been covered in moss for more than 50 years but we got the JCB out and started scraping and kept finding roads and T-junctions that lead off to other roads."

The club has applied to two regional associations to get the rally included in club championships next year but is still awaiting confirmation.

Repaired car means Hynd can battle on

Border Ecosse 205 Challenge joint-leader Tom Hynd faces a race against time to have his car ready for Saturday's Merrick Stages.

The Aberdeen-based driver wrecked his Peugeot 205 on the Speyside Stages at the start of August and has spent the last three weeks re-shelling the car.

"It is beginning to look more like a rally car now," he said. "I barrel-rolled it five times and the only thing I salvaged was the engine and gearbox. It was my own fault. The car broke a right rear shock on the previous stage. If I settled for second I would be leading the championship now but I wanted to win the class [on the rally]."

Hynd is also the top two-wheel drive competitor on this year's Scottish Rally Championship and can wrap up the Class Three title this weekend.

GRONHOLM TACKLES LYDDEN RALLYCROSS >>>>

'Lloyd made some inspired tyre calls'
Mewla Rally report, 31

Photos: Jakob Ebrey

IN BRIEF

Perez is top seed
Steve Perez is the top seed for Saturday's Woodpecker Stages. The rally will be just the second BTRDA Rally Series event the Ford Focus WRC driver has tackled this year. Carl Williamson will co-drive. Regular navigator Paul Spooner had already agreed to sit with Michael O'Brien in another Focus WRC.

Duckworth returns
Subaru Impreza driver Roger Duckworth will make his first BTRDA Rally Series start since February's Wyedean Forest Rally when he lines up for the Woodpecker Stages. He tackled Rally Barbados in June, part of his prize for winning Rally Sunseeker National in February, and his car has only just returned to the UK.

Burton aims for ten
Recently crowned BTRDA Gold Star champion Andrew Burton will bid for a tenth Woodpecker Stages victory this weekend.

Hunter mulls Mull
BTRDA Gold Star frontrunner Hugh Hunter has entered the Mull Rally, although his appearance on the island event will depend on whether he sells his Ford Focus WRC or not.

Tyrone is on
Cookstown Motor Club will run the Tyrone Stages in Davagh Forest on Saturday. The asphalt rally is a counting round of the ANICC 2WD challenge and spectators are welcome. The action gets underway at 1030hrs.

Charity drive
Welsh Border Car Club will raise money for Birmingham Children's Hospital, by asking crews contesting the Breidden Road Rally to make donations. The October 1/2 event is based at Welshpool Livestock Market. Further details on the event are available from Katie Elen Wood on 07907 462277.

Take on the Army
The British Army Motoring Association will run a driving and navigation competition in association with the Scottish Land Rover Owners Club on October 8/9. The event allows civilian crews the chance to pit their skills against the UK Armed Forces. The event is based at Dunfermline Territorial Army Centre and further details are available from Donald Urquhart on 07774 828269.

Trade in the Talbot
Brothers Philip and George Jennings plan to debut a new BMW 318ti on the New Brighton-based Promenade Stages on September 9/10. The Warrington and District Motor Club duo have spent the past year building the German compact as a replacement for the Talbot Sunbeams they've rallied during the past decade.

Cristofaro's return
Ford Fiesta SportTrophy frontrunner Nick Cristofaro will return to the British Rally Championship on Rally Yorkshire next month. The Milford Haven-based youngster was unable to start Rally Northern Ireland two weeks ago due to funding issues. Fellow driver Roland Llewellyn has stepped in to provide the funding Cristofaro needs to run his Ford Fiesta ST on the Scarborough-based event on September 24.

BRC Challenge leader Rowe is set for Rally GB

RAPID ROOKIE'S GB RUN

Rookie rally sensation Jack Rowe will tackle this year's Rally GB ahead of a planned campaign of international events next season.

The 17-year-old, who took up the sport after a promising motocross career was cut short by a hip injury, currently leads the BRC Challenge and Fiesta SportChallenge points. He recently claimed his first rally wins, taking victories on both of the Ulster Challenge rallies.

The Lancastrian will tackle Saturday's Woodpecker Stages in a Ford Fiesta R2. The Ludlow-based event runs on some of the stages that Rally GB on November 10-13 uses.

"Doing Rally GB will give me a chance to compare my pace against the WRC Academy drivers," said Rowe. "My times in Ulster were close to [Fiesta SportTrophy round winner] Jussi Kumpumäki.

Next season, Rowe is aiming to contest the main British Rally Championship in his Fiesta, along with selected rounds of the Intercontinental Rally Challenge to build experience of competing overseas. He then hopes to run in the WRC Academy in 2013.

He added: "Next year I want to do a lot more international stuff just to get my name out there. I will definitely do [the IRC-counting] Rally of Scotland and a few Tarmac events.

"We did think about doing the WRC Academy next year but I don't have the experience. IRC rallies are cheaper than doing full WRC events."

Rowe won two British Schoolboy motocross titles before needing a hip replacement after a serious accident. Doctors advised him that he should retire from motocross as a result.

Crash ends Scottish frontrunner's season

Scottish Rally Championship frontrunner Jock Armstrong will sit out the rest of the season after his car-destroying crash on the Speyside Stages earlier this month.

The Castle Douglas driver, who won the RSAC Scottish Rally in June, crashed his Subaru Impreza on the fourth stage of the Elgin-based rally, clipping a culvert and flipping.

The car needs to be re-shelled as a result, which means Armstrong is unlikely to compete again this season.

"I would like to be back for the Galloway Hills Rally but that has moved from December to October 30, and there is no way I will be ready by then. So it looks like my next rally will be the Snowman in February for me," said Armstrong, who has won four of the last five Galloway Hills events.

Kari (left), Sandra, Bill and Katy Bates will all tackle Prom Stages

Cancer patient back in rallying for cash drive

A recovering breast cancer patient will return to rallying following a 22-year absence in an effort to raise money for charity.

Sandra Bates is currently undertaking radiotherapy at York Hospital. The Thirsk-based driver will tackle the Promenade Stages at New Brighton on Merseyside on September 9/10 in a Peugeot 106.

Bates, whose last outing was on the Christmas Stages in 1989, will be co-driven by her 36-year-old daughter Kari, an experienced club-level driver.

"When I was diagnosed with breast cancer I decided to renew my licence so I could raise money for the Breast Care unit at York Hospital," she said.

Bates's husband Bill will drive his usual Lotus Exige on the event, co-driven by their 17-year old daughter and rally novice Katy.

Former Merrick Stages winner returns in Escort after five-year break

Colin McRae Vision Junior Programme co-ordinator Andy Kelly will return to competition on Saturday's Merrick Stages, his first outing since he won the event back in 2006.

Kelly will use a newly built Group Four Ford Escort Mk1 on the Newtown Stewart-based event. He won the rally five years ago at the wheel of a Mitsubishi Lancer E8, but sold the car shortly afterwards.

"I won the 1985 Valentine Rally driving a 1600 Talbot Sunbeam and foolishly thought I was good at this rallying lark and said I would keep going until I won another rally. It took 21 years so it was time to quit then," said Kelly. "But I went to watch a round of the British Historic Rally Championship this year, saw how much fun these guys were having, and wanted to come back."

Kelly hopes to tackle the HRCR Motoscope Northern Historic Championship next season.

A CO-DRIVER'S CONFESSIONS

HOWARD DAVIES

"The last German effort changed rally history"

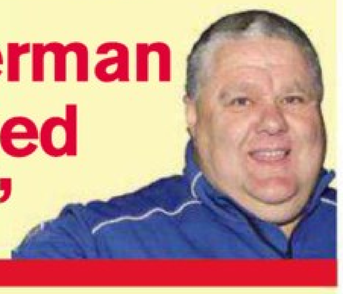


Photo: mcklein imagedatabase.com

Audi's monstrous quattro revolutionised rallying

On a recent visit to Rally Germany I was overcome with excitement. The rally is extremely well organised. No stone is left unturned. The Germans love paperwork and their documents were clear and concise, and speaking as a co-driver the maps were perfect.

The road systems are well appointed and making your way around is very easy. Despite the base town of Trier being a little bit of a bottle-neck, navigation is quite easy. There was no litter or graffiti and it looked like a nice place to live.

The rally itself is quite difficult because the roads are fast and narrow with lots of surface changes. There can be two or three changes in one corner, especially in the famous Panzerplatte stages at Baumholder. The stages in the vineyards above the Moselle River are okay but the weather always plays a big part in this rally. Sébastien Loeb was the only driver to ever win it in its eight-year history as a WRC round until team-mate Sébastien Ogier put paid to all that two weeks ago and broke Loeb's dominance in Germany.

But the big question is why? Why is this rally so good and why does it all work so well? My perception is they have pride in what they do, and care about their actions. It seems they have a very uplifting attitude towards life. They may have had a bit of a hammering in certain world events but this has made them stronger and better people. So who are the Germans going to allow to drive the new Polo World Rally Car when Volkswagen enters the championship? This is the million Euro question.

The last major German effort in the WRC dramatically changed rallying history when Audi fielded the quattro and introduced us to four-wheel-drive rally technology.

And then there was Toyota. The Japanese firm's efforts was run by Toyota Team Europe, a German-run operation based in Cologne.

Is history about to repeat itself? I wait with bated breath to find out.

On a downside, I remember a story I heard about German over-efficiency: Hannu Mikkola arrived at an emergency service point on one rally with a rear puncture. He was instructed to carry on his way. The two mechanics on site would not change the punctured wheel because it was not on their work list and they had not been told to do it by their superiors. The Finn had to contact Audi management and instruct them to tell the mechanics to change the punctured wheel. Over-efficiency or what?

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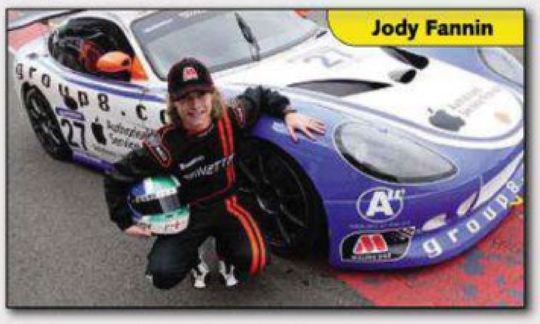
With the end of the motorsport season on the horizon, the championship races are hotting up and the Millers Oils Rising Stars are continuing to battle through their respective stages, aided by products and technical support from Millers Oils.

Flying through his championship is 17-year-old Ginetta driver Jody Fannin. With six podiums to his name so far this season, including wins at Brands Hatch and Donnington Park, Fannin travelled to the Snetterton 300 Circuit with high expectations.


Jody Fannin

With the championship lead firmly in his sights, Fannin took Snetterton by storm with three podium finishes over the weekend. Despite some tyre problems along the way, Fannin fought off tough competition from the other drivers in the championship to finish a comfortable 2nd in all three races, leaving him just one point off the Ginetta G50 championship lead.

Speaking about the race, Fannin said: "I'm delighted with the result at Snetterton and the position it leaves me in the overall championship. To have the support of Millers Oils on board this season has been a great help and has meant that my car has been in peak condition throughout so I've been able to concentrate fully on my goal of winning the championship."

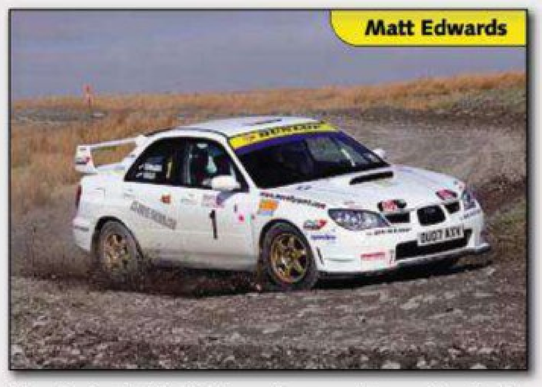
After weeks of preparation from all of the rally drivers, the Ulster Rally finally arrived on the 19th August and proved to be as tough of a test as ever.

Irish Citroen racing Trophy driver, Joe Shrimpton, had high hopes for the Ulster Rally after a strong result at the ALMC rally last month, leaving him in 3rd position in the championship.

Shrimpton had a difficult start to the rally, with the car struggling for power in the opening stages and bad weather attributing to disappointing stage times. Undeterred, Joe and his team continued to race hard only to be caught out by a puncture and an unlucky manifold break in the last two stages, which meant they had to settle for respectable 10th place overall.

Commenting on the result, Shrimpton said: "As I expected the stages were really tough and with the problems we faced on the last two stages, I was delighted to even finish! Having a reliable range of products to rely on was invaluable and I couldn't have done it without the technical help and support of Millers Oils. The British Rallycross Championship will be our next big test and we're looking forward to another challenging race there."

Joe Shrimpton


Matt Edwards

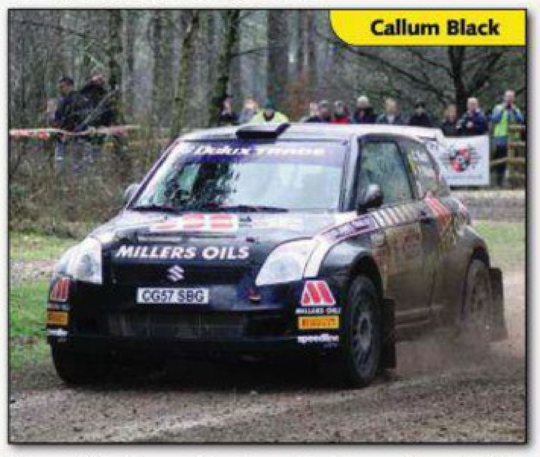
Llandudno's Matt Edwards was also racing in the Ulster Rally and hoping for better luck, following an unfortunate retirement at the Jim Clarke Rally.

Edwards showed great promise on the first stage, setting the second fastest time over Glendun with a time of 8 minutes and 35 seconds, just over nine seconds behind the stage winner. Despite a good start, luck wasn't on Edwards' side and he had to retire at the end of the Glendun stage when a bolt from the manifold air inlet trumpet fell into the engine after passing the stage end control, making it impossible to carry on.

Edwards' comments on the race: "Luck really hasn't been on our side this year and it looks like our championship dreams are over for this year. It's been great to have the support of my sponsor, Millers Oils, and their technical help when things got tough, and I hope with the improvements that are being made to my car, I will be in a better position to challenge for a podium position next year."

Also competing in the Ulster Rally was former Rising Star and Millers Oils sponsored driver, Callum Black, who is doing well in his transition from BRC Challenge to the British Rallying Championship. The pressure was on for Black, who went into the rally in 6th position, just five points behind 2nd place. However after a good initial start, Black was forced to retire his fully branded Millers Oils S1600 Suzuki Swift when he was in 4th place after crashing into a hedge.

Commenting on the result, Black said: "The team and I went in to the Ulster Rally very positively, despite the set back at the Jim Clarke Rally in May but unfortunately we couldn't get back on the road after the crash. It remains that I'm one of the newest drivers in the British Rallying Championship, everyone has a lot more experience than I do, but I maturing rapidly as a driver and the continued support from Millers Oils is only helping me improve."


Callum Black

Steve Woollven, director of sales and marketing at Millers Oils comments: "It's great to see Millers Oils reflected so well by these drivers. The competition is tough out there so we're pleased to see the drivers holding their own in their respective disciplines and getting good results from Millers Oils products."

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OULTON PARK: GOLD CUP BY PAUL LAWRENCE — AUGUST 29/30

INSIDE LINE

Two fabulous races for the **E-type Challenge** topped a superb weekend of racing in variable weather at Oulton Park.

In the opening E-type race, Jon Minshaw was out in the gravel on the opening lap after a wheel-to-wheel moment with Martin Stretton. Instead, Jason Minshaw had to uphold family honour with a brilliant drive, having started 15th when qualifying was washed out. Jason had to streak ahead of Stretton and Graeme Dodd in a mighty contest to score his win.

On Monday, Jon Minshaw started dead last but passed 20 cars in half a lap to get into sixth, and then battled up to the front to take the fight to Martin O'Connell, who had relieved Jason Minshaw of his early lead. With Stretton tagging along despite a misfire, the top three all suffered grassy moments at Knickerbrook when more rain fell, but O'Connell held on to take his first E-type win.

John Burton was the class of the **Martini Trophy** field and swept to two wins in his Chevron B26. Twice Charlie Kemp gave valiant chase in his Lola T210, with Doug Hart claiming a brace of thirds.

The opening **70s Road Sports** thrash was a real thriller as Peter Shaw held off a gaggle of rivals to win in his TVR Tuscan. The Porsche 928 of Paul Anderson retired to the pits, Ian Jacobs spun his Mercedes 450SL at Lodge and Julian Barter dropped his TVR at Old Hall. Through it all, Shaw kept his head and was rewarded with victory. Paul Tooms sealed the **Historic Road Sports** title with another win in his Lotus Elan.

Ian Gray underlined his **Classic Racing Car** title with a resounding win, while Benn Simms clinched **Classic F3** spoils from the back of the grid after race leader Jamie Brashaw's March 793 cut out. The **Classic FF2000** race at the end of Monday went to Nelson Rowe.

The **Historic FF1600** field delivered another glorious contest as Benn Simms and Rob Wainwright battled, while Ben Mitchell reeled them in after dropping to fifth off the start. The trio were nose-to-tail starting the last lap and when Simms ran wide at Old Hall after failing to pass winner Wainwright, Mitchell dived through to second.

Mark Jones was an assured **Historic Touring Car** winner, while Richard Evans grabbed a last-lap **Derek Bell Trophy** win at the expense of race-long leader Michael Lyons. Sportscar victories went to John Ure/Patrick Blakeney-Edwards in the **Woodcote Trophy**, and to Jon Minshaw/Martin Stretton in the **Stirling Moss Trophy**.

MINSHAW HUSTLED BY COYNE

Photos: Mick Walker

Fleming (42) held early lead in Sports Racing run

Two absorbing Guards Trophy races ended with wins for the Chevron B8 of Sandy Watson/Martin O'Connell and the Jaguar E-type of Jon Minshaw respectively.

But neither result was a formality, and a charging drive from ex-Formula Ford ace Dave Coyne made life really tough for Minshaw in the GT race.

After the frustration of a first-lap visit to the Island gravel trap in the earlier E-type Challenge race, Minshaw was eager to win the GT division of the Guards Trophy race and duly stormed away into an early lead. As a late nomination to drive Chris Scragg's E-type, Coyne started ninth after managing just three laps in qualifying. But he was soon into his stride and chased Minshaw hard as the race developed.

They were closer still after their pit stops, with Scragg electing to leave Coyne in the car they were due to share. Almost immediately, Coyne swept ahead as Minshaw spent two laps waiting for his brakes to come back to him. When they did he chased Coyne, who went straight on at Lodge, allowing Minshaw back in front to win by three seconds from an "absolutely gutted" Coyne.

Mike Whitaker completed the podium after surviving a big moment at Island late in the race when his TVR's brakes went missing.

A drying track and a long safety car period early in the Sports Racing event shook up the order and it was a bold set-up call by O'Connell's crew that played a big part in their victory.

The safety car was scrambled on the first lap while James Dodd's Ginetta G16 was moved from the gravel at Island. At the re-start Andy Newall jumped the similar Chevron B8 of Nick Fleming to lead, Fleming soon having trouble with badly grained front tyres.

But then O'Connell took over from Watson and slashed the leader's advantage before sweeping ahead to clinch a commanding victory. "We banked on it being dry and got the right set-up," said O'Connell, who made the most of Newall's Chevron running a full wet set-up. Newall still took second while B8 debutant Michael Lyons took a strong third.

RACE DATA

Sports racing cars: 1 Sandy Watson/Martin O'Connell (Chevron B8) 19 laps in 40m 27.722s (75.84mph); 2 Andy Newall (Chevron B8) +12.442s; 3 Michael Lyons (Chevron B8); 4 Steve Hodges (Chevron B8); 5 Rainer Becker (Porsche 910); 6 Hugh Colman/Mark Colman (Chevron B8); 7 Brian Casey (Lenham P69); 8 Andrew Smith/Thomas Smith (Marcos 1800GT); 9 Ian Cox (Marcos 1800GT); 10 Michael Hibberd/Andrew Hibberd (Lotus 23B). **Fastest lap:** O'Connell 1m 48.336s (89.45mph). **Pole position:** Newall 2m 20.285s (69.08mph). **Class winners:** Casey, Hibberd/Hibberd, Smith/Smith. **Starters:** 29.
GT cars: 1 Jon Minshaw (Jaguar E-type) 20 laps in 40m 40.433s (79.42mph); 2 Dave Coyne (Jaguar E-type) +3.358s; 3 Mike Whitaker (TVR Griffith); 4 Simon Garrad (TVR Griffith); 5 Jamie Boot (Jaguar E-type); 6 Jeremy Welch/Mark Pangborn (Jaguar E-type); 7 Denis Welch (Austin Healey 3000); 8 Tom Smith (MGB); 9 Peter Sugden/Peter Rutt (Jaguar E-type); 10 Tommy Field/Jan Boyes (MGB). **FL:** Coyne 1m 56.543s (83.15mph). **PP:** Welch/Pangbourn 2m 16.736s (70.87mph). **CW:** Whitaker, Smith, Robin Longdon (Lotus Elite), Simon King (Morgan Plus 4). **S:** 34.

Milicevic just holds off charging Wilson

The latest instalment in this summer's Formula Junior battle between Jon Milicevic and Sam Wilson almost didn't happen at Oulton Park, and it was only in the last couple of laps that Wilson really hit his mark and pushed Milicevic for the rear-engined victory.

Milicevic, with another title now in his sights, blasted away at the start as Denis Welch put his Lotus 22 into second from Wilson's Cooper T59. Seemingly Milicevic was away and done, but Wilson perked up once he'd wrested second from Welch and then further repelled the wily older driver in mid-race traffic.

Then, with four laps to go, Wilson started to take huge chunks out of Milicevic's lead to leave it at little more than half a second. Having closed at the rate of around a second and a half, the chequered flag came out just one lap too early for Wilson.

"I tried to pull out a gap and consolidate it, but this guy keeps on coming," said Milicevic. Welch completed the podium, having jumped into his Lotus straight after 40 minutes in his Austin Healey 3000 in the preceding Guards Trophy race.

"Formula Junior has got to bring in an age limit," joked Welch, who admitted that he was giving away several decades to both of his rivals ahead.

James Murray survived a big spin at Cascades when fighting Welch but recovered to hold fourth, such was the gap to the rest of the field.

The front-engined affair featured one of the weekend's youngest winners as teenager Jack Woodhouse coped with a wet and slippery track to bag another win in his Elva 100. The Condor of Stuart Roach tigered ahead mid-race, but a sudden Roach moment with two laps to go gave Woodhouse all the chance he needed to rush back ahead. "It was a case of trying to find where the grip was early on," said Woodhouse.

"I caught a backmarker at Druids at a bad time," added Roach, saying that he didn't think he could have beaten Woodhouse to the finish.

Some way back, after coming back from a tardy start, Andrew Tart took third in the front-wheel drive Bond.

Jack Woodhouse (leading) claimed front-engined honours

RESULTS

Formula Junior, Front-engined cars: 1 Jack Woodhouse (Elva 100) 9 laps in 19m 21.334s (75.10mph); 2 Stuart Roach (Condor S2) +3.636s; 3 Andrew Tart (Bond); 4 Simon Goodliff (Lola Mk2); 5 Brian Mitcham (Mallock U2); 6 Gordon Russell (Gemini Mk2); 7 Bernard Brock (Elva 100); 8 Keith Roach (Gemini Mk2); 9 Vernon Williamson (Scorpion); 10 William Grimshaw (Moorland Mk1). **FL:** Woodhouse 2m 02.167s (79.32mph). **PP:** Woodhouse 2m 33.247s (63.23mph). **CW:** Williamson, Gordon Wright (Stanguellini). **S:** 19.

Rear-engined cars: 1 Jon Milicevic (Cooper T59) 11 laps in 21m 14.925s (83.61mph); 2 Sam Wilson (Cooper T59) +0.660s; 3 Denis Welch (Lotus 22); 4 James Murray (Lola Mk5A); 5 Mark Pangborn (Lotus 20B); 6 Chris Chilcott (Lotus 20); 7 Peter Anstiss (Lotus 20/22); 8 Peter Mullen Kieft); 9 James Hicks (Caravelle Mk111); 10 Andrew Robertson (Crossle 4F). **FL:** Wilson 1m 52.822s (85.89mph). **PP:** Milicevic 2m 14.102s (72.26mph). **CW:** Chilcott, Mullen, Malcolm Wishart (Cooper T65), Richard Utley (Caravelle Mk1), David Grunberg (Lotus 20). **S:** 28.

70s Road Sports: 1 Peter Shaw (TVR Tuscan) 9 laps in 20m 00.109s (72.67mph); 2 Charles Barter (Datsun 240Z) +10.616s; 3 Ian Jacobs (Mercedes 450SL); 4 Dean Forward (Lotus Elan Plus 2); 5 Julian Barter (TVR 3000M); 6 Phil Briggs (Porsche 928); 7 Howard Bentham (Lotus Elan); 8 Andrew McAlpine (Ferrari 308GT4); 9 Tom Roche (Alfa Romeo 2000GTV); 10 John Thomason (Triumph GT6). **FL:** Jacobs 2m 01.890s (79.50mph). **PP:** Shaw 2m 03.702s (78.34mph). **CW:** Jacobs, Forward, Roche, Ralph Harwood-Penn (MG Midget), McAlpine. **S:** 32.

Historic Road Sports: 1 Paul Tooms (Lotus Elan) 10 laps in 21m 17.445s (75.86mph); 2 Robert Barrie (Lotus 7) +3.841s; 3 Jim Grant (Lotus Elan); 4 Vicky Brooks (Lotus Elan); 5 Larry Kennedy (Lotus Elan); 6 Bill Smith (Marcos 1600GT); 7 Bob Brooks (Porsche 911); 8 Jim Gathercole (Lotus Elan Plus 2); 9 Dick Coffey (Turner Mk1); 10 Mike Eagles (De Tomaso Mangusta). **FL:** Tooms 2m 01.733s (79.61mph). **PP:** Tooms 2m 27.070s (65.89mph). **CW:** Vicky Brooks, Coffey, Bob Brooks, Eagles, Richard Owen (Triumph TR2), James Owen (Triumph TR5). **S:** 29.

Classic Racing Cars: 1 Ian Gray (Brabham BT16) 11 laps in 20m52.850s (85.08mph); 2 Nigel Bancroft (Chevron B17) +22.356s; 3 Mike Scott (Brabham BT30); 4 Stuart Tizzard (Chevron B15C); 5 Jim Chapman (Lotus 59); 6 Keith Messer (Vesey); 7 Chris Holland (Brabham BT21); 8 Peter Thompson (Brabham BT21); 9 Leif Bosson (Brabham BT28); 10 Martin Cowburn (Brabham BT29). **FL:** Gray 1m 50.513s (87.69mph). **PP:** Bancroft 2m 22.393s (68.06mph). **CW:** Bancroft, Scott, Geoff Williams (Cooper T43), Harvey Sykes (Merlyn Mk17). **S:** 26.

E-Type Challenge: 1 Jason Minshaw 14 laps in 30m 45.791s (73.50mph); 2 Martin Stretton +0.146s; 3 Graeme Dodd; 4 Mike Newman; 5 Jeremy Welch; 6 Andrew Smith; 7 Jonathan Hughes; 8 Mike Wilkinson; 9 Sandy Watson; 10 John Burton. **FL:** Stretton 2m 02.593s (79.05mph). **PP:** Jon Minshaw 2m 19.454s (69.49mph). **CW:** Hughes. **S:** 30.

Race two: 1 Martin O'Connell 15 laps in 29m 59.483s (80.78mph); 2 Jon Minshaw +1.344s; 3 Stretton; 4 Jason Minshaw; 5 Dave Coyne; 6 Smith; 7 Chris Scragg; 8 Jamie Boot; 9 Les Ely; 10 Graham Bull. **FL:** Jon Minshaw 1m 56.276s (83.34mph). **CW:** Roger Cope. **S:** 26.

Martini Trophy: 1 John Burton (Chevron B26) 15 laps in 25m 21.765s (95.52mph); 2 Charlie Kemp (Lola T210) +15.497s; 3 Doug Hart (March 75S); 4 Al Fleming (Chevron B36); 5 Jonathan Loader (Chevron B19); 6 George Douglas (Martin BM9); 7 Marcus Mussa (McLaren M1B); 8 Paul Dobson (Chevron B19); no other finishers. **FL:** Burton 1m 39.827s (97.08mph). **PP:** Kemp 2m 01.285s (79.90mph). **CW:** Kemp, Mussa. **S:** 12.

Race two: 1 Burton 15 laps in 25m 22.725s (95.46mph); 2 Kemp +9.603s; 3 Hart; 4 Sandy Watson (Chevron B19); 5 John Sheldon (Chevron B19); 6 Loader; 7 Douglas; no other finishers. **FL:** Burton 1m 40.389s (96.53mph). **CW:** Watson. **S:** 11.

Historic FF1600: 1 Rob Wainwright (Elden Mk8) 10 laps in 20m 29.151s (78.84mph); 2 Ben Mitchell (Merlyn Mk20) +0.408s; 3 Benn Simms (Alexis Mk14); 4 David Wild (Lola T200); 5 Derek Rodgers (Merlyn Mk11A/17); 6 Stuart Baird (Merlyn Mk11A); 7 Simon Toyne (Lola T200); 8 James Buckton (Elden Mk8); 9 Stuart Dix (Cooper Chinook); 10 John Farrell (Merlyn Mk20). **FL:** Mitchell 1m 57.902s (82.19mph). **PP:** Simms 2m 10.964s (73.99mph). **CW:** John Slack (Lola T200). **S:** 32.

Historic Touring Cars: 1 Mark Jones (Lotus Cortina) 10 laps in 21m 14.844s (76.01mph); 2 Tim Davies (Lotus Cortina) +10.114s; 3 Andy Jones (Singer Chamois); 4 Steve Shuttleworth (Lotus Cortina); 5 David Heale (Hillman Imp); 6 Mike Smith (Mini Cooper S); 7 Steve Platts (Singer Chamois); 8 Daniel Wray (Lotus Cortina); 9 Neil Brown (Lotus Cortina); 10 Roger Phillips (Mini Cooper). **FL:** Mark Jones 2m 05.443s (77.25mph). **PP:** Dan Cox (Lotus Cortina) 2m 17.461s (70.50mph). **CW:** Andy Jones, Smith, Wray, Brown, Phillips, Gregory Thornton (Ford Falcon), David Betts (Ford Mustang), Chris Scragg (Jaguar Mk2). **S:** 34.

Derek Bell Trophy: 1 Richard Evans (March 79B) 13 laps in 21m 24.388s (98.09mph); 2 Michael Lyons (Lola T400) +0.377s; 3 Mark Dwyer (March 782); 4 Andrew Higgins (March 742); 5 Frank Lyons (Eagle FA74); 6 Neil Glover (Lola T330/332); 7 Mark Charteris (Mallock Mk20); 8 Steve Chaplin (Lola T332); 9 John Harrison (Mallock Mk21); 10 Terry Fisher (Chevron B40). **FL:** Evans 1m 37.645s (99.24mph). **PP:** Evans 1m 39.765s (97.14mph). **CW:** Michael Lyons, Dwyer, Charteris, Andy Huxtable (Lola T580), Neil Bowman (Merlyn Mk21), Allan Rennie (Lotus 35), Jonathan Price (March 793). **S:** 23.

Woodcote Trophy: 1 John Ure/Patrick Blakeney-Edwards (Cooper T24/25) 22 laps in 50m 58.506s (69.70mph); 2 Malcolm Verey/Denis Welch (Allard J2) +1m06.893s; 3 Stephen Bond (Lister Bristol Flat Iron); 4 Wil Arif/Jarrah Venables (Jaguar C-type); 5 Tony Wood/Barry Wood (RGS Atalanta); 6 Martyn Corfield/Jeremy Welch (Austin Healey 100); 7 Rick Hall/Martin Melling (Aston Martin DB3); 8 Dick Skipworth/Barrie Williams (Jaguar D-type); 9 Stefan Ziegler/Ben Shuckburgh (Jaguar D-type); 10 Philip Champion/Chris Chilcott (Frazer Nash Mille Miglia). **FL:** Bond 2m 07.027s (76.29mph). **PP:** Williams 2m 07.511s (76.00mph). **CW:** Verey/Welch, Corfield/Welch, Skipworth/Williams, Hall/Melling. **S:** 22.

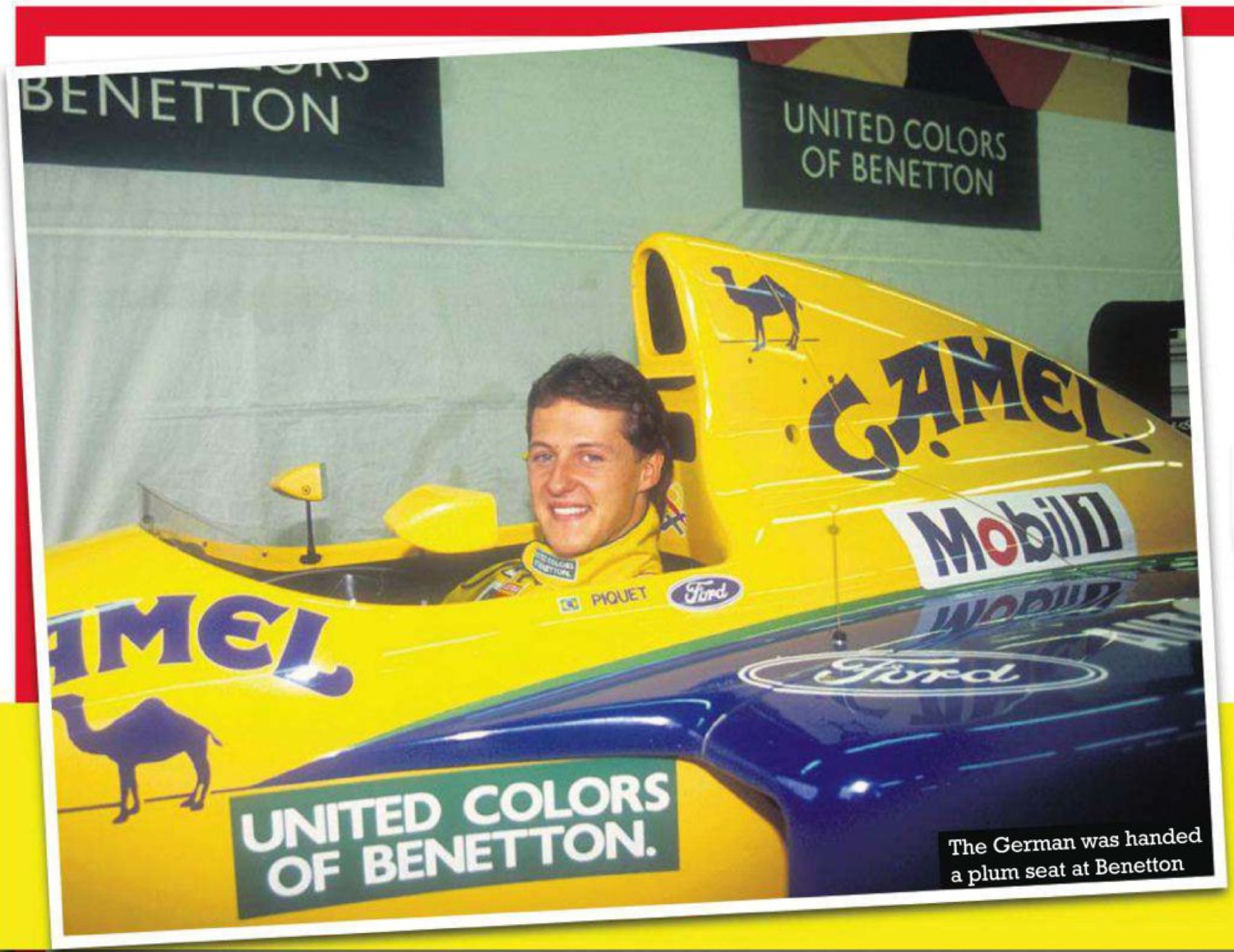
Classic F3: 1 Benn Simms (March 803B) 11 laps in 20m 04.931s (88.47mph); 2 David Clark (Argo JM6) +24.008s; 3 Keith White (Ralt RT1); 4 Hugh Price (Chevron B38); 5 Matthew Sturmer (GRD 376); 6 Adrian Holey (Chevron B38); 7 Rudolf Ernst (Ralt RT1); 8 Martyn Porter (Chevron B43); 9 Andy Jones (Brabham BT38C); 10 Jonathan Price (March 793). **FL:** Simms 1m 45.434s (91.91mph). **PP:** Clark 2m 13.607s (72.53mph). **CW:** Jones, Andy Jarvis (Jamun T6). **S:** 18.

Stirling Moss Trophy: 1 Jon Minshaw/Martin Stretton (Lister Knobbly) 20 laps in 49m 40.933s (65.02mph); 2 Ewen McIntyre (Lotus 15) +28.459s; 3 Jason Minshaw (Maserati T61); 4 Graeme Dodd/Simon Hadfield (Cooper Monaco); 5 John Young/Andrew Smith (Lister Jaguar); 6 Tony Wood/Alasdair McCaig (Lister Knobbly); 7 Ben Eastick (Jaguar D-type); 8 Phil Bennett (Lister Knobbly); 9 Trevor Groom (Lister Knobbly); 10 Chris Phillips/Oliver Phillips (Lola Mk1). **FL:** McIntyre 2m 21.637s (68.47mph). **PP:** Bobby Verdon-Roe (Aston Martin DBR1) 2m 24.515s (67.06mph). **CW:** McIntyre, Phillips/Phillips, Champion/Chilcott. **S:** 20.

Historic FF2000: 1 Nelson Rowe (Reynard SF79) 10 laps in 20m 52.598s (77.36mph); 2 David Wild (Reynard SF79) +11.370s; 3 James Murray (Reynard SF77); 4 Russell Love (Reynard SF79); 5 Andrew Huxtable (Lola T580); 6 John Hayes-Harlow (Royale RP30); 7 Simon Toyne (Reynard SF79); 8 Nigel Grant (Delta T78); 9 Antony Raine (Merlyn MK28); 10 Jeremy Main (Reynard SF79). **FL:** Rowe 2m 03.125s (78.71mph). **PP:** Wild 2m04.370s (77.92mph). **CW:** Rowe, Raine, Martyn Donn (Supernova BH3), Andrew Park (Reynard SF81). **S:** 22.

WHERE TO WATCH RACING THIS WEEKEND >>>>

RETRO: SCHUEY'S F1 DEBUT



The German was handed a plum seat at Benetton

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THE CONTRO

The seven-time champ's first F1 outing sparked a contentious contractual dispute t

BY MATT JAMES
DEPUTY EDITOR

The Belgian Grand Prix in 1991 will be remembered as the race in which F1 uncovered an incomparable talent. It was the race where Michael Schumacher took his first confident steps in the sport's top flight for Jordan Grand Prix.

Twenty years on, the grand prix circus reconvened at Spa last weekend and Schumacher, now driving for Mercedes GP, is still a central figure in the sport. Two decades after that August afternoon in 1991 he has established himself as the most successful driver in the sport's history. The turmoil and back room bickering – plus a half a million dollar pay off for Brazilian journeyman Roberto Moreno – that it took to establish the then 22-year-old in the sport seems a distant memory.

Schumacher took grand prix racing by storm on his debut. He lined up in seventh place at Spa Francorchamps – he had only set the eighth quickest time but was promoted when Riccardo Patrese's front row time for Williams was stripped for a non-functioning reverse gear. Even more remarkably, Schumacher had set his time on only his 22nd lap of the daunting Belgian circuit.

It was pretty clear from the outset that the Mercedes protégé was a talent to be cherished. Eddie Jordan was confident that his signing would perform well – even though he had set up a sweep stake among British F1 journalists to guess where his new darling "Schneider" would line up on the grid…

"The thing that impressed me is that Michael comes in [to the pits] and he hasn't even worked up a sweat," said Gary Anderson, the man who designed the Jordan 191, at the time. "He is driving the car, letting it do the work. It is not driving him."

In what would become a traditional feeling for Schumacher later on in his career, his opening weekend in F1 was highly newsworthy. He had been placed at Jordan by Mercedes, which had been his paymasters in Group C sportscar racing and was vaguely eyeing an F1 attack itself. It wanted the Kerpen-born German to earn his stripes in Formula One and the chance came when Jordan's regular driver, Bertrand Gachot, was jailed for assaulting a London cabbie with CS gas.

Team boss Eddie Jordan was jeered all weekend by zealous locals, who were upset that the Irishman had filled the seat that belonged to their incarcerated hero.

There was astonishment among Gachot's F1 peers that he had been locked up for 18 months – indeed, before the race, a group of protesters including Belgian F1 drivers Thierry Boutsen and Eric van der Poele had gathered outside the British embassy in Brussels to display their anger. At the track, drivers including Ferrari man Alain Prost wore T-shirts with the slogan 'Gachot, Why?' in a stunt to underline Gachot's case.

Against this tumultuous backdrop, Schumacher grabbed the headlines with his stand-out performance. Although the clutch on the Jordan broke as he raced away from the line – and rival Nelson Piquet claiming that Schumacher had jumped the start – it was enough to set tongues wagging.

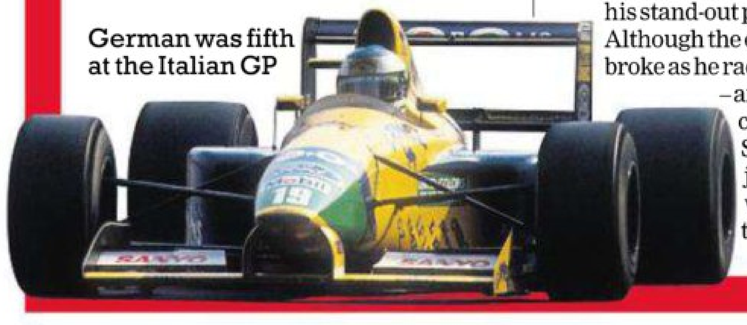
The F1 world first noticed Schumacher at Spa in 1991

It was also enough to set into motion one of the most controversial episodes that F1 has seen. The late Tom Walkinshaw and Flavio Briatore at Benetton were building a team for the future. They had recruited technical gurus Ross Brawn and Rory Byrne, and they needed a future superstar at the wheel. Jordan was on the ropes financially and despite claims that it had Schumacher's signature on a contract for the rest of that 1991 season and options for 1992 and 1993, Jordan and his team were about to get stung.

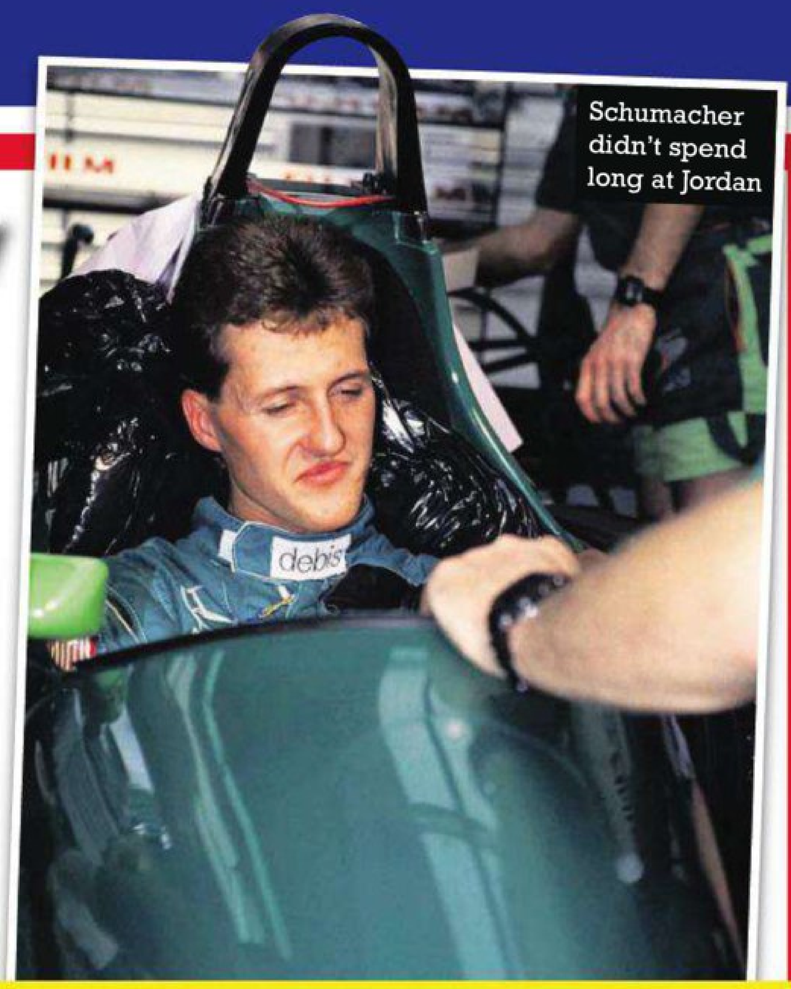
Walkinshaw and Brawn particularly were men who knew all about Schumacher. They had run the Jaguar Group C programme up against the German's Mercedes outfit and had seen the potential. "He was the only one of their [Mercedes's] three drivers who could match, or indeed beat, the times we were setting," remembers Brawn. "He was stunningly better then the other two drivers in the car, so Walkinshaw and I took pretty sharp notice of him. When we heard he was looking to coming to F1, Tom and I realised that we had to grab him. We were two of the few people who had seen Michael's talent first hand."

Benetton was running Nelson Piquet and Roberto Moreno in 1991. Piquet had taken a fortunate win in Canada on Pirelli rubber while Moreno had two points scoring finishes to his name up until the Belgian GP. It was a disappointing year. Piquet's retainer was too big for him to be shuffled towards the exit door, so the obvious fall guy to make way for Schumacher was mild-mannered Brazilian Moreno. After the Belgian Grand Prix – Moreno's most competitive showing yet with the team which had netted fourth place and a fastest lap – he was told that he would not be retained by the team in 1992. It was a hammer blow for Moreno, but there were immediately choppier waters.

Briatore and Walkinshaw told Moreno on the Tuesday before the Italian GP on

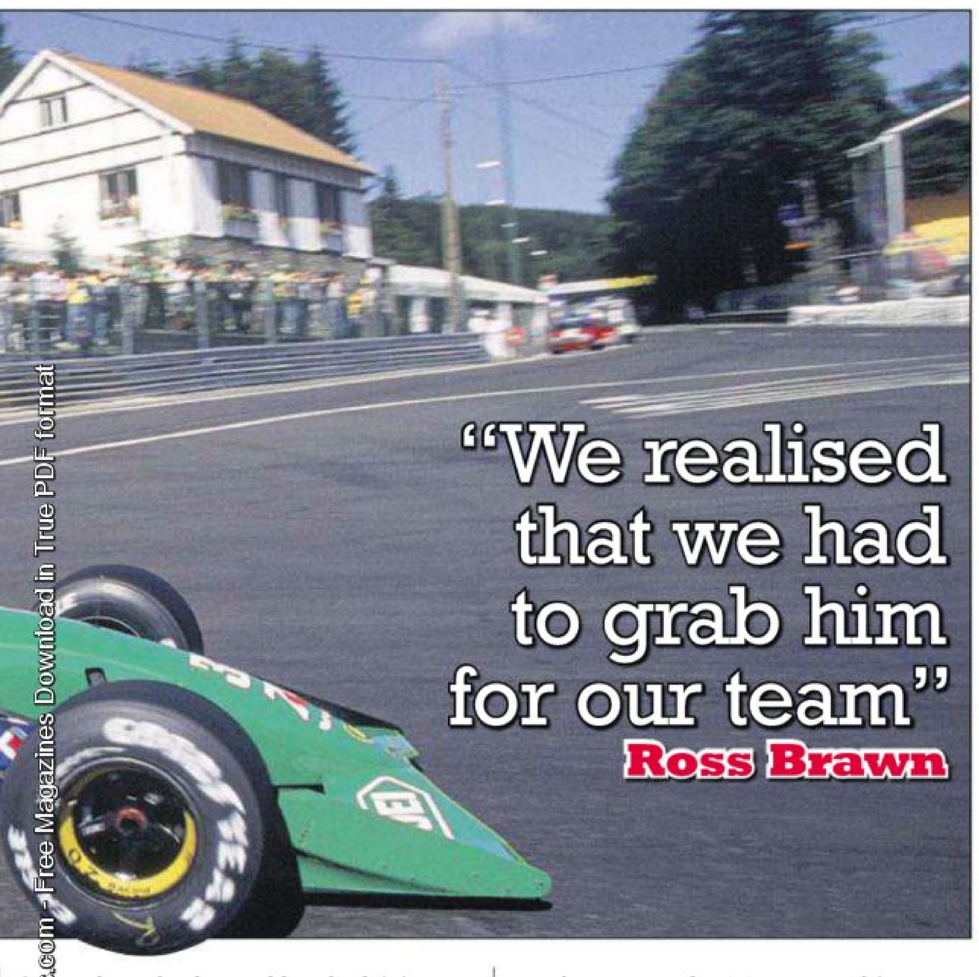

German was fifth at the Italian GP

HUEY



OVERSIAL DEBUT OF A LEGEND

hat shaped the future of the sport



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September 8 that he would not be driving at all for the team for the remaining five grands prix of the year.

The backroom dealings had moved into overdrive to assuage Schumacher's path in to what was seen as a 'top four' team – although, ironically, it was only one place ahead of Jordan in the constructors' points at the time. The Benetton team issued no explanation, which added to the theory that there was more to this story. Legal cases were started in London by Jordan to hang on to its driver Schumacher, and in Italy by Moreno to hang on to his Benetton seat. Jordan lost his case meaning Schumacher was free to move, but Moreno won his to maintain his seat at Benetton.

"I was not really angry with anyone," said Moreno. "I just wanted to defend myself, defend my rights on the contract I had for the year. After they decided to drop me, I simply didn't want to drive for the team any more. I just wanted to get what I deserved."

It came to a crunching head at Monza on the Thursday before the Italian Grand Prix. Neither Jordan or Benetton had been able to nominate drivers for the Monza race by the prescribed deadline of Thursday night and were given an extension to resolve the impasse. What followed was one of the most frenetic nights of negotiations the sport has witnessed before or since.

Holed up in a plush hotel, Jordan and team manager Ian Phillips met with ringmaster Bernie Ecclestone and Benetton's Briatore and Walkinshaw, as well as Moreno. Waves of lawyers flitted in and out of the hotel as the talks went on into the small hours. Despite Jordan and Phillips urging Moreno to hold out and stake his claim to the Benetton seat – thereby scuppering Schumacher's chances – the Brazilian capitulated at 0230hrs. He took a $500,000 pay-off and used $125,000 of that to tie up a deal to drive for Jordan for the remaining races.

Schumacher was free to drive for Benetton, Ecclestone had a German driver in a top team – vital for TV audiences in that country – and Briatore and Walkinshaw had got their man. The losers in this game of high-powered grand prix power broking were Moreno and Jordan.

The whole affair had driven a swathe through F1's normal practice and left Jordan and Phillips shell-shocked.

Walkinshaw said he had no qualms about the aggressive way the switch had taken place, claiming that Schumacher had been free all along and he had wanted a newcomer alongside Piquet to 'freshen up the team'.

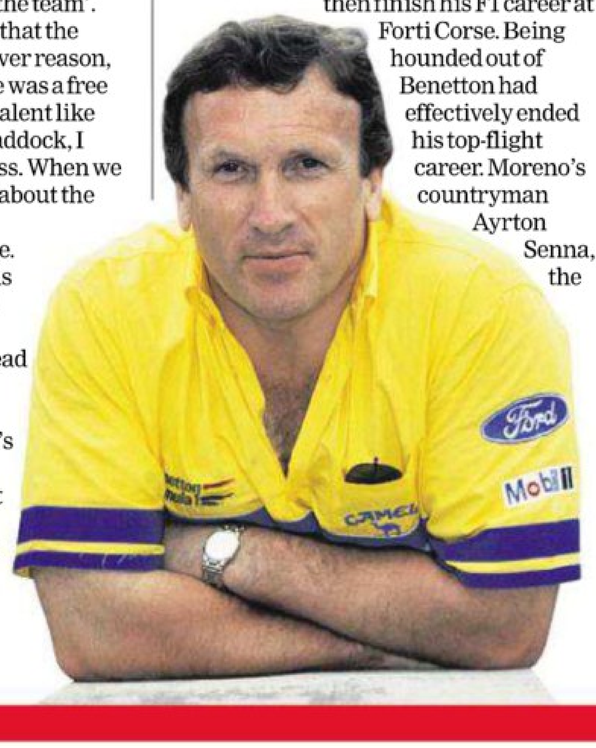
Walkinshaw said: "The fact is that the fellow [Schumacher], for whatever reason, had no contract with Jordan. He was a free agent. How anyone can allow a talent like that to be walking around the paddock, I don't know. That is their business. When we were informed of that, we went about the proper way of securing him."

So the two-step had taken place. Schumacher went on to score his first points in the Italian Grand Prix by bringing his Benetton B191 home in fifth place and ahead of his triple world champion team-mate Piquet, who he had also out-qualified. The German's star had begun its ascendant path that would net him his first grand prix win less than 12 months later and his first world title within three seasons.

Photos: LAT archive

Schuey heads into Eau Rouge in Belgium in '91, four cars ahead of Moreno

The ousted Moreno, on the other hand, had little time to get used to the Jordan and spun off the track on the second lap while trying to adjust the brake bias on the car. Moreno would go on to drive for the comically bad Andrea Moda team and then finish his F1 career at Forti Corse. Being hounded out of Benetton had effectively ended his top-flight career. Moreno's countryman Ayrton Senna, the reigning world champion, felt sympathy for his compatriot and hit out at the way the affair had been mishandled.



Walkinshaw was vital in Schuey's early F1 move

"What has happened is not correct," said the McLaren man at the time. "It is always the people in the top teams who get written about the most. So, unless one of us speaks about it, something like this just goes by and people get away with it.

"Moreno is a good driver, he is dedicated and he is professional and he had a contract for the whole season. But people just push others who are maybe not in a strong position and they threaten, use their apparently strong position to get a driver to change his mind and to accept things. As a principal, I don't think this was a good move. There were commercial interests involved and future prospects which made certain people do these things."

Despite the Brazilian's sympathy for his countryman, he had picked up on a thread that has been woven through the sport ever since. As Jordan and Moreno had found out, the commercial world was about to dominate the sporting one.

Schumacher's time in F1 has always been controversial, which is fitting given the way he changed the face of the sport from the very beginning of his career. ■

Release: StoreMags & FantaMag

RACING RESULTS ROUND-UP

SILVERSTONE 750MC BY IAN SOWMAN — AUGUST 27/28

INSIDE LINE

Saturday's changeable weather conditions made for both controversy and unexpected race winners, such as Roland Wilkinson in the **MR2 Super GT** opener. The heavens opened at the start of the race, and his standard Mk2 was better able to deal with the conditions than the V6 roadsters of Patrick Mortell and Anthony Day. Better prepared for race two, Mortell took the win in the car that will run in the Britcar 24 hour race.

Tim Gray starred in a very wet **RGB** race, but was slightly frustrated that the sodden track masked the improvements made to the AB Performance Sabre since the last round at Snetterton. John Cutmore was second in the Spire, but it was his half-spin at Becketts that caused Derek Jones and championship leader Paul Rogers to collide. Rogers was eliminated, but Jones recovered to take the front-engined class win (and third overall) from Alastair Boulton at Woodcote with two laps to go.

There was controversy in an **F4** race that started dry but turned wet in the last third. Form man Ollie Sirrell reeled-in championship leader Robbie Watts, with the latter claiming he was tapped into a spin at Becketts on the final lap. Sirrell drove around the outside to claim victory from Watts, who was critical afterwards of the decision not to halt the race with many drivers struggling on slick tyres. Ex-Vee champion Danny Hands was third on his seasonal debut.

Although Martin Farmer started from pole position in his GAC, Paul Smith led the **Formula Vee** race throughout to complete a hat-trick of victories. Farmer lost second place to Hughes on the final lap, but his championship rival Michael Epps could only make 11th place. He had started from the pitlane after bodywork fell off on the green flag lap. The star drive came from 16-year-old ex-karter Matt Tiffin, who revelled in the wet to achieve by far his best result of fifth.

Jon-Paul Ivey did the double in **Bikesports**, with Allcomers race winner Adrian Reynard second in the opener. Andy Hiley dominated the Kit Car/SRGT encounter.

The twin **Saxmax** races were spread over two days, but there was frustration for championship leader William Davison after a mistake in the first race at Luffield dropped him down to the back of the pack. He recovered to finish tenth, while Will Plant overtook Shane Stoney on the second lap and proceeded to an impressive maiden victory in difficult conditions, while Jonathan Brown was a first-time podium finisher.

Stoney led Davison throughout Sunday's race, with Joe Annells emerging from a fraught battle to claim third position.

Four incredible **Locost** races were won by a combined margin of 0.24s. Nick Morley and Scott Mittell found their way to the front of massive packs of cars at the right time to take the two points-paying wins. Alex von Ehrheim's woes continued when he was assaulted at Brooklands and ruled out of the second heat: he started the final from the back, climbing to 11th.

Dave Robson took the **750 Formula** race lead from Nathaniel Cooper at Brooklands on lap eight, with the points leader being shuffled back to third by Bill Rutter at Copse on the penultimate lap. John Webb dominated in **750 Trophy**.

Photos: Steve Jones

Digby reverted back to old Saxo and now leads series

DIGBY ON TOP AFTER CAR SWITCH

Matt Digby moved into the lead of the Stock Hatch Championship after a change of car returned him to winning ways at Silverstone for the first time in more than three months.

Digby started the season in a Peugeot 106, but has decided to revert back to his Citroën for the balance of the year. "Nobody wanted to buy my Saxo, so I thought I would have another go," said the Middlesex man.

Nick Thornton-Jones didn't make the best of starts from pole position, handing fellow front row man Digby, who was second to Jake Farndon going into the weekend, the advantage. Patrick Fletcher was second until Thornton-Jones picked the inside line at Copse to unseat him on lap three. Although Thornton-Jones got close, Digby was quicker through the first part of each lap and was thus able to keep ahead of his fellow Saxo driver.

Scott won on his return to Class B

The Saxo stranglehold was broken by Adam Stokes, the enthusiastic Gloucestershire driver enjoying his best-ever result in the ex-Jeff Humphries title-winning Peugeot 106. Stokes briefly passed Fletcher at Becketts on lap six, before sealing the final podium position at Brooklands with two laps to go. "I'm completely emotional right now," he said. "When I came round after we had finished I was bawling my eyes out."

Behind Fletcher, Snetterton double winner Shaun Hagen finished in fifth, but each of the other title contenders was outside the top six.

After an enforced absence, Lee Scott returned to the Class B (Pre-1992) fold with victory in his Ford Fiesta XR2i. After being on the pace in each of the first three rounds, the Brands Hatch victor has been on the sidelines, but he dominated on his comeback.

"I'm thrilled because Silverstone is not one of my favourite circuits," he said after leading from lights-to-flag.

There was more action in his wake, with a significant moment on the fifth lap when Martyn Fowdrey (XR2) locked his brakes at Becketts and collected championship leader Pip Hammond's Nova in the driver's door. "He's broken the only straight panel left on the car, but he came over to apologise straightaway," explained Hammond.

Hammond retrieved second place on lap eight at the complex, with Martyn Cayzer dashing Matt Rozier's podium hopes in the closing moments to aid Hammond's title aspirations. Fowdrey took fifth, with Paul Thorpe running in sixth position on each of the 12 laps. Elliot Dunmore took his first race win in the concurrent BMW Compact Cup thrash.

RACE DATA

Class A: 1 Matt Digby (Citroën Saxo VTR) 12 laps in 14m 38.64s (80.66mph); 2 Nick Thornton-Jones (Citroën Saxo VTR) +0.41s; 3 Adam Stokes (Peugeot 106 XSi); 4 Patrick Fletcher (Citroën Saxo VTR); 5 Shaun Hagen (Citroën Saxo VTR); 6 Wayne Harris (Citroën Saxo VTR); 7 Mark Armstrong (Citroën Saxo VTR); 8 Jake Farndon (Citroën Saxo GTR); 9 Rory Cooper (Citroën Saxo VTR); 10 Kirk Dewell (Citroën Saxo VTR). **Fastest lap:** Thornton-Jones 1m 12.25s (81.74mph). **Pole Position:** Thornton-Jones 1m 12.12s (81.89mph). **Starters:** 33.
Class B: 1 Lee Scott (Ford Fiesta XR2i) 12 laps in 14m 52.91s (79.37mph); 2 Pip Hammond +4.45s; 3 Martin Cayzer (Ford Fiesta XR2); 4 Matt Rozier (Peugeot 205GTi); 5 Martyn Fowdrey (Ford Fiesta XR2); 6 Paul Thorpe (Ford Fiesta XR2i); 7 Edward Cooper (Vauxhall Nova GSi); 8 Andy Philpotts (Ford Fiesta XR2i); 9 Kieran Forinton (Peugeot 205GTi); 10 Derek Rozier (Peugeot 205GTi). **FL:** Scott 1m 13.54s (80.31mph). **PP:** Scott 1m 13.38s (80.48mph). **S:** 18.

Tin-top old boy cleans up on debut

After a break of almost two months, the Toyota MR2 Championship resumed at Silverstone with a pair of results that did little to change the face of the title race.

Ex-BTCC driver Eugene O'Brien took both race wins on his debut in the category, but only emerged victorious in the second after the on-the-road winner was hit with a penalty.

Rain started to fall as the cars waited in the assembly area for the start of the first race, but this did not faze O'Brien, who had qualified on pole position in a car that was being raced for the first time. The veteran led throughout, winning the race by almost two seconds. "I was pushing as hard as I possibly could," he said.

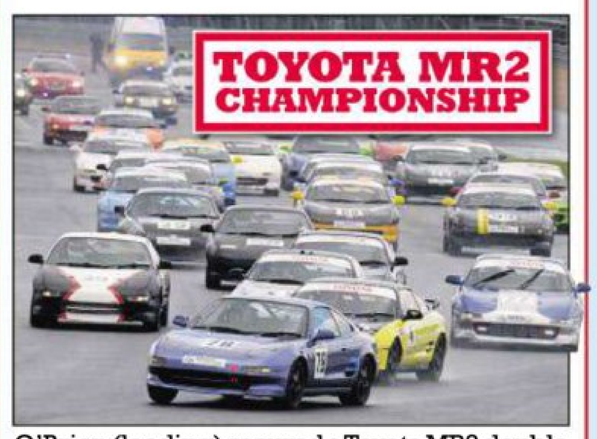
Roland Wilkinson, climbed from fifth to second in the space of the second lap, but couldn't quite run with the victor. Guy Hefford was third, with Wilkinson's two title opponents – James Cross and Paul Hinson – completing the top five.

Wilkinson topped the podium following the second race, but did so glum-faced after a last-lap incident with Hinson at Becketts.

Hinson had grabbed the lead with a great move at Copse at the start of the last lap, but was shuffled back to seventh following contact. "[The clash] was entirely my fault," said Wilkinson, who was given a ten-second penalty that dropped him to tenth place, and three points on his race licence. "I was too aggressive trying to get back at him and spun him off."

That marred what had been a fine drive from Wilkinson, from sixth to the lead within the first eight laps.

O'Brien also found himself in sixth mid-race, but he picked up a position a lap to be second past the flag. John Wilson, who led briefly, was classified second. Further back, Cross was off his normal place and finished ninth.



O'Brien (leading) secured a Toyota MR2 double

RESULTS

Toyota MR2 Championship: 1 Eugene O'Brien 12 laps in 15m 04.99s (78.31mph); 2 Roland Wilkinson +1.87s; 3 Guy Hefford; 4 James Cross; 5 Paul Hinson; 6 Steve Lumley; 7 George Robinson; 8 John Wilson; 9 Alex Lennon; 10 Ben Rowe. **FL:** Lumley 1m 12.56s (81.39mph). **PP:** O'Brien 1m 11.56s (82.53mph). **S:** 36.
Race two: 1 O'Brien 12 laps in 14m 36.15s (80.89mph); 2 Wilson +0.55s; 3 Hefford; 4 Robinson; 5 Phillips; 6 Lennon; 7 Hinson; 8 Lumley; 9 Cross; 10 Wilkinson. **FL:** Phillips 1m 11.30s (82.83mph). **PP:** O'Brien 1m 11.62s (82.33mph). **S:** 36.

Allcomers: 1 Adrian Reynard (Reynard Inverter) 10 laps in 10m 02.35s (98.05mph); 2 John Powis (Radical PR6) +25.13s; 3 Antony Denham (Doris CKM); 4 David Enderby (Radical SR4); 5 Richard Wise (AB Performance Sabre); 6 Lee Bailey (Radical SR3); 7 Daniel Bromilow (Fisher Fury); 8 Campbell Cassidy (Lotus Europa); 9 David Lawrence (Sylva Riot); 10 Andrew Pearman (Ford Sierra Cosworth). **FL:** Reynard 58.91s (100.25mph). **PP:** Reynard 1m 05.41s (90.29mph). **Handicap winner:** Wise. **S:** 21.

MR2 Super GT: 1 Roland Wilkinson 11 laps in 14m49.50s (73.03mph); 2 Anthony Day +20.67s; 3 Patrick Mortell; 4 George Robinson; 5 James Cross; 6 John Wilson; 7 Nick Holden; 8 Michael Wells; 9 Rob Horsfield; 10 Mike Izzard. **FL:** Wilkinson 1m 19.78s (74.03mph). **PP:** Mortell 1m 10.54s (83.72mph). **CW:** Wilkinson, Day, Wells. **S:** 11.
Race two: 1 Mortell 11 laps in 14m 10.83s (76.35mph); 2 Wilkinson +8.48s; 3 Cross; 4 Horsfield; 5 Alex Lennon; 6 Wilson; 7 Robinson; 8 Wells; 9 Holden; 10 Izzard. **FL:** Mortell 1m 16.02s (77.69mph). **PP:** Mortell. **CW:** Mortell, Wilkinson, Horsfield. **S:** 11.

AB Performance RGB: 1 Tim Gray (AB Performance Sabre) 12 laps in 15m 09.52s (77.92mph); 2 John Cutmore (Spire GT3) +20.39s; 3 Derek Jones (Fisher Fury); 4 Alastair Boulton (STM Phoenix); 5 Richard Wise (AB Performance Sabre); 6 Gary Goodyear (Contour); 7 Austen Greenway (Q20 Fury); 8 Mathew Green (Spire GTR); 9 James Walker (STM Phoenix); 10 Henry Carr (WCR Fury). **FL:** Gray 1m 14.45s (79.33mph). **PP:** Cutmore 1m 02.51s (94.48mph). **CW:** Gray, Jones. **S:** 25.

Kit Car/SRGT: 1 Andy Hiley (Taydec Mk2) 11 laps in 14m 37.00s (74.08mph); 2 Paul Cooper (Raw Striker) +26.34s; 3 Guy Hussey (Raw Striker); 4 Clive Hudson (Eclipse SM1); 5 Anton Landon (Cyana MX500R); 6 David Caldecourt (Sylva Phoenix); 7 John Plant (Allard J2); 8 Paul Boyd (Eclipse SM1); 9 Trevor Clarke (Westfield Zetec); 10 Ken Paton (Jaguar D-type replica). **FL:** Hiley 1m 18.85s (74.90mph). **PP:** Hiley 1m 04.00s (92.28mph). **CW:** Hiley, Cooper, Plant, Clarke, Paton, Cheng Lim (Lotus Esprit), Robert Frost (Dax Tojeiro), Gary Davison (Tiger R10). **S:** 18.

Bikesports: 1 Jon-Paul Ivey (Radical PR6) 18 laps in 19m 16.97s (91.88mph); 2 Adrian Reynard (Reynard Inverter) +10.28s; 3 Christian Enderby (Radical SR40; 4 Richard Stables (Radical PR6); 5 Bill Henderson (Radical PR6); 6 David Watson (Radical PR6); 7 Doug Carter (Radical PR6); 8 Aaron Bailey (Radical SR3); 9 James Breakell (Radical PR6); 10 Mike Field (Stohr DSR). **FL:** Stables 1m 02.03s (95.21mph). **PP:** Ivey 57.09s (103.45mph). **CW:** Ivey, Reynard, Alan Wilshire (Radical Clubsport). **S:** 18.
Race two: 1 Ivey 9 laps in 10m 02.78s (88.18mph); 2 Breakell +21.35s; 3 Enderby; 4 Stables; 5 Henderson; 6 Oliver Cox (Radical SR4); 7 Field; 9 Wilshire; 9 Gary Paterson (Radical SR4); 10 Walter Bell (Spire WMV). **FL:** Ivey 1m 05.53s (90.12mph). **PP:** Tim Gray (Radical SR4). **CW:** Ivey, Enderby, Wilshire. **S:** 15.

Formula Four: 1 Oliver Sirrell (Van Diemen) 14 laps in 14m 24.68s (95.62mph); 2 Robbie Watts (Van Diemen Raw 09) +7.82s; 3 Danny Hands (Van Diemen); 4 Bryn Tootell (Van Diemen); 5 Jenny Scott (Van Diemen RF99); 6 Erwin Smiech (Van Diemen); 7 Malcolm Scott (Van Diemen RF00); 8 Paul Presgraves (Van Diemen); 9 John Whitbourn (Ray GRS02Z); 10 Simon Emmerson (Mygale US2000). **FL:** Watts 58.56s (100.85mph). **PP:** Watts 57.69s (102.37mph). **CW:** Sirrell, Whitbourn, Mike Hatton (Vauxhall Lotus). **S:** 14.

Polleysport Saxmax: 1 William Plant 11 laps in 15m 12.31s (71.21mph); 2 Shane Stoney +0.65s; 3 Jonathan Brown; 4 Charles Ladell; 5 Jordan Willson; 6 Henry Gilbert; 7 Kristian Jennings; 8 Joe Annells; 9 Guy Wenham; 10 William Davison. **FL:** Davison 1m 21.51s (72.45mph). **PP:** Davison 1m 13.99s (79.82mph). **S:** 11. **Race two:** 1 Stoney 12 laps in 14m 54.20s (79.25mph); 2 Davison +0.27s; 3 Annells; 4 Willson; 5 Plant; 6 Wenham; 7 Laddell; 8 Jennings; 9 Brown; 10 Hunter. **FL:** Davison 1m 13.61s (80.23mph). **PP:** Stoney 1m 13.43s (80.43mph). **S:** 11.

Formula Vee: 1 Paul Smith (AHS Dominator) 11 laps in 14m 44.02s (73.49mph); 2 John Hughes (Scarab Mk5) +9.71s; 3 Martin Farmer (GAC); 4 Keith Farrance (GAC); 5 Matt Tiffin (Storm); 6 Ian Buxton (GAC); 7 Steve Ough (AHS Dominator); 8 Aaron Trigwell (GAC); 9 Ben Miloudi (Ray); 10 Ben Anderson (GAC). **FL:** Smith 1m 19.12s (74.64mph). **PP:** Farmer 1m 06.04s (89.43mph). **CW:** Smith, Jack Wilkinson (Sheane Mk3). **S:** 33.

Locost, heat one: 1 Tom Coller 9 laps in 11m 20.25s (78.14mph); 2 Nick Morley +0.09s; 3 Robert Kerkhoven; 4 Alex von Ehrheim; 5 Mark Glover; 6 Richard Bradley; 7 Lewis Dallas; 8 Max Lees; 9 Steve Evans; 10 Richard Lee. **FL:** Coller 1m 14.05s (79.75mph). **PP:** Anthony May. **S:** 39.
Final: 1 Morley 12 laps in 15m 01.04s (78.65mph); 2 Scott Mittell +0.08s; 3 von Ehrheim; 4 Richard Jenkins; 5 Coller; 6 Lee McNamara; 7 Michael Comber; 8 Kerkhoven; 9 Glover; 10 Richard Bradley. **FL:** McNamara 1m 13.45s (80.41mph). **PP:** Mittell 1m 16.09s (77.42mph). **S:** 37.

Veteran Reynard (left) trumped Powis in the Allcomers thrash

Heat two: 1 Mittell 12 laps in 15m 05.29s (78.28mph); 2 Jenkins +0.03s; 3 Bradley; 4 Kerkhoven; 5 Dallas; 6 McNamara; 7 Lees; 8 James Millman; 9 Vicky Pickles; 10 Mark Gogle. **FL:** McNamara 1m 13.79s (80.04mph). **PP:** Nick Selby. **S:** 32.
Final: 1 Mittell 12 laps in 15m 02.15s (78.56mph); 2 Coller +0.04s; 3 Kerkhoven; 4 McNamara; 5 May; 6 Comber; 7 Bradley; 8 Sian Stafford Atkinson; 9 Lees; 10 Morley. **FL:** Kerkhoven 1m 13.55s (80.30mph). **PP:** May 1m 16.49s (77.14mph). **S:** 37.

Premier Choice Group 750 Formula: 1 Dave Robson (SDAR/83) 13 laps in 14m 48.52s (86.41mph); 2 Bill Rutter (Darvi Mk5) +0.86s; 3 Nathaniel Cooper (Davis T7); 4 Bob Simpson (SS/F); 5 Rod Hill (Mystic T4/21); 6 Mick Harris (Darvi 877); 7 Chris Gough (CGR Evo2); 8 Roger Rowe (Centaur Mk20); 9 Peter Bove (ADR 750F); 10 Sue Harris (Darvi 5/97). **FL:** Robson 1m 06.75s (88.48mph). **PP:** 1m 08.00s (86.85mph). **CW:** Robson, Sue Harris. **S:** 18.

Gaz Shocks BMW Compact Cup: 1 Elliot Dunmore 12 laps in 15m 18.04s (77.20mph); 2 Paul McErlean +0.32s; 3 Andrew Tsang; 4 Mark Tsang; 5 Susanna Kenniston; 6 Michael Tunmore; no other finishers. **FL:** Dunmore 1m 13.36s (80.50mph). **PP:** Dunmore m 13.69s (80.14mph). **S:** 7.

750 Trophy: 1 John Webb (Rawson) 11 laps in 14m 55.97s (72.51mph); 2 Paul Gorolini (JB) +0.71s; 3 Ron Welsh (Fairthorpe); 4 Nic Grele (Jeffrey Mk1); 5 Paul Mason (Centaur Mk16); 6 Roger Windley (Time 3B); 7 Christian Pedersen (Austin 7 Special); 8 John Skeavington (Austin 7 Ulster); 9 Michael Harvey (Austin 7 Ulster replica special); 10 Michael Inglis (Austin 7 special). **FL:** Gorolini 1m 17.58s (76.13mph). **PP:** Webb 1m 16.70s (77.00mph). **CW:** Webb, Welsh, Pedersen. **S:** 20.

HOW DID GRONHOLM FARE ON BRITISH RALLYCROSS DEBUT? >>>>>>>>>> PAGE 32

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AND THE WINNERS ARE...

Lee Newsome — Irish Formula Vee Championship

Jackie Cochrane — Irish Historic Championships

Paul Gibson — BARC Clubmans Cup

Richard Voaden — Honda V-Tec Challenge

Peter Higton — MGOC Championship

SNETTERTON: BARC 2CV 24 HOURS BY LEWIS BEALES — AUGUST 26/28

INSIDE LINE

Richard Voaden dominated the opening **Honda V-Tec Challenge** race by streaking off into the distance aboard his Integra.

Mark Chese nipped by Richard Chilton on the opening lap at Chapman to secure second place. After another error at Chapman by Chilton, Dave Roberts stole third on the final lap while a neat move at Riches secured Lee Bennett-Neal fifth place.

As Voaden stroked to another win, the battle for second proved absorbing. Chese led initially, fending off a determined challenge by Roberts which lasted from Riches to the start of Bentley Straight. Roberts regrouped and held position into the Esses. However, Chese lined-up the CRX at Riches on lap eight to retake the place.

The modern and classic **Clubmans** grids were amalgamated which provided an interesting mix but Paul Gibson's newly-rebuilt Nemesis – following a fire at Rockingham – proved to be the class of the field. Steve Chaplin initially held second but Adrian Lester's Mallock-Honda assumed the position on the sixth lap once it was back on song. Daniel Gibson managed to hold off the challenge of Russell Munns in the Cup class.

Paul Gibson was uncatchable in race two in his Nemesis. Lester gave early chase but retired his car with bodywork fouling the brakes. This left Steve Everson and Chaplin to dispute second place, which the Classic Phantom of Chaplin secured late in the race. Phil Weaver's motorcycle-engined Mallock followed. Daniel Gibson and Clive Wood were both victorious in their respective categories once again.

The greater traction of Peter Higton's MGF propelled him into the lead from the **MGOC** grid but he was chased throughout by Jody Bowcott who made a demon start from sixth place. An excellent exit from Chapman promoted Paul Wisbey into third place but he was unable to keep the position as Simon Kendrick and Sam Smith squeezed by him at Murrays.

Higton made a second storming start with Kendrick giving chase – a little too enthusiastically as he had to take to the grass at Murrays to avoid hitting the leader on lap two. This allowed the fast-starting Wisbey into second place but he was unable to fend off the rampant Bowcott. Will Sharpe overcame gear selection problems to take fourth from Mark Baker at Riches on the penultimate lap while Nick Golhar needed another lap to grab his fifth place.

Photo: Richard Styles

RBR1 (left) completed an epic 721 laps to take victory

BOYS BAND TOGETHER FOR REPEAT WIN

In a repeat of last year's running, the Rent Boys Racing 1 squad avoided the problems which affected their rivals to secure their second straight victory in this gruelling event.

RBR1 team members Alec Graham, Meyrick Cox and Nick Paton were operating under the umbrella of Whitwell Motorsport this year, but it made little difference to the reliability of their French car, which underpinned their triumph.

The quickest half-a-dozen cars set off at a very fast pace but one-by-one the group diminished with a variety of problems.

As evening drew in, Team Stinky was out front chased by Tete Rouge 1 and RBR1. Neil Thompson, at the controls for Team Stinky, set the early pace. He built-up an advantage which Sammie Fritchley spent many laps closing down. She managed it, though, taking her Tete Rouge 1 racer into the lead on the 99th lap. Wayne Cowling also moved up the order, taking second place for Team Gadget just a few tours later.

Tete Rouge 1's lead lasted for 62 laps before Team Stinky got back ahead courtesy of good work by Neil Savage and Chris Yates. However, Stinky's charge was halted temporarily when a set of brake pads were required. The job cost the team three laps.

A quick stop to check for a fuel leak – which proved to be non-existent – cost Gadget Racing valuable time. However, some solid driving meant the local team, comprising Ainslie Bousfield, Gary Adnitt and Simon Clarke, was still in the lead 12 hours later as daylight arrived.

RACE DATA

1 Rent Boys Racing 1 (Alec Graham, Meyrick Cox, Nick Paton) 721 laps in 24h 01m 45.930s (59.53mph); 2 Gadget Racing (Wayne Cowling, Simon Clarke, Ainslie Bousfield, Gary Adnitt) +7 laps; 3 Tete Rouge 1 (Simon Turner, David O'Keefe, Sammie Fritchley, Anthony Robinson); 4 Team Stinky (Neil Thompson, Christine Thompson, Chris Yates, Neil Savage); 5 Old Time (Peter Dalkin, Peter Whelan, Geoff Wilson); 6 JB Doors (Darren Baker, Anthony Wilds, Glenn Oswin); 7 Hollis Motorsport (Matthew Hollis, Richard Hollis, Nigel Hollis, Michael Cooper); 8 Crisis Racing (Nick Roads, Hugh McCurrich, Andrew Maud, Caryl Wills); 9 Iceni Racing (Greg Page, Neil Chilleystone, Malcolm Edeson, Duncan Keith); 10 Gadget Raging 2 (Lien Davies, Peter Rundle, Alastair Chalmers, Steve Panas). **Fastest lap:** Team Pegase (Jean-Marie Phillipe, Robert Soumois, Emmanuelle Eggermont) 1m 46.118s (67.30mph). **Pole position:** Graham 2m 03.386s (57.88mph). **Class winners:** Team Pegase and Yard Project/Climate Energy Systems (Sam Payne, Mark Williams, Rob Chase, Nick Asher). **Starters:** 32.

As night turned to day, things began to go wrong for Team Stinky. Its engine began to lose oil, causing it to reduce its pace. It finally caused the team to head for the pits to exchange an engine, but the replacement also proved reluctant to perform and they soon fell away from the battle for victory.

Tete 1 also needed a new powerplant, which dropped Simon Turner, David O'Keefe and Anthony Robinson behind team Gadget in the battle for honours, but they stayed in the top three.

All the while, the RBR 1 car was running like a metronome, hence its six-lap advantage at the head of the pack.

The Old Time team, led by Peter Dalkin and helped by Jeff Wilson and Peter Whelan, was forced to change an engine at half-distance. The squad continued at their steady pace and were running in fifth place as the race entered its final quarter, which put pressure on Team Stinky. Old Time only narrowly failed to displace them from fourth place by the 1700hrs finish.

JB Doors had an eventful early race when former Sports 2000 ace Anthony Wilds ran into the back of another car at Murrays just as it got dark. The collision resulted in the loss of a front wing,which was collected by another car a while later and dragged into the pitlane. The JB Doors machine also needed a new engine, which heralded a sterling drive back to sixth place by Wilds, Darren Baker and Glenn Oswin.

Crisis Racing, meanwhile, adopted a slow but steady approach. However, its plan was thwarted when one of its crewmen found the Lucky John Racing machine stationary at Murrays following a spin.

The resulting collision bent Lucky John's car sufficiently to put it into retirement, while a little panel beating was required to get the Crisis machine back into full working order. Crisis fell back to eighth in the final hours following a late wheel bearing problem.

That promoted the Hollis Motorsport car, crewed by Richard, Matthew and Nigel Hollis along with Michael Cooper, into a steady seventh place. The team had elected to run the less powerful Solex carburettor in place of the Weber carb.

After Daughters and Dads blew an engine late on, the local Iceni Racing team of Greg Page, Neil Chilleystone, Malcolm Edeson and Duncan Keith plus the Gadget Racing 2 team completed the top ten with the latter requiring two fresh engines.

RESULTS

Honda V-TEC Challenge
1 Richard Voaden (Integra) 11 laps in 16m 02.512s (81.62mph); 2 Mark Chese (Civic Type R) +29.493s; 3 Dave Roberts (CRX); 4 Richard Chilton (Integra); 5 Lee Bennett-Neal (Integra); 6 Tim Blowers (Integra); 7 Rick Rowles (Civic Type R); no other starters. **FL:** Voaden 1m 26.119s (82.93mph). **PP:** Voaden 1m 34.670s (75.44mph). **CW:** Chese, Roberts, Chilton and Bennett-Neal. **S:** 7. **Race two:** 1 Voaden 11 laps in 15m 51.627s (82.56mph); 2 Chese +35.887s; 3 Roberts; 4 Chilton; 5 Bennett-Neal; 6 Rowles; 7 Blowers; no other starters. **FL:** Voaden 1m 24. 938s (84.09mph) record. **PP:** Voaden. **CW:** Chese, Roberts, Chilton and Bennett-Neal. **S:** 7.

Clubmans Cup/Tran-X Clubmans Championships
1 Paul Gibson (Nemesis K 11 Proto) 13 laps 16m 13.424s (95.38mph); 2 Adrian Lester (Mallock Mk35 Honda Proto) +31.051s; 3 Steve Chaplin (Phantom P79); 4 Steve Everson (Mallock Mk 30 Proto); 5 Daniel Gibson (Nemesis K10); 6 Russell Munns (Mallock Mk28/30); 7 Phil Weaver (Mallock Hyabusa); 8 Peter Richings (Mallock Mk30PR); 9 Barry Webb (Mallock Mk23B); 10 Howard Payne (GEM 008). **FL:** P Gibson 1m 13.284s (97.46mph). **PP:** P Gibson 1m 18.573s (90.90mph). **CW:** Chaplin, D Gibson, Clive Wood (Mallock Mk20) and Tim Norris-Jones (Mallock Mk11). **S:** 21. **Race two:** 1 P Gibson 14 laps in 17m 23.780s (95.80mph); 2 Chaplin +35.183s; 3 Everson; 4 Weaver; 5 D Gibson; 6 Munns; 7 Richings; 8 Webb; 9 Alex Champkin (Vision V85/9); m10 Richard Gilmour (Mallock MK 20/23). **FL**: P Gibson 1m 13.015s (97.82mph). **PP:** P Gibson. **CW:** Chaplin, D Gibson and Wood. **S:** 22.

Lancaster Insurance MG Owners' Club Championship
1 Peter Higton (F) 10 laps in 15m 37.621s (76.17mph); 2 Jody Bowcott (ZR 160) +0.692s; 3 Simon Kendrick (F); 4 Sam Smith (F); 5 Nick Golhar (ZR); 6 Paul Wisbey (F); 7 Will Sharpe (ZR 160); 8 Paul Clackett (ZS 160); 9 Harjinder Bhambra (ZS); 10 Jim Baynam (B). **FL:** Sharpe 1m 31.594s (77.98mph). **PP:** Sharpe 1m 32.070s (77.57mph). **CW:** Bowcott, Bhambra and Baynam. **S:** 23. **Race two:** 1 Higton 10 laps in 15m 38.421s (76.11mph); 2 Bowcott +1.551s (1.551s; 3 Wisbey; 4 Sharpe; 5 Mark Baker (F); 6 Golha; 7 Clackett; 8 Kendrick; 9 Bhambra; 10 Baynam. **FL:** Sharpe 1m 31.450s (78.10mph) record. **PP:** Sharpe 1m 32.912s (76.87mph). **CW:** Bowcott, Bhambra and Baynam. **S:** 23.

KIRKISTOWN: 500MRCI BY IAN LYNAS — AUGUST 27

Ivor McCullough wrapped up the **FF1600 Championship** by taking two wins in the final brace of rounds.

He dipped below his own lap record in qualifying before putting on a masterful display in both races. John Ferguson was twice runner up but had to work hard to fend off Adrian Pollock and outgoing champion, Jonny McMullan.

Andrew O'Brien started from pole in the first of the **Ginetta Junior** double header races. He batted away the fast-starting Sean Doyle throughout, while Andrew Watson clawed through the pack to claim third. Doyle turned the tables on O'Brien to take the honours in race two while Jake Byrne put in a late charge to claim third.

David Kelly was the early pacesetter among the packed Formula Vee entry once he had overcome pole-sitter Kevin O'Hara. Although series benchmark Ray Moore had damaged his car in qualifying and started well down the field, he gradually climbed the order until he hit the front. His glory was short-lived, as points leader Lee Newsome nipped ahead before the chequered flag, just ahead of Ian Campbell.

The **Irish Historic** encounter was a battle between the rumbling Sunbeam Tiger of Jackie Cochrane and the Gryphon Clubmans car of Alan Kessie.

Kessie had the upper hand in the early stages of the opening race until Cochrane used his classic roadster's Ford V8 firepower to move ahead. The new leader was given an easy time after his rival spun on the exit of the chicane. Kessie recovered to take second. In race two, Cochrane produced an uncustomary poor start as Kessie shot off ahead. Cochrane was through the traffic in just a few minutes and up to second. However, there was contact between the pair at the hairpin and the race was stopped. The spoils went to Kessie on a lap's countback.

Anton Savage topped the small grid of Rover-powered **Formula Sheane** cars ahead of Sean Hynes.

The Daly family dominated the **Formula Libre** encounters. Stephen stayed ahead of Dan in the opener while Dan triumphed in the later exchange.

There was a BMW one-two in the **Saloon and GT** race. David Morrison finished ahead of fellow M3 driver Ralph Jess after a mighty battle which raged for 15 laps.

RESULTS

Ginetta Jr: 1 Andrew O'Brien 13 laps in 15m 41.93s (75.16mph); 2 Sean Doyle +0.99s; 3 Andrew Watson; 4 Jake Byrne; 5 James Fleming; 6 Andrew Clarke; 7 Megan Kessie; 8 Sophie Byrne. **FL:** Doyle 1m 11.38s (76.26mph) record. **PP:** O'Brien 1m 11.36s (76.28mph). **S:** 9. **Race two:** 1 Doyle 11 laps in 13m 25.55s (74.33mph); 2 O'Brien +0.59s; 3 Byrne; 4 Fleming; 5 Watson; 6 Clarke; 7 Kessie; 8 Sophie Byrne. **FL:** O'Brien 1m 11.59s (76.03mph). **PP:** O'Brien. **S:** 9.

FF1600: 1 Ivor McCullough (Van Diemen RF01) 16 laps in 16m 35.69s (87.47mph); 2 John Ferguson (Ray GR09) +4.56s; 3 Jonathan McMullan (Mondiale M89S);4 Adrian Pollock (Van Diemen DP09); 5 Emmett Glynn (Ray GR07); 6 Neville Anderson (Mondiale M89S); 7 Andrew Noble (Reynard FF89); 8 David Rock (Van Diemen RF92). **FL:** McCullough 1m 01.33s (88.75mph). **PP:** McCullough 1m 01.04s (89.17mph).**S:** 18. **Race two:** 1 McCullough 16 laps in 16m 36.95s (87.36mph); 2 Ferguson +4.92s; 3 Pollock; 4 McMullan; 5 Glynn; 6 Noble; 7 Rock; 8 John Stewart (Reynard FF83). **FL:** McCullough 1m 01.23s (88.90mph). **PP:** McCullough. **S:** 17.

Formula Vee: 1 Lee Newsome (Sheane) 14 laps in 15m 34.25s (81.57mph); 2 Ian Campbell (Sheane) +1.60s; 3 Robert Casey (Sheane); 4 David O'Brien (Sheane); 5 Kevin Grogan (Leastone); 6 Adam Macauley (Sheane); 7 Ray Moore (Leastone); 8 David Kelly (Sheane). **FL:** Newsome 1m 04.96s (83.79mph) record. **PP:** Kevin O'Hara (Leastone JH002) 1m 04.89s (83.87mph). **S:** 24.

Historics: 1 Jackie Cochrane (Sunbeam Tiger) 14 laps in 15m 07.13s (84.00mph); 2 Alan Kessie (Gryphon C73) +5.15s; 3 John McCandless (Ginetta G4); 4 Bernard Foley (MGB GTV8); 5 Noel Collins (Ford Escort); 6 Edmumd Cassidy (Sunbeam Tiger); 7 Leo Nulty (Davrian Imp); 8 John Cardoo (Mini). **FL:** Cochrane 1m 02.35s (87.30mph). **PP:** Kessie 1m 04.11s (84.91mph). **S:** 17. **Race two:** 1 Kessie 11 laps in 11m 45.80s (84.83mph); 2 Cochrane +2.18s; 3 McCandless; 4 Foley; 5 Billy Crosbie (Lotus 7); 6 Collins; 7 Cassidy; 8 Cardoo. **FL:** Cochrane 1m 01.63s (88.31mph). **PP:** Kessie 1m 04.16s (84.83mph). **S:** 13.

Formula Libre: 1 Stephen Daly (Tatuus Renault) 10 laps in 9m 25.91s (96.18mph) 2 Dan Daly (Reynard Holden) +0.19s; 3 Philip Shields (Tatuus Honda); 4 Martin Daly (Tatuus Renault); 5 Jim Larkham (Radical PR06); 6 Stanley Watson (Van Diemen); 7 Fergus Faherty (Tatuus Renault); 8 John Daly (Lola Holden). **FL:** D Daly 54.84s (99.25mph). **PP:** Eamon Matheson (E5 Suzuki) 53.65s (101.46mph). **S:** 10. **Race two:** 1 D Daly 12 laps in 11m 14.82s (96.79mph); 2 S Daly +3.09s; 3 Shields; 4 Martin Daly; 5 Larkham; 6 Faherty; 7 Gary Graham (Van Diemen); 8 Geoffrey Moffett (Van Diemen). **FL:** D Daly 55.14s (98.71mph). **PP:** D Daly 54.81s (99.58mph). **S:** 10.

Formula Sheane: 1 Anton Savage 15 laps in 17m 13.30s (79.01mph); 2 Sean Hynes +3.14s; 3 Brian Hearty; 4 John Linnane; 5 Kevin Sheane Sr; 6 Matthew Dunne; 7 Brian McConnell. **FL:** Hearty 1m 01.04s (89.17mph). **PP:** Savage 1m 01.32s (88.76mph). **S:** 9.

Saloons/GT: 1 David Morrison (BMW M3) 15 laps in 16m 22.07s (83.14mph); 2 Ralph Jess (M3) +2.02s; 3 Tony Traub (Honda Integra); 4 Stephen Traub (Integra); 5 Richie O'Mahony (Supercar); 6 Donal O'Neill (Seat Cupra); 7 Richard Ryan (M3); 8 Peter Carvill (Cupra). **FL:** T Traub 1m 03.85s (85.25mph). **PP:** Jess 1m 03.68s (85.47mph). **S:** 12.

MARTIN HINES: TRIBUTE TO A KARTING LEGEND >>>>>>>>>>>>>>>>>>>> PAGE 34

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RACING RESULTS ROUND-UP

BRANDS HATCH: BARC BY BRIAN PHILLIPS — AUGUST 28/29

INSIDE LINE

A cloudburst halted the first **Production Touring Car** race after five laps. When the cars reappeared on suitable tyres, Josh Cook proved the master of soaking conditions and took his second win of the year in his Mégane.

Liam McMillan was best of the rest and, having tested in the wet, third man Maurice Hayden was delighted with his best result since joining the series.

Cook looked set in race two until his engine briefly cut and he fell to fourth. This promoted the battling McMillan, Gary Duckman and Adrian Churchill to the front and they finished in that order to give McMillan his first win of the year. Hayden's cambelt broke on lap one.

Cook won race three from fifth on the reverse grid. He left Churchill, McMillan and Duckman to squabble over second. A heavy shunt involving Rob Smith and Joseph Girling at Paddock caused an early stoppage.

Endaf Owens headed Kane Astin in **Mini Miglia** qualifying but Astin kept the Welsh wizard at bay in a wet first race. Sarah Munns lost third place to Aaron Smith but regained it when the local man's car pulled off.

Owens had the upper hand in a dry second race despite slipping to fifth on lap one. Owens powered ahead into lap four but Astin didn't give him a moment's peace and Dave Drew was right there to pick up the pieces if anything went wrong. Owens' championship campaign has one problem – his wife wants to attend a wedding on Croft weekend on September 24/25.

Patryk Szczerbinski completed the first part of an impressive **Intersteps** treble in wet conditions on Sunday. It took him eight laps to pass team-mate James Nutbrown into fourth place, but once released he put in a storming drive which left the rest of the field looking silly. He caught and passed Ed Jones, Jake Dennis and Alex Walker.

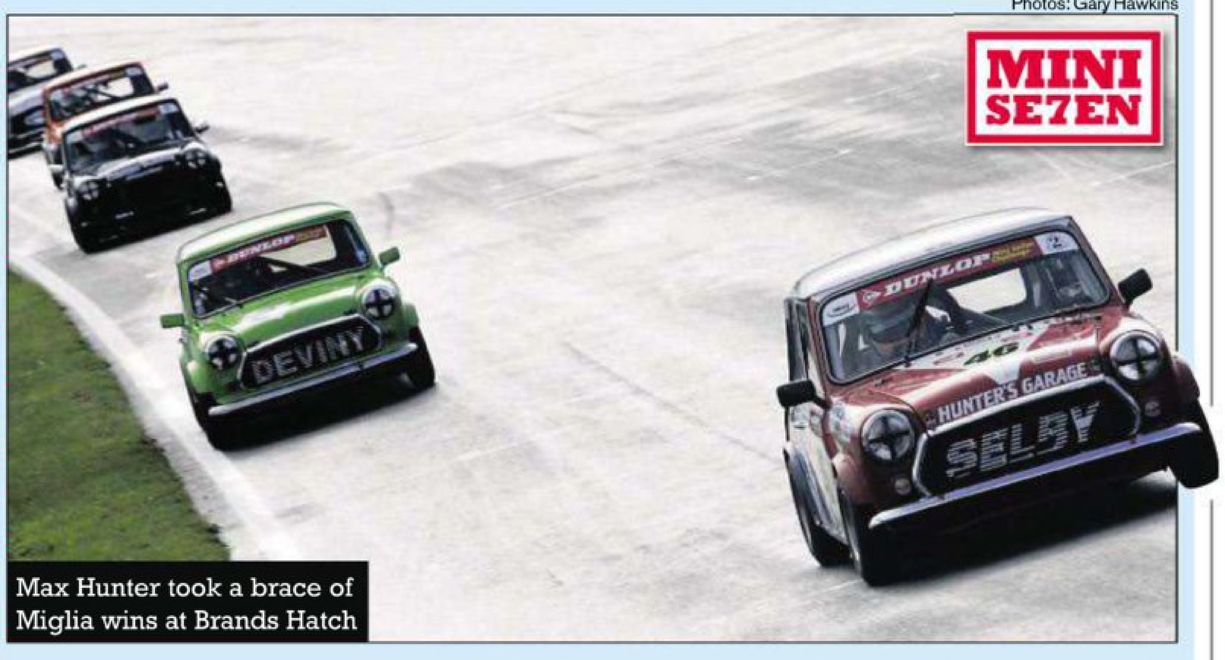
Szczerbinski didn't look like winning race two until the last lap when Jones mounted the back of Dennis' car at Druids and didn't disengage until halfway down Graham Hill. Szczerbinski and Walker nipped past while Dennis recovered in third.

Szczerbinski led from the lights in race three, helped by James Peace who effectively held up the pursuit. Walker, Jones and Dennis chopped and changed in Peace's slipstream before finishing in that order.

Robin Lackford's Sprite won the first **Healey Club** race after a lively tussle for more than half the allotted time with David Smithies' big Healey. Lackford prevailed despite a misfire, which persisted into the second race. This was won easily by Smithies, and Lackford was passed at the end by the Patrick Harris Frogeye.

With the scheduled **Open Sports** races cancelled due to lack of entries, the only sports car interest was provided by two feeble **Crosslé 9S** events. Mark Hobbs won the first of these after Andrew Todd beached his car while leading and Roger Donnan's engine expired. Hobbs led race two from start to finish.

Photos: Gary Hawkins



Max Hunter took a brace of Miglia wins at Brands Hatch

MAD MAX SURVIVES THE CHAOS

Max Hunter's title hopes might have been slender with only Croft to follow Brands Hatch, but he enjoyed a winning double on his return to Kent.

Hunter triumphed in the wet on Sunday but needed the help of a slice of luck, which came thanks to a red flag countback result, in fine weather on Monday.

Tristen Knight was a surprise pole man and the only driver to break the 60 second barrier in qualifying, but it counted for little when the field assembled for a damp first race. Slow off the mark, Knight was fourth at the first corner, and second time round came dangerously close to collecting the upturned Damon Astin car, which had strayed wide at the first corner and tipped onto its roof in a slow speed roll.

Knight emerged tenth from his trip through the gravel trap, while 2007 champion Hunter set about heading into an unbeatable lead. Double Thruxton winner Paul Spark was next to depart, ploughing off at Paddock Hill Bend while contesting third place and helping Nathan Burge's progress from an early eighth in his first race of the year.

Burge and long time second man Andrew Deviny traded the place until Burge gained a small advantage in the final stages.

This pair pulled clear of fourth man Graeme Davis, who had the recovering Knight, Gareth Hunt, Darren Thomas and James Coulson for company.

Race two showcased all that is close and exciting about Mini racing. Spark took a knock on the first corner, but he quickly sorted out the ensuing moment. Knight soon stopped with a damaged radiator leaving Spark, Hunter and Deviny at the head of the queue. We'll never know which driver would have come out on top in the final lap sort-out, but Spark was ahead at the stoppage, only to be demoted to second on countback by 0.044s.

Coulson joined in the fun when things got a little too close for comfort among the top three but Damon Astin was up to fourth when the red flag flew, his car only moderately rumpled after Sunday's roll. However, he was demoted to sixth on countback behind Coulson and Hunt.

"I didn't know I'd won. It was a good race, but a bit untidy, although I guess that's what Mini racing is about," said Max. Spark was a bit miffed to have his win snatched away but said: "I'm glad to finish second after yesterday."

RACE DATA

1 Max Hunter 14 laps in 14m 54.794s (68.03mph); 2 Nath Burge +10.342s; 3 Andrew Deviny; 4 Graeme Davis; 5 Tristen Knight; 6 Gareth Hunt; 7 Darren Thomas; 8 James Coulson; 9 Ashley Davies; 10 Adam Smith. **Fastest lap:** Burge 1m 02.617s (69.44mph). **Pole position:** Knight 59.691s (72.85mph). **Starters:** 21.
Race two: 1 Hunter 11 laps in 11m 19.556s (70.39mph); 2 Paul Spark +0.044s; 3 Deviny; 4 Coulson; 5 Hunt; 6 Damon Astin; 7 Burge; 8 Davies; 9 Smith; 10 Julian Proctor. **FL:** Hunter 1m 00.142s (72.30mph). **PP:** Knight 59.986s (72.68mph). **S:** 21.

RESULTS

Dunlop Production Touring Car Trophy
1 Josh Cook (Renault Mégane) 16 laps in 15m 50.331s (73.21mph); 2 Liam McMillan (Seat Leon) +8.829s; 3 Maurice Hayden (Renault Mégane); 4 Adrian Churchill (Vauxhall Astra VXR); 5 Gary Duckman (Seat Leon); 6 Thomas Carnaby (Vauxhall Astra VXR); 7 Ryan Bensley (Vauxhall Astra VXR); 8 Kevin George (Vauxhall Astra); 9 Joseph Girling (Vauxhall Astra); 10 Dan Malone (Seat Leon Cupra). **Fastest lap:** Cook 58.412s (74.44mph). **Pole position:** Duckman 52.410s (82.97mph). **Class winners:** Cook, Martin Galpin (Nissan 370). **Starters:** 13.

Race two: 1 McMillan 22 laps 20m 18.176s (78.53mph); 2 Duckman +0.797s; 3 Churchill; 4 Cook; 5 Rob Smith (BMW 330D); 6 Malone; 7 Bensley; 8 George; 9 Steve Johnson (Vauxhall Astra VXR). No other finishers. **FL:** Cook 52.492s (82.84mph). **PP:** Cook 58.412s (74.44mph). **CW:** McMillan. **S:** 12.

Race three: 1 Cook 18 laps in 17m 12.221s (75.83mph); 2 Churchill +3.706s; 3 McMillan; 4 Duckman; 5 Malone; 6 Bensley; 7 Johnson; 8 Galpin. No other finishers. **FL:** Cook 52.138s (83.40mph). **PP:** George 53.586s (80.31mph). **CW:** Cook, Galpin. **S:** 11.

Mini Miglia Challenge:
1 Kane Astin 14 laps in 14m 30.224s (69.95mph); 2 Endaf Owens +0.977s; 3 Sarah Munns; 4 Tony Lemay; 5 Colin Peacock; 6 Paul Thompson; 7 Dave Drew; 8 Mark Sims; 9 Niven Burge; 10 Paul Simmonds. **FL:** Aaron Smith 1m 00.791s (71.53mph). **PP:** Owens 54.542s (79.72mph). **S:** 15.

Race two: 1 Owens 14 laps in 13m 05.324s (77.52mph); 2 Astin +0.394s; 3 Drew; 4 Lemay; 5 Peacock; 6 Thompson; 7 Munns; 8 Smith; 9 Burge; 10 Sims. **FL:** Munns 55.100s (78.92mph). **PP:** Owens 54.557s (79.57mph). **S:** 16.

Intersteps Championship
1 Patryk Szczerbinski 23 laps in 20m 38.291s (80.77mph); 2 Alex Walker +10.031s; 3 Jake Dennis; 4 Ed Jones; 5 James Nutbrown; 6 James Peace; 7 Sarah Moore; 8 Jake Jackson; 9 Corinna Kamper. No other starters. **FL:** Szczerbinski 52.491s (82.84mph). **PP:** Jones 46.975s (92.57mph). **S:** 9.

Race two: 1 Szczerbinski 21 laps in 20m 07.560s (75.62mph); 2 Walker +1.640s; 3 Dennis; 4 Kamper; 5 Jones; 6 Moore; 7 Nutbrown. No other finishers. **FL:** Jones 47.592s (91.37mph). **PP:** Jones 46.934s (92.65mph). **S:** 9.

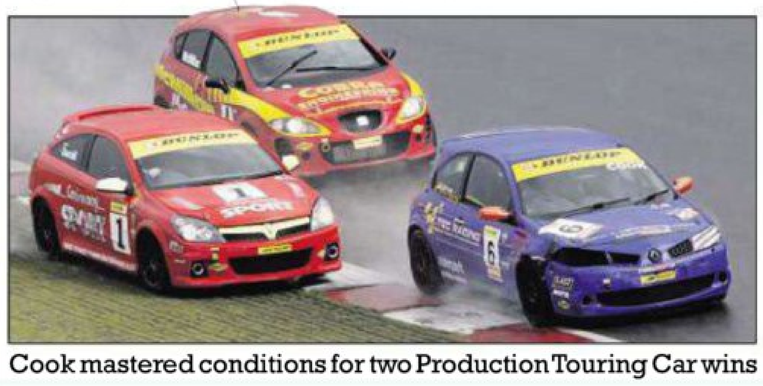
Race three: 1 Szczerbinski 25 laps in 20m 01.199s (90.50mph); 2 Peace +5.221s; 3 Walker; 4 Jones; 5 Dennis; 6 Nutbrown; 7 Kamper; 8 Moore; 9 Jackson. No other starters. **FL:** Jones 47.332s (91.87mph). **PP:** Szczerbinski 47.106s (92.30mph). **S:** 9.

Lackford Engineering Austin Healey Club Championship
1 Robin Lackford (Sprite) 21 laps in 20m 08.835s (75.54mph); 2 David Smithies (Healey 3000) +5.956s; 3 Tom Walker (Healey 3000 Mk1); 4 Patrick Harris (Sprite); 5 Neil Cameron (Arkley Sprite); 6 Paul Campfield (Healey 3000); 7 Adrian Ball (Healey 3000); 8 William Harris (Sprite); 9 Nigel Lackford (Sprite); 10 David Jenkins (Sprite). **FL:** Smithies 56.268s (77.28mph). **PP:** Smithies 57.448s (75.69mph). **CW:** Robin Lackford, Smithies, Neil Cameron. **S:** 14.

Race two: 1 Smithies 21 laps in 20m 25.314s (74.52mph); 2 Harris +20.724s; 3 Robin Lackford; 4 Walker; 5 Brian Bedford (Sprite); 6 Ball; 7 Neil Cameron; 8 Jenkins; 9 Guy Parry-Williams (Healey). No other finishers. **FL:** Smithies 57.338s (75.84mph). **PP:** Drew Cameron 57.569s (75.48mph) - absent. **CW:** Smithies, Harris, Bedford. **S:** 10.

Crosslé 9S Challenge
1 Mark Hobbs 41 laps in 38m 49.616s (76.53mph); 2 Garry & Ian Wilson +2 laps; 3 Clive Young; 4 Dominic Spicer/Paul Summerfield; 5 Eamonn Ledwidge. No other finishers. **FL:** Andrew Todd 51.635s (84.21mph). **PP:** Hobbs 52.784s (82.38mph). **S:** 7.

Race two: 1 Hobbs 44 laps in 41m 25.721s (76.97mph); 2 Todd +1 lap; 3 Wilson/Wilson; 4 Young; 5 Spicer/Summerfield; 6 Ledwidge. No other starters. **FL:** Hobbs 52.152s (83.38mph). **PP:** Hobbs 51.865s (84.06mph). **S:** 6.



Cook mastered conditions for two Production Touring Car wins

MALLORY PARK — AUG 28/29

CSCC

Brett Evans took an unexpected victory in the **Future Classics**. The Porsche driver started in second place but battled his way to the front to hang on for his first circuit victory. He was well clear of Nicholas Olson's Lotus Esprit.

In the **Gold Arts Magnificent Sevens**, Kevin Howell climbed from the fourth row to the head of the pack and he romped clear over the course of the 40-minute race. Will Stephens was nearly a lap behind.

Martin Webb powered his BMW M3 E46 to victory in the **Deutsche Marque** event. Pole position man George Mutteen was forced to concede ground in his Porsche and finished one lap behind but he too had almost a lap's advantage over the BMW of Patrick Fenn.

Regular pacesetter Stewart Lyddall got a shock in the **Jaguar Saloon and Jaguar XJS** encounter. He had fought his way ahead of newcomer Patrick Doyle but Doyle didn't let his rival escape. Just before the end, Doyle pounced and then fended off Lyddall on the run to the chequered flag.

Nigel Ainge and former BTCC racer Mike Jordan were the form men in the **Tin Tops** event in their Honda but the nimble Peugeot 306 of David Cox and Jerry Hampshire was a constant threat. The Peugeot took the lead in the middle stages of the race while the driver swaps were taking place, before the Honda powered back ahead to win.

Mark Coleing dominated from the front of the **Sports vs Saloon** Challenge. His life was made easier when pole man Graham Tilley failed to start the race and he took the lead from Andrew Griffiths to win.

The **Modsports and Super Saloons** machines were the highlight of the meeting. Pete Edwards's Escort headed the group one pack. Simon Allaway, in his Lotus Esprit, was the winner in the opening group two race after fending off Pete Stevens's rumbling Vauxhall Carlton throughout. In the second group two race, Joss Ronchetti's Talbot Sunbeam won after wresting back the advantage from Piers Grange. The machines were combined for a final clash. Allaway once again prevailed but Ronchetti hounded Stevens's Vauxhall for second but couldn't live with the V8 on the straights.

Mark Campbell eased to an untroubled win in the Group Two race for the **Swinging Sixties**. He took the spoils nearly half a minute ahead of Simon Lane. In the Group One division, Richard Perry took his MG to a win.

Campbell took the **Triumph** race to add to his haul, while Ronchetti also doubled up in the **Sports vs Saloon** clash.

Sophie Williamson-Stothert

RESULTS

Future Classics: 1 Brett Evans (Porsche 944) 40 laps in 40m 34.319s (7.85mph); 2 Nicholas Olson (Esprit) +5.289s; 3 Matt Spark (Porsche); 4 Luke Wos (Renault 5); 5 Richard Johnson (Civic); 6 Christina Totty (TVR). **FL:** Olson 53.393s (91.02mph). **PP:** Olson 53.218s (91.32mph). **CW:** Broadley/Jeffery (Davrian Mk8), Johnson, Evans, Stuart Tranter (Rover), Philip Goldberg (Porsche). **S:** 25.

Magnificent Sevens: 1 Kevin Howell (Caterham R500) 42 laps in 40m 09.090s (84.72mph); 2 Will Stephens (Caterham R500) +19.428s; 3 Andy Toone (Caterham 7); 4 Andrew Griffiths (Caterham Hayabusa); 5 Peter Lawrence (Caterham Superlight R); 6 Ian Wale (Caterham S7). **FL:** Griffiths 48.068s (101.10mph). **PP:** Griffiths 48.136s (100.6mph). **CW:** Leigh Shardlow (Caterham RSA), Stephens, Addison/Addison (Caterham R400), Howell, Alan Williamson (Caterham RSA), Brian Small (Westfield Sei). **S:** 21.

Jaguar Saloons/XJS: 1 Patrick G. Doyle (XJS) 17 laps in 15m 59.202s (86.13mph); 2 Stewert Lyddall (XJS) +0.369s; 3 Derek Pearce (MKII); 4 Gail Hill (XJ40); 5 Chris Palmer (XJS); 6 Peter Dorlin (Daimler Sovereign). **FL:** Doyle 55.351s (87.80mph). **PP:** Doyle 55.740s (87.18mph). **CW:** Philip Woods (XJ40), Hill, Pearce, Palmer, Ian Drage (XJS), Doyle, James Pugh-Lewis (XJ6). **S:** 21.

Deutsche Marque: 1 Martin Webb (BMW E46) 45 laps in 40m 34.894s (89.81mph); 2 George Mutteen (Porsche 924); 3 Patrick Fenn (BMW M3); 4 Mark Astall/Thomas Houlbrook (BMW Compact); 5 Johnson/Johnson (Porsche 44); 6 Ben Eacock (BMW 325). **FL:** Webb/Webb 51.616s (94.15mph). **PP:** Mutteen 52.543s 92.49mph). **CW:** Astall/Houlbrook, Mutteen, Webb/Webb. **S:** 9.

Tin Tops: 1 Nigel Ainge/Mike Jordan (Integra) 44 laps in 40m 17.038s (88.47mph); 2 Jerry Hampshire/David Cox (Peugeot 306) +26.104s; 3 Jay Payne/Tony Hunter (Clio); 4 Mark Livens/Robert Dyball (Civic Type R); 5 Jamie Rumbelow (Peugeot 106 XSi); 6 Simon Frost/Nick Reynolds (Peugeot 205). **FL:** Jordan 51.210s (94.90mph). **PP:** Ainge/Jordan 51.037s (95.22mph). **CW:** Ainge/Jordan, Mike Nash (Peugeot 106), Rumbelow. **S:** 14.

Sports v Saloon Challenge: 1 Mark Coleing (Caterham CSR) 19 laps in 15m 41.275s (98.10mph); 2 Andrew Griffiths (Caterham Hayabusa) +8.841s; 3 Martin Addison (Caterham R400); 4 Richard Green (Caterham C400); 5 Martin Webb (BMW E46); 6 Barney Pryor (Caterham C400). **FL:** Coleing 48.263s (100.69mph). **PP:** Grahame Tilley (Caterham C400) 48.437s (100.33mph). **CW:** Leigh Shardlow (Caterham RSA), Griffiths, Green, Coleing, Thomas Houlbrook (BMW E46). **S:** 20.

Swinging Sixties, group one: 1 Richard Perry (MG Midget) 24 laps in 26m 02.942s (74.62mph); 2 Tim Cairns (Austin Healey Frogeye Sprite) +3.796s; 3 Ian Hulett (Austin Healey Sprite); 4 Adrian Bailey (Triumph TR4); 5 Andy Vowell (Spitfire); 6 Glenn Canning (NSU TT). **FL:** Perry 53.794s (90.34mph). **PP:** Richard Perry (MG Midget) 54.706s (88.83mph). **CW:** Perry, Cairns, Bailey, Canning, Peter Foster (TR4). **S:** 23. **Group two:** 1 Mark Campbell (Lotus Seven) 43 laps in 40m 26.146s (86.13mph); 2 Simon Lane (Camaro) +31.434s; 3 Dave Boland (Lotus Seven); 4 Ben Gough (Marcos); 5 Gideon Hudson/John Sadler (Lotus Seven); 6 Andrew Yates/Adrian Mossop (Sunbeam Tiger). **FL:** Campbell 52.602s (92.39mph). **PP:** Gideon Hudson/John Sadler 52.087s (93.30mph). **CW:** Campbell, Lane, Boland, Gough. **S:** 17.

Modsports, group one: 1 Pete Edwards (Escort Mk2) 16 laps in 15m 09.371s (85.59mph); 2 Mike Wilds (DAF V8) +26.548s; 3 Vince Woodman (Capri V8); 4 David Tetley (Opel Manta); 5 Ron Harper (Spitfire); 6 Michael Bell (Escort RS). **FL:** Edwards 55.367s (87.77mph). **PP:** Pat Thomas (Elan GT) 52.128s (93.23mph). **S:** 13. **Modsports, group two:** 1 Simon Allaway (Lotus Esprit) 19 laps in 15m 33.776s (98.88mph); 2 Peter Stevens (Vauxhall Carlton) +1.117s; 3 Pete Edwards (Ford Escort Mk2); 4 Andy Gardner (Firenza); 5 Michael Bell (Escort RS); 6 Robert Knox (Maguire Silhouette). **FL:** Allaway 47.862s (101.54mph). **PP:** Stevens 48.463s (100.28mph). **CW:** Allaway, Edwards, Knox. **S:** 27. **Group two, race two:** 1 Allaway 12 laps in 9m 53.524s (98.25mph); 2 Stevens +1.618s; 3 Joss Ronchetti (Talbot Louts Sunbeam); 4 David Tetley (Manta); 5 Ron Harper (Spitfire); 6 Bill Richards (Mini). **FL:** Stevens 48.528s (101.42mph). **PP:** Allaway. **CW:** Allaway, Harper, David Weston (MG). **S:** 27. **Final:** 1 Ronchetti 18 laps in 15m 26.598s (94.42mph); 2 Piers Grange (Sierra Mk1) +3.384s; 3 Harper; 4 Tetley; 5 Weston; 6 Richards. **FL:** Ronchetti 49.831s (97.52mph). **PP:** Allaway. **CW:** Ronchetti, Harper, Weston. **S:** 27.

Triumph Invitation: 1 Mark Campbell (TR5) 23 laps in 20m 22.320s (91.44mph); 2 Joshua Files (TR5) +4.213s; 3 Rob Cowling (TR6); 4 Christopher Edwards (TR6); 5 Mike Hughes (TR5); 6 Dave Bailey (TR4). **FL:** Bailey 51.705 (93.99mph). **PP:** Files 52.910s (91.85mph). **CW:** Campbell, Bailey, Les Congdon (Spitfire), Alistair Pugh (Spitfire). **S:** 21.

Sports v Saloon: 1 Joss Ronchetti (Talbot Lotus Sunbeam) 17 laps in 15m 39.578s (87.93mph); 2 Patrick Doyle (XJS) +8.416s; 3 John Wilks (Jaguar D Replica); 4 Paul Dolan (TR8); 5 Stuart Tranter (Rover); 6 Clive Tonge (Mini). **FL:** Ronchetti 51.724s (93.95mph). **PP:** Ronchetti 50.975s (95.34mph). **CW:** Rochetti, Doyle, Wilks, Tonge, Phil Woods (XJS), Alan Williamson (Caterham RSA). **S:** 18.

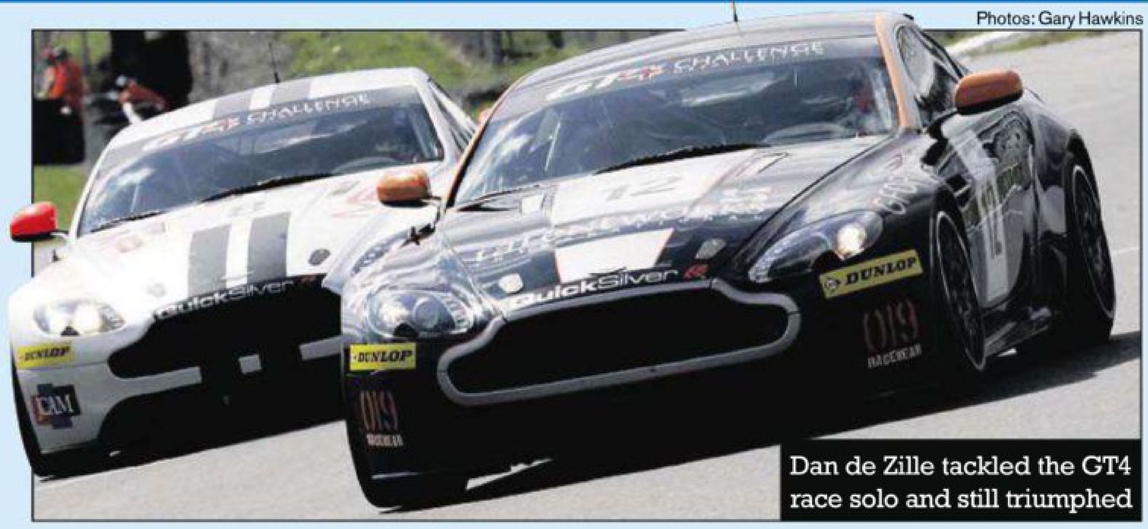
IRC ACTION IN THE CZECH REPUBLIC >>>>

AND THE WINNERS ARE...

Jeremy Bailey, AMOC Intermarque | Kane Astin, Mini Miglia Challege | Dan de Zille, Aston Martin GT4 Challenge | Oliver Neaves, MGCC Cockshoot Cup | Mark Campbell, Thoroughbred Sportscars

BRANDS HATCH: AMOC BY BRIAN PHILLIPS — AUGUST 27

Photos: Gary Hawkins



Dan de Zille tackled the GT4 race solo and still triumphed

A solo drive by Dan de Zille netted victory by more than two laps in the eighth round of the **Aston Martin GT4 Challenge**, but with a thin programme populated by a succession of small grids this was hardly an occasion for celebration by the host club.

The GT4 field was reduced to nine when the Mike Brown/Paul Cripps car crashed and caught fire in qualifying. Pole man de Zille led from the start, but Richard Abra was on a mission and headed clear from lap eight. Unfortunately for Abra, co-driver Mark Poole was in the Druids gravel trap less than half a lap after taking over, calling on his radio to say that brake failure had been the cause.

Aston Martin design director Chris Porritt was the temporary leader when de Zille stopped but was about to entrust the car to total novice and BBC employee Chris Partridge, who gained national publicity from the broadcaster during his training programme, which included advice from Anthony Davidson. Partridge not surprisingly fell off the leaders' pace in his very first race, but it was a broken gear linkage which put him out after a few laps.

Tom Black succeeded in his plan. He had said before the race that he wanted to "make [team-mate] Alan Bonner look good" by languishing near the back in his opening stint. Bonner then took the car back up the order and passed Olivier Bouche/Denis Tribel for second place in the final ten minutes. The latter pair were nevertheless pleased to achieve their first podium finish in the series.

Nick Naismith's tail-happy DB4 easily won the **Pre '66 and Pre '60** race, lapping the pole position and early leading DB4 of David Garrett and Peter Thornton on the final lap. This car was passed by Peter Barnard's Elva for third near the end and the Mike Dowd/Jeremy Cooke Shelby Mustang was second.

The day's biggest field contested the **AMOC Intermarque** event. Jeremy Bailey's Aston N24 slipped steadily back from the Sean and Robert Brown DB4 in the first half of the race but leapfrogged the older car during the compulsory stops, leaving the Browns trying to work out how this happened when everyone was obliged to spend the same amount of time in the pits.

Bailey was running out of brakes and tyres by the end but was still in a better position than third man Mike Johnson, whose Porsche was stuck in fourth gear. The Ferraris of Wayne Marrs and Tim Mogridge were fourth and fifth and last of the unlapped runners. More than half the 17 finishers won different classes.

Christian Pedersen's Austin 7 special was handicapped out of contention in the **Pre War Challenge** but Trevor Swete found more than two seconds in lap time since qualifying and led the way to help Lagonda take the team prize.

A brief shower caught out Wayne Marrs in the **AMOC Enduro** when his Ferrari veered into the wall as soon as he applied power at the rolling start, bringing an immediate red flag. Richard Chamberlain and Mark Ticehurst staged a close finish in their flame-spitting Porsche 935s in the rerun, finishing two laps clear of the third car in a small field.

RESULTS

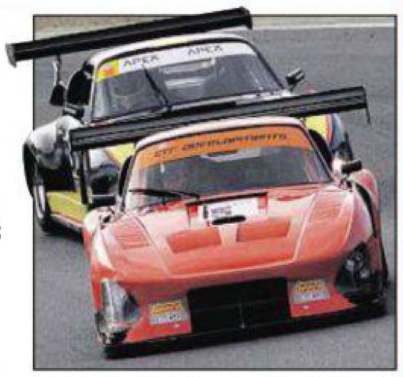
Aston Martin GT4 Challenge
1 Dan de Zille 102 laps in 1h 30m 33.089s (81.64mph); 2 Tom Black/Alan Bonner +2 laps; 3 Olivier Bouche/Denis Tribel; 4 Paul Bartley/Stuart Patterson; 5 Andrew Peck/Christopher Kemp; 6 Julian Reddyhough/Desmond Smail; 7 Richard Taffinder/Tim Eakin; no other finishers. **Fastest lap:** Richard Abra/Mark Poole 50.554s (86.01mph). **Pole position:** De Zille 49.893s (87.15mph). **Starters:** 9.

Pre 1966 and Pre 1960 Series
1 Nick Naismith (Aston Martin DB4) 40 laps in 40m 31.681s (71.53mph); 2 Jeremy Cooke/Mike Dowd (Shelby GT350) +22.309s; 3 Peter Barnard (Elva Courier Mk4); 4 David Garrett/Peter Thornton (Aston Martin DB4 GT); 5 Angus Dent (Elva Courier Mk1); 6 David and Ann Reed (Aston Martin DB2); 7 James Wenton/Robert Rawe (Austin Healey 100M); 8 Andrew Dixey/James Wilmot Smith (Austin Healey 100/4); 9 Graham Barker/Angela Sadler (Sunbeam Alpine); no other starters. **FL:** Cooke/Dowd 57.514s (75.60mph). PP: Garrett/Thornton 1m 00.440s (71.94mph). **CW:** Naismith, Cooke/Dowd, Barnard, Garrett/Thornton, Dent, Reed/Reed, Wenton/Rawe. **S:** 9.

Thornton led the historic Astons, but slipped to fourth

Intermarque
1 Jeremy Bailey (Aston Martin N24) 47 laps in 44m 53.746s (75.87mph); 2 Sean and Robert Brown (Aston Martin DB4 Lightweight) +23.417s; 3 Mike Johnson (Porsche 911 SC); 4 Wayne Marrs (Ferrari F355 Challenge); 5 Tim Mogridge (Ferrari F355 Challenge); 6 Robert Hollyman (Porsche 964); 7 Adrian Clark (Porsche 928 GTS); 8 Nicholas King/Anthony Worthington (Aston Martin DB4 Lightweight); 9 Conor O'Brien/Robert Rawe (Aston Martin DB4 Lightweight); 10 Tristan Bradfield (Sunbeam Tiger). **FL:** Steven Byrne/Spencer Marsh (Aston Martin N24) 53.779s (80.86mph). **PP:** Byrne/Marsh 53.461s (81.34mph). **CW:** Bailey, Brown and Brown, Johnson, Marrs, Hollyman, King/Worthington, Bradfield, Julian Reddyhough/John West (Aston Martin N24), Paul and Clive Hipwell (Aston Martin V8). **S:** 20.

Pre War Team Challenge
1 Trevor Swete (Invicta S Type) 13 laps in 15m 00.193s (62.79mph); 2 Clive Morley (Bentley 3.5) +4.252s; 3 Peter Dubsky (Aston Martin 15/98); 4 Gregan Thruston (Austin 7 Special); 5 John Waterson (Lagonda Rapier); 6 Stephen Matthews (Lagonda LG45); 7 Christian Pedersen (Austin 7 Special); 8 Hamish Monro (Vauxhall 30-98); 9 Christopher Scott Mackirdy (Aston Martin Le Mans); 10 Keith Piper (Aston Martin International). **FL:** Morley 1m 05.770s (66.11mph). **PP:** Pedersen 2m 06.369s (65.52mph). **CW:** Swete, Morley, Dubsky, Thruston, Scott Mackirdy. **S:** 13.



Chamberlain took Enduro win

AMOC Enduro
1 Richard Chamberlain (Porsche 935) 33 laps in 30m 22.733s (78.73mph); 2 Mark Ticehurst (Porsche 935) +0.307s; 3 Sean and Robert Brown (Ford Escort Mk1); 4 Richard Taffinder/Timothy Eakin (Aston Martin N24); 5 Julian Reddyhough/Desmond Smail (Aston Martin N24); 6 Anthony Worthington/Nicholas King (Aston Martin DB4 Lightweight); 7 Colin Voyce (Ford Escort Mk1); 8 Angus Dent/Peter Barnard (Elva Courier Mk4); no other finishers. **FL:** Chamberlain 50.012s (86.95mph). **PP:** Chamberlain 47.790s (90.99mph). **CW:** Chamberlain, Brown/Brown. **S:** 10.

CASTLE COMBE: CSCC — AUG 29

Rob Hall wrapped up the **Castle Combe FF1600 Championship** with a round to spare by taking a clear victory over a depleted field.

The Swift SC10 driver grabbed his fifth win of the year, but he acknowledged that he would have had a harder fight had Ben Norton and Steven Jensen, sidelined by accident damage at the last meeting and in qualifying respectively, been on the grid. David Vivian made up two places on the second lap to take second in his older Swift, while veteran Ed Moore fended off Luke Cooper for the final podium spot.

Adam Prebble dominated the **Castle Combe Saloon** race in his Rover 220 Turbo, smashing Tony Dolley's month-old lap record in the process. Mark Wyatt (Vauxhall Astra) hounded Tony Hutchings (Audi TT) for second position when the chequered flags flew early. After a sluggish opening, Dolley (Peugeot 206) fought back to fifth.

Although he made a poor start and had a big moment at Quarry on the second lap, Simon Tilling (Radical SR3) won the **Sports and GT** race by more than 50 seconds from Guy Parr's Nemesis. Gary Prebble stormed off the line to lead in his Mitsubishi, eventually finishing fifth, while Steve Putt (Mazda RX7) took a maiden class win.

Mark Sumpter (911) controlled the first **Porsche Club** race, although he traded fastest laps with second placed Mark McAleer (968). Paul Follett (968) chased Sumpter down to Quarry at the start of the second race, but McAleer whittled down his advantage and passed him on Farm Straight on lap four. Follett then lost third to the 968 of Mark Koeberle.

The biggest grid of the day was for the **Morgan Challenge**, but Keith Ahlers won by three-quarters of a minute – a gap that included a ten second jump-start penalty given to runner-up Russell Paterson.

Jamie Cartwright took the lead of the **Ferrari Formula Classic** from Wayne Marrs on the way out of Camp at the end of lap two, but the race was a procession thereafter.

Geoffrey Finlay (458 Challenge) blitzed the **Ferrari Open** series race. Paul Bailey ran second initially in his 458, but was hunted down by David Tomlin's 430, which had started at the back after qualifying out of session. Finlay took another win in the end-of-day **Trimarque** thrash.

Ian Sowman

RESULTS

Porsche Club Championship: 1 Mark Sumpter (911) 20 laps in 25m 55.229s (85.64mph); 2 Mark McAleer (968) +1.073s; 3 Peter Morris (968); 4 Paul Follett (968); 5 Rich Ellis (993); 6 Mark Koeberle (944); 7 Chris Dyer (944); 8 Richard Higgins (968). **FL:** Sumpter 1m 16.544s (87.00mph). **PP:** Sumpter 1m 16.356s (87.22mph). **CW:** Sumpter, Dyer. **S:** 16. **Race two:** 1 Sumpter 10 laps in 25m 48.842s (86.00mph); 2 McAleer +0.522s; 3 Koeberle; 4 Follett; 5 Ellis; 6 Morris; 7 Dyer; 8 Botterill. **FL:** Sumpter 1m 16.411s (87.16mph). **PP:** Sumpter. **CW:** Sumpter, Dyer. **S:** 15.

Castle Combe Saloons: 1 Adam Prebble (Rover 220 Turbo) 11 laps in 14m 13.654s (85.81mph); 2 Tony Hutchings (Audi TT) +8.730s; 3 Mark Wyatt (Vauxhall Astra); 4 Daryl Radford (VW Bora); 5 Tony Dolley (Peugeot 206GTi); 6 Adrian Slade (MG ZR); 7 Rob Ballard (Seat Cupra); 8 Mark Funnell (Mini Cooper S). **FL:** Prebble 1m 16.044s (87.58mph). **PP:** Prebble 1m 16.669s (86.87mph). **CW:** Prebble, Slade, Nick Clark (Suzuki Swift). **S:** 29.

Aero Racing Morgans: 1 Keith Ahlers (+8) 22 laps in 30m 16.551s (80.65mph); 2 Russell Paterson (+8) +45.048s; 3 Andy Green (+8); 4 Daniel Lee (+8); 5 Jonathan Edwards (+8); 6 Ray Higgs (+8); 7 Andrew Thompson (Roadster); 8 Roger Whiteside (+8). **FL:** Ahlers 1m 14.310s (89.62mph). **PP:** Ahlers 1m 16.027s (87.60mph). **CW:** Ahlers, Green, Plant, Rivers, Greg Dixon-Smith (+4), Tim Ayres (+8), Michal Pavlik (4/4). **S:** 34.

Ferrari Classic: 1 Jamie Cartwright (328) 16 laps in 21m 11.982s (83.77mph); 2 Wayne Marrs (328) +19.288s; 3 David Tomlin (308); 4 Nicky Paul-Barron (328); 5 Chris Butler (328); 6 Martin Hart (Mondial); 7 Peter Everingham (328); 8 Nick Cartwright (328). **FL:** Cartwright 1m 17.732s (85.67mph). **PP:** Cartwright 1m 18.321s (85.03mph). **CW:** Cartwright, Tomlin, Butler, Nicholas Whittaker (308). **S:** 27.

Sports and GT: 1 Simon Tilling (Radical SR3) 15 laps in 16m 26.925s (101.22mph); 2 Guy Parr (Nemesis 02) +50.139s; 3 Norman Lackford (Radical Prosport); 4 Andrew Tidy (Radical Prosport); 5 Gary Prebble (Mitsubishi Lancer); 6 Martin Phillipson (Radical SR3); 7 Neil Harris (Radical Prosport); 8 John Avery (Mallock P21). **FL:** Tilling 1m 03.527s (104.83mph). **PP:** Tilling 1m 02.194s (107.08mph). **CW:** Tilling, Prebble, Steve Putt (Mazda RX7). **S:** 18.

Ferrari Open: 1 Geoffrey Finlay (458) 22 laps in 26m 10.271s (93.30mph); 2 David Tomlin (430) +36.259s; 3 Paul Bailey (458); 4 Mick Dwane (360); 5 Wayne Marrs (355); 6 Paul Brooks (456); 7 Vance Kearney (355); 8 David Hathaway (355). **FL:** Finlay 1m 09.970s (95.18mph). **PP:** Finlay 1m 10.074s (95.04mph). **CW:** Finlay, Tomlin, Brooks, Robert Macfarlane (360). **S:** 12.

Castle Combe FF1600: 1 Rob Hall (Swift SC10) 12 laps in 14m30.090s (91.85mph); 2 David Vivian (Swift SC92); 3 Ed Moore (Ray GR11); 4 Luke Cooper (Swift SC92); 5 Nathan Ward (Swift SC95); 6 Roger Orgee (Van Diemen RF00); 7 Nick Jones (Spectrum 011); 8 David Cobbold (Van Diemen RF89). **FL:** Rob Hall 1m 11.466s (93.19mph). **PP:** Ben Norton (Spectrum 010) 1m 11.622s (92.98mph). **CW:** Hall, Vivian, Cobbold. **S:** 17.

Trimarque: 1 Finlay 17 laps in 20m 02.761s (94.13mph); 2 Tomlin (430); 3 Bailey; 4 Mark McAllister (430); 5 Marrs (355); 6 Mike Reeder (355); 7 Macfarlane; 8 Darren Laverty (355). **FL:** Finlay 1m 09.533s (95.78mph). **PP:** Finlay 1m 09.842s (95.35mph). **S:** 17.

DONINGTON PARK: MGCC BY LEANNE FAHY — AUGUST 28

Ashley Woodward and Dan Ludlow shared the spoils in the **Peter Best Insurance Challenge** at Donington Park last Sunday, despite numerous interruptions.

Ludlow built a commanding lead in the opening encounter from pole position before a heavy downpour intervened. Unable to negotiate the slippery conditions, Ludlow soon surrendered the lead. As others navigated through tricky conditions, Woodward splashed his way from 16th to his maiden victory.

In race two, Ludlow seized success despite a safety car appearance. Woodward echoed his earlier performance with a drive through the field to second.

Colin Robertson and Chris Bray were the men to beat in the **MG Trophy** double header. A three-way fight let Robertson edge out Paul Luti and Chris Bray for the top spot in race one.

Early pressure from Luti lead to a heated chase before Robertson wriggled past to elevate himself to the head of the field.

Incoming drizzle again forced caution as a determined Paul Streather was beached in retirement, which prompted the safety car.

A rapid getaway in race two launched Luti into the initial lead, until a tangle at the front and a ricochet effect forced him to retire with a broken oil cooler.

Robertson and Graham Ross ignited an electrifying battle, until Ross inadvertently fired towards the Coppice tyre barrier. Unable to stretch his lead, Bray was compelled to defend from Robertson until the chequered flag.

Brian Arculus displayed an assertive performance in the inaugural **Iconic 50s Sports Cars** venture, despite arduous competition from Gary Weston on both occasions. An electrifying start from the pair in race one helped them break away. Weston briefly stole Arculus' advantage, before a minor trip to the gravel trap imposed a second place finish.

Another forceful getaway in the later race allowed Weston to steal the advantage, before Arculus resumed his place at the front. Despite a hot pursuit of the Lotus Elite, Weston steered towards another second place.

Oli Neaves fought off David Coulthard for **Cockshoot Cup** honours, after early drama reduced the field. As Neaves and Coulthard romped away, chaos ensued behind.

With a number of drivers caught in a collision at Redgate , the rescue mission called for an immediate safety car to steady the field. A race-long pursuit left Coulthard chasing Neaves, as Dan Neaves followed suit in third.

Andrew Ashton battled two safety cars and a race stoppage to win the **MG Metro Cup**. Tony Howe shadow Ashton until the chequered flag signalled the end whilst behind the safety car.

Paul Sibley edged his MG Midget to victory in the combined **BCV8 and Midget Challenge** encounter.

Mark Campbell's Triumph TR5 powered him to **Thoroughbred Sports Cars** success, despite initial pressure from Jeremy Knight.

RESULTS

Peter Best Insurance Challenge: 1 Ashley Woodward (MG ZS) 13 laps in 20m 15.118s (76.22mph); 2 James Walpole (MGB Roadster) +10.697s; 3 James Darby (MGB GT); 4 David Brown (MG ZR); 5 Simon Tinkler (MGB GT); 6 Clive Jones (MGB GT); 7 Nick Arden (MG Maestro); 8 John Binczyk (MGF). **Fastest lap:** Dan Ludlow (MG ZR) 1m 25.461s (83.36mph). **PP:** Ludlow 1m 24.029s (84.78mph). **CW:** Woodward, Walpole, Brown, Binczyk. **Starters:** 18. **Race two:** 1 Ludlow 13 laps in 20m 07.129s (76.72mph); 2 Woodward +8.473s; 3 Brown, 4 Darby; 5 Walpole; 6 Tinkler; 7 Jones; 8 Binczyk. **FL:** Ludlow 1m 24.839s (83.97mph). **PP:** Ludlow 1m 24.466s. **CW:** Ludlow, Brown, Darby, Binczyk. **S:** 17.

MG Trophy: 1 Colin Robertson (MG ZR) 13 laps in 20m 52.568s (73.94mph); 2 Paul Luti (MG LE 500) +0.848s; 3 Chris Bray (MG ZR); 4 Graham Ross (MG ZR); 5 Doug Cole (MG ZR); 6 Gary Wetton (MG ZR); 7 Robin Walker (MG ZR); 8 Oliver Barnard (MG ZR). **FL:** Luti 1m 20.629s (88.36mph). **PP:** Bray 1m 20.382s (88.63mph). **CW:** Robertson, Luti, Barnard. **S:** 18. **Race two:** 1 Bray 15 laps in 20m 36.640s (86.41mph); 2 Robertson +0.387s; 3 Cole; 4 Mark Humphrey (MG LE 500); 5 Wetton; 6 Walker; 7 Barnard; 8 Campbell. **FL:** Robertson 1m 20.868s (88.10mph). **PP:** Paul Streather (MG ZR) 1m 20.766s (88.21mph). **CW:** Bray, Humphrey, Barnard. **S:** 17.

Iconic 50s Sports Cars: 1 Brian Arculus (Lotus Elite) 14 laps in 21m 32.808s (77.15mph); 2 Gary Weston (Austin Healey Sebring Sprite) +4.549s; 3 Alex Quattlebaum (MG Leco Sport); 4 Peter House (MG TC): 5 Tim Patchett (MG TA); 6 Howard Maguire (MG Playford); 7 Nick Wilkins (Jaguar XK 120); 8 Bob Allen (Lester MG). **FL:** Arculus 1m 30.144s (79.03mph). **PP:** Arculus 1m 29.527s (79.58mph). **CW:** Arculus, Quattlebaum, House, Nick Ashman (MG TF), Paul Wybrow (MG A). **S:** 18. **Race two:** 1 Arculus 14 laps in 21m 03.380s (78.95mph); 2 Weston +50.538s; 3 Quattlebaum; 4 House; 5 George Edney (MG Lester Sports); 6 Wilkins; 7 Maguire; 8 Stuart Dean (MG Dick Jackobs Special). **FL:** Weston 1m 28.154s (80.82mph). **PP:** Arculus 1m 30.968s. **CW:** Arculus, Quattlebaum, House, Ashman, Wybrow. **S:** 19.

Cockshoot Cup: 1 Oli Neaves (MGB Roadster) 13 laps in 20m 44.152s (74.44mph); 2 David Coulthard (MG ZR) +0.677s; 3 Dan Neaves (MGB Roadster); 4 Mike Peters (MG Midget); 5 Ashley Woodward (MG ZS); 6 David Morrison (MG Midget); 7 Stephen Mckie (MGB GT V8); 8 Peter Bramble (MGB Roadster). **FL:** Coulthard 1m 22.707s (86.14mph). **PP:** Humphrey 1m 24.207s (84.60mph). **CW:** O Neaves, Peters, Ian Wright (MG Midget). **S:** 16.

MG Metro Cup: 1 Andrew Ashton (Rover Metro GTi) 5 laps in 10m 21.635s (57.30mph); 2 Tony Howe (MG Metro Turbo) +1.720s; 3 James Dunkley (MG Metro Turbo); 4 Neal Gardiner (Rover Metro GTi); 5 Tom Sanderson (Rover Metro GTi); 6 Jonathan Woodcock (Rover Metro GTi); 7 Timothy Davies (Rover Metro GTi); 8 Oliver Hood (Rover 100 GTi). **FL:** Ashton 1m 29.465s (79.63mph). **PP:** Ashton 1m 28.288s (80.69mph). **CW:** Ashton, Sanderson, Jonathan Agar (MG ZR). **S:** 14.

BCV8/Midget Challenge: 1 Paul Sibley (MG Midget) 15 laps in 20m 22.671s (87.40mph); 2 Joe Parrington (MGB GTV8) +4.770s; 3 Chris Tilly (MGB GT V8); 4 Graeme Adams (MG Midget); 5 Phil Walker (MGB GT V8); 6 Nigel Pratt (MG Midget); 7 Rob Spencer (MGB GT V8); 8 Terry Holmes (MGB GT V8). **FL:** Sibley 1m 19.808s (89.27mph). **PP:** Sibley 1m 19.268s (89.88mph). **CW:** Sibley, Parrington, Walker, Pratt, Howard Grundon (MGB GT V8), David Pymm (MG Midget), James Wheeler (MGB Roadster). **S:** 26.

Thoroughbred Sports Cars: 1 Mark Campbell (Triumph TR5) 15 laps in 20m 53.634s (85.24mph); 2 Jeremy Knight (Jaguar Revival D-Type +6.293s; 3 Russell McCarthy (MGA Roadster); 4 Chris Edwards (Triumph TR8); 5 Rob Spencer (MGB GT V8); 6 Terry Holmes (MGB GT V8); 7 Peter Barnard (Elva Courier Mk1); 8 Roger Connel (TVR Griffith Coupe). **FL:** Campbell 1m 21.409s (87.51mph). **PP:** Campbell 1m 21.179s (87.76mph). **CW:** Campbell, McCarthy, Barnard, Mark Rayment (MGB Roadster). **S:** 20.

HOW TO START AUTOCROSS RACING >>>>

IRC ROUND SEVEN: ZLIN

KOPECKY'S BIG WIN IN ZLIN

Skoda works driver recovers from late power steering problem to take home victory. By Dan McCalla

Photos: IRC Series

Kopecký ignited title bid with win on home ground

Jan Kopecký reignited his challenge for the Intercontinental Rally Challenge title by holding off Freddy Loix to win his home event, Barum Rally Zlin.

The Czech ace claimed an early lead on the Tarmac classic, and then defended it to the finish despite suffering power steering problems on the final day. Kopecký had lost the use of his power steering on the first Sunday stage, SS10, and was faced with two more tests without it until he came up with an innovative fix that involved rerouting some piping around the oil cooler to the power steering pump.

Although the fix worked, it helped Loix to slash Kopecký's lead from nearly 20 seconds to just one going into the final three stage loop. But despite his previous propensity for cracking under pressure, Kopecký was able to match Loix's times and claim victory by just 1.2 seconds – the closest finish in the short history of the IRC.

"We tried our best without taking big risks because we wanted to come to the finish," said Kopecký, who is now just three points behind series leader and Skoda team-mate Juho Hänninen. "It would have been stupid to make a mistake because we have a lot of fans here."

What ultimately cost Loix victory was a sluggish start to the event, caused by the Belgian's specifying of a soft set-up for the very first loop of the rally where the temperature was unexpectedly high. He was able to mount an admirable fight back on Saturday afternoon, with stiffer suspension and harder tyres handing him three stage wins in the afternoon. But over that morning loop Loix had already lost 25 seconds to Kopecký, and wouldn't have stood a chance of catching the Czech had it not been for the leader's issues.

A puncture slowed Mikkelsen

The podium was completed by Juho Hänninen, who didn't show the kind of form that has made him the favourite for both the IRC and Super 2000 WRC titles. He, like Loix, struggled with a soft set-up on Saturday morning, and his attempts to make up for lost time were thwarted by a front-left puncture on SS8, the penultimate Saturday test. He sat equal second with Loix overnight and remained in touch until SS12, when he ran wide on a corner and, wrongly believing he'd picked up a puncture, throttled back for a short time. Nonetheless, third place ensured Skoda locked out the podium on its home rally and kept Hänninen at the top of the standings, albeit by just three points from Kopecký.

All three of those established Skoda stars would have had their feathers distinctly ruffled had the Skoda UK entry of Andreas Mikkelsen enjoyed a free run. While his pace on gravel has already been proven, the young Norwegian had yet to come to the fore on sealed surfaces, but Zlin marked a major breakthrough for the prospective Volkswagen prodigy. Mikkelsen ran a close second to Kopecký through most of Saturday, until a rear puncture on SS8 and a spin on SS9, Saturday's finale, wrecked his chances, but he was happy with his surge in Tarmac performance.

"This is Jan's home rally. He knows the roads very well and he's definitely not slow here, so to be able to battle with him is very pleasing," said Mikkelsen. Four stage wins out of six on Sunday proved his opening-day form was no fluke, and he came up just six seconds short of reclaiming fourth from Thierry Neuville.

Indeed, Neuville's fourth – taken despite clouting some small trees on Saturday after a frightening sixth-gear off – was as good as it got for Peugeot, after a disastrous rally that severely dented its drivers' and manufacturers' title hopes. Frenchman Bryan Bouffier did his best to hang on to the Skodas' coattails and held fourth overnight, only to crash out on Sunday's opening stage, SS10: "I was trying, doing my best when I went off, hit a boulder and broke off two wheels," said the Peugeot France-backed ace, who is now 37 points behind Hänninen. "For sure we needed good points and the result this weekend is very bad."

As for Guy Wilks, things were looking up for the Englishman when he won the first full stage, SS2, on Saturday. He kept himself in the fight for at least a podium until SS8, when he went wide on a right-hander, ran through some bushes and punctured a tyre on his Peugeot 207 S2000.

"We took hard tyres for the afternoon but with cuts at the rear as we heard it was going to rain," said Wilks, who fell back to 12th as a result. "The car was moving around too much and I was pushing too much to make up for the lost time, slid wide and hit some bushes. We had to drive for three kilometres before we could change the tyre."

Wilks fought gamely on Sunday morning to get himself back into the points, and got as far as eighth until a snapped alternator belt put him out on SS13.

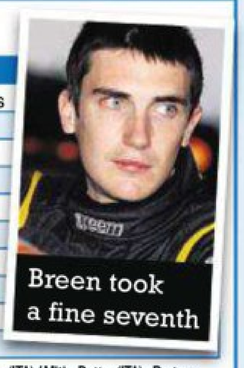
Of the rest, Craig Breen was the stand-out star. The Irishman put in a faultless run to finish seventh overall in his Ford Fiesta S2000, just behind Toni Gardemeister, who was hampered by a brace of clutch failures. Robert Barrable finished 13th, but was later excluded for a timecard error. ■

Bouffier crashed while trying to keep up with Skoda hordes

RESULTS

Intercontinental Rally Challenge, round 7/11, Barum Rally Zlin, August 26-28

POS	DRIVER /CO-DRIVER	CAR	TIME
1	Jan Kopecký (CZE)/Petr Starý (CZE)	Skoda Fabia S2000	2h 15m 51.7s
2	Freddy Loix (BEL)/Frédéric Miclotte (BEL)	Skoda Fabia S2000	+1.2s
3	Juho Hänninen (FIN)/Mikko Markkula (FIN)	Skoda Fabia S2000	+37.4s
4	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Peugeot 207 S2000	+1m 59.6s
5	Andreas Mikkelsen (NOR)/Ola Fløene (NOR)	Skoda Fabia S2000	+2m 05.7s
6	Toni Gardemeister (FIN)/Tapio Suominen (FIN)	Skoda Fabia S2000	+3m 43.2s
7	Craig Breen (IRL)/Gareth Roberts (GBR)	Ford Fiesta S2000	+3m 47.4s
8	Roman Kresta (CZE)/Petr Gross (CZE)	Skoda Fabia S2000	+4m 21.5s
9	PG Andersson (SWE)/Emil Axelsson (SWE)	Proton Satria Neo S2000	+4m 41.1s
10	Karl Kruuda (EST)/Martin Järveoja (EST)	Skoda Fabia S2000	+4m 54.4s


Breen took a fine seventh

Other notable finishers: 12 Patrik Sandell (SWE)/Staffan Parmander (SWE), Skoda Fabia S2000, +5m 29.1s; 13 Giandomenico Basso (ITA)/Mitia Dotta (ITA), Proton Satria Neo S2000, +5m 52.8s.
Leading retirements: Guy Wilks (GBR)/Phil Pugh (GBR), Peugeot 207 S2000, SS13/alternator belt; Bryan Bouffier (FRA)/Xavier Panseri (FRA), Peugeot 207 S2000, SS10/accident; Robert Barrable (IRL)/Damien Connolly (IRL), Skoda Fabia S2000, timecard error.
Stage wins: Loix 5, Mikkelsen 4, Kopecký 2, Hänninen 2, Bouffier 1, Wilks 1. **Drivers standings after 7/11 rounds:** 1 Hänninen 98pts, 2 Kopecký 95, 3 Loix 88, 4 Bouffier 61, 5 Neuville 60, 6 Mikkelsen 56, etc. **Manufacturers standings:** 1 Skoda 275pts, 2 Peugeot 181, etc. **Next round:** Mecsek Rally (Hungary), September 9-11.

RALLY REPORTS

Impreza star McNulty strengthens Irish National title lead with crushing victory in Galway

Galway Summer Rally
By Brian Patterson

Organisers: Galway Motor Club **When:** August 28 **Where:** Loughrea, Co Galway **Championships:** Dunlop Irish National, Top Part West Coast **Stages:** nine **Starters:** 123

Tim McNulty and Paul Kiely took their Subaru Impreza WRC to a dominant win on the technically demanding Galway Summer Stages, leading Sunday's event from start-to-finish.

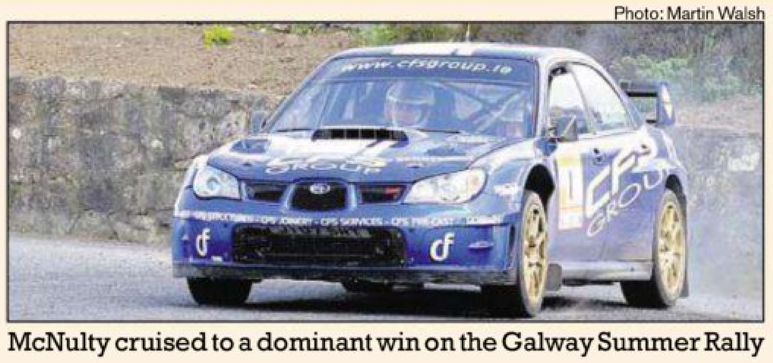
Fresh from winning the Ulster WRC Rally eight days previously, McNulty took this event in his stride. Even a substantial time penalty, incurred when his car refused to fire up leaving service, did little to dent the Meath man's progress, and he won by almost three minutes.

The win strengthens McNulty's advantage in the Dunlop National series, helped in part by the absence of Robert Barrable, who was busy competing on the Rally Zlin in the Czech Republic in his Skoda Fabia S2000 (*see above*).

Kevin Barrett/Sean Mullally (Impreza WRC) fought through adversity to claim the runner-up spot, having suffered a bad start to the day when navigator Mullally's glasses smashed en route to the first stages. The Maynooth pair fell back to eighth after picking up a puncture on SS4. Despite a stall on SS8, they recovered to pip Sam Moffett/James O'Reilly (Mitsubishi Lancer E9) to second.

A spin on SS5 wasn't enough to deprive Moffett of a podium, with fourth-placed James Stafford, co-driven by Amy Ryan, suffering gearbox problems aboard his Darrian. Shane Maguire completed the top five in his Group N Impreza, snatching the place from Wesley Patterson on the last stage when the latter's Ford Escort suffered power steering problems. Frank Kelly should have also been a challenger for a top-five place, but a broken brake pipe on SS5 meant he had to use the gears to slow down his Escort for corners, dropping him to 18th. Meanwhile, a real star further down the order was 19-year-old Josh Moffett, younger brother of Sam, who finished ninth overall in his Lancer in only his fifth rally.

Photo: Martin Walsh


McNulty cruised to a dominant win on the Galway Summer Rally

There were several high profile retirements, including former multiple National champion Niall Maguire, whose Impreza WRC succumbed to gearbox problems on SS4. He had been running second overall. Liam McCarthy was also running in the top ten in his Toyota Corolla WRC before he slid off the road on SS3.

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REPORT: MEWLA RALLY

Photo: Writtle Photographic

Lloyd's ability to pick the right tyres helped him win

TYRE TALENT HELPS LLOYD

Impreza man's ability to pick the right rubber secured him Mewla win. By Simon Gronow

For the second time in a month, Peter Lloyd was victorious on the Epynt Ranges. The Subaru Impreza WRC driver won the Eventsigns.co.uk Mewla Rally following some inspired tyre choices.

Driving the same Melvyn Evans Motorsport-run Subaru Impreza WRC 12B that he used to win the Harry Flatters Rally last month, Lloyd and Carl Sorensen led from start-to-finish.

In a dramatic final-stage twist, Ford Escort Mk2 driver Simon Mauger overtook Damian Cole for second, when Cole spun his Ford Focus WRC on the final corner. That helped to close up this year's REIS MSA Asphalt Rally Championship title fight.

Treacherous conditions greeted the large entry, but Lloyd made a good early tyre choice and was delighted with the performance of his Hankooks in the slippery conditions. He ended the first loop of two stages eight seconds ahead of fellow Impreza WRC crew Steve Simpson and Patrick Walsh.

Stage three was the longest of the day at 20 miles, and Lloyd was fastest again, opening up a 19-second lead over Mauger, while Simpson departed the fray with input shaft failure on his Impreza. Also out were last year's event winners Eian Pritchard and Steve McPhee, who missed a time control, and David Kynaston, whose Audi A3 quattro broke a driveshaft.

Lloyd stamped his mark on the event on the fourth test, taking 12 seconds out of Cole, and when the stages were reversed, he took another fastest time on SS5 before Cole equaled him on the shorter SS6, leaving Lloyd with a 37-second advantage.

On the penultimate stage, Lloyd and Sorensen dropped a second to Cole, before rounding off the day with third fastest time on SS8 to secure a comfortable win in difficult conditions.

On a day where four-wheel-drive was a necessity rather than just an advantage, Mauger defied the conditions with an excellent run. After hoping for a dry day, the slippery conditions weren't conducive to fast times for two-wheel-drive cars, but he and Brian Cammack started the day with third fastest time, and were only beaten by the winners on SS2.

Despite a third stage stall and day long braking issues the pair were never out of the top three times, though they were overhauled by Cole and James Morgan late in the event, and dropped to third.

When Cole struck trouble on the final test, second fastest time was good enough to give the Bicester-based crew a fine second place.

Cole's day had started as badly as it finished. Having been slower than expected on the opening loop, he arrived at service to find his Focus had a flat tyre. After swapping fastest times with Lloyd over the next five stages, Cole entered the final test in a comfortable second place. Unfortunately, he spun his Focus on the final corner of the rally and dropped a place in the standings.

One person happy in the horrible conditions was John Indri, who had found the perfect set-up for his Darrian T90 GTR. As a result, he and Dave Engwell were able to mount a serious challenge from the start, passing Dave Turnbull's Impreza WRC on the long third test while the latter suffered with incorrect tyres. Now up to fourth, the pair would remain there to the end, despite a gearbox problem that left them without first and second gears.

The early stages weren't kind to Graham Coffey and Dave Gamblin, who spun and stalled their Impreza WRC on the first test, before stalling on a couple of hairpins on the next two stages. Despite an incorrect tyre choice on stages five and six, the pair got it spot on for the final loop and consolidated fifth place with fourth fastest time on the final stage.

It was a frustrating day for Harry Flatters Rally runner-up Mark Straker, who continued to have electrical problems in his Darrian T90 GTR. Despite twice changing the ECU, he and Simon May weren't able to show their pace, though with the car working they were able to secure sixth by going fastest on the final stage.

Bob Fowden and Jason Sugden maintained their Welsh Tarmacadam Championship challenge with another set of maximum points, their Impreza working well on soft slicks from the start to lie in the top ten. Running wets on the later stages didn't work so well. They finished seventh.

Dave Turnbull and Paul Hughes could have finished seventh, but a penalty for taking the incorrect route around a stage three chicane dropped their Impreza one place.

Following them home were Bryan Davies and Alun Lewis who were puncture-free on their way to a fine ninth in their Lancer E6.

Rounding off the top ten were Dave Hardie and John McCulloch, who were slowed by a lack of petrol early on in their Impreza. ■

RESULTS

REIS MSA Asphalt Rally Championship round 7/9
Eventsigns.co.uk Mewla National Rally, August 28

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Peter Lloyd/Carl Sorensen	Subaru Impreza WRC	1h 13m 16s
2	Simon Mauger/Brian Cammack	Ford Escort Mk2	+49s
3	Damian Cole/James Morgan	Ford Focus WRC	+54s
4	John Indri/Dave Engwell	Darrian T90 GTR	+2m 25s
5	Graham Coffey/David Gamblin	Subaru Impreza WRC	+3m 46s
6	Mark Straker/Simon May	Darrian T90 GTR	+3m 49s
7	Bob Fowden/Jason Sugden	Subaru Impreza	+4m 27s
8	David Turnbull/Paul Hughes	Subaru Impreza WRC	+4m 36s
9	Bryan Davies/Alun Lewis	Mitsubishi Lancer E6	+5m 32s
10	David Hardie/John McCulloch	Subaru Impreza	+5m 51s

11 Gareth Richards/Alan Lloyd (Darrian T9) +6m 08s; 12 Rob Tout/Dan Holley (Mitsubishi Lancer E9) +6m 11s; 13 Huw James/Iwan Jones (Ford Escort Mk2) +8m 58s; 14 Wayne Palmer/Matthew Farr (Darrian T90) +7m 56s; 15 Richard Merriman/Kath Curzon (Darrian T90) +8m 33s; 16 Chris Lloyd/Gerwyn Barry (Ford Escort Mk2) +8m 41s; 17 Gwyndaf Jenkins/Bob Hemmings (Darrian T90) +8m 43s; 18 Ian Caddy/Alan Thomas (Ford Escort Mk2) +8m 58; 19 Richard Clews/Barry James (Subaru Impreza) +9m 31s; 20 Julian Wilkes/Andy Ballantyne (Vauxhall Corsa VXR 100) +9m 50s; 21 Jeremy Straker/Chris Davies (Darrian T90) +10m 03s; 22 Neal Arden/Giles Corbett (Subaru Impreza) +10m 27s; 23 Howell Davies/Alan Jones (Ford Escort RS) +10m 29s; 24 Myf Owen/Baz Green (Mitsubishi Lancer E7) +10m 40s; 25 Pete Rayner/Den Golding (Ford Escort Mk2) +10m 52s; 26 Tobias Adams/Steve Roderick (Ford Sierra) +11m 06s; 27 Phillip Turner/Simon Anthony (Subaru Impreza) +11m 08s; 28 Mike Williams/Phil Jones (MG ZR) +11m 31s; 29 William John/Iwan Griffiths (Vauxhall Nova) +12m 32s; 30 Ian Kenvin/Ian Meakin (Ford Escort Mk1) +12m 34s.

Class winners, N1: Marcus Mullens/Louise Davies (VW Polo); **N2:** George Cooke/David Millard (Citroën Saxo VTS); **N3:** Geraint Jones/Aled Edwards (Ford Fiesta ST); **N4:** Tout/Holley; **A6:** Rod Bennett/Henry Richardson (Fiat Punto S1600); **A8:** Cole/Morgan; **B9:** Wilkes/Ballantyne; **B10:** Leon Morgan/Richard Suter (Vauxhall Corsa); **B11:** James/Jones; **B12:** Mauger/Cammack; **B13:** Fowden/Sugden; **R15:** Phil Evans/Eifion Thomas (Ford Escort); **H18:** Davies/Jones. **MSA Asphalt Rally Championship standings:** 1 Cole 116pts; 2 Mauger 109; 3 Indri 88; 4 Hardie 82; 5 Coffey 66; 6 Chris Lloyd 61; etc. **Next round:** Patriot Stages, Caerwent, September 25.

IN BRIEF

Tout gets tyres right
Getting their tyre choice correct for every stage paid dividends for Rob Tout and Dan Holley who led the Group N crews home in their Mitsubishi Lancer E9. Richard Clews and Barry James overcame late clutch pipe problems to finish second in their Subaru Impreza.

Fiesta is trouble-free
Geraint Jones and Aled Edwards won Class N3 after a trouble-free run in their Ford Fiesta.

Davies' historic win
Howell Davies and Alan Jones found their historic specification tyres to be ideal for the conditions, the pair overcoming alternator problems to win the historic category in their Ford Escort RS.

Punto proves pace
Also suffering alternator problems were Rod Bennett and Henry Richardson, when the belt snapped on their Fiat Punto S1600. With the offending item replaced, the duo upped their pace to lead home the Class A6 runners.

Wilkes takes a win
On his first Tarmac outing for some time, Julian Wilkes shrugged off an early intercom problem on his Vauxhall Nova to win Class B9 and finish in the top 20. Second in class went to William John and Iwan Griffiths who had to replace a broken driveshaft on their Nova.

Corsa crew can
Mini Epynt Rally winners Darren and Sue Underwood led the 1600cc class before parking their Nova near to Four Ways Bridge on SS5, so Class B10 honours went to Leon Morgan and Richard Suter (Vauxhall Corsa).

Denied by a duff diff
Graham Hollis ran his Ford Escort RS on slicks in the wet and, after a slippery start, he and Alan Jones built up a healthy lead in Class B11 before differential failure sidelined them. Huw James and Iwan Jones took the class win in their Escort.

Roberts gets a shock
Class B12 crew Gareth Richards and Alan Lloyd overcame shock absorber problems to finish 11th overall in their Darrian T9. Ray Horton and Paul Wakely retired their T90 GTR with a bad misfire.

Evans is road star
A late puncture almost deprived Phil Evans and Eifion Thomas of the road rally class win in their Ford Escort. Despite dropping three minutes changing the offending tyre, they held on for class glory.

RESULTS

1 Tim McNulty/Paul Kiely (Subaru Impreza WRC) 1h 18m 24s; 2 Kevin Barrett/Sean Mullally (Impreza WRC) +2m 52s; 3 Sam Moffett/James O'Reilly (Mitsubishi Lancer E9) +3m 05s; 4 James Stafford/Amy Ryan (Darrian T90 GTR) +3m 27s; 5 Shane Maguire/Conor Foley (Impreza) +3m 54s; 6 Wesley Patterson/Martin McGarrity (Ford Escort Mk2) +4m 18s; 7 John McQuaid/Seamus O'Connor (Escort Mk2) +4m 33s; 8 Josh Moffett/Domhnall Lennon (Lancer E9) +5m 07s; 9 Tom Flaherty/Patrick Curley (Escort Mk2) +5m 13s; 10 Mike Quinn/Grainne McEnery (Escort Mk2) +5m 34s.
Class winners, Two: Pauric McGee/Fergal Loughney (Honda Civic); **Three:** Stephen Carey/Breda O'Driscoll (Honda Civic); **Four:** Moffett/O'Reilly; **Five:** Shane Timoney/Jeffrey Case (Ford Puma); **Six:** Paul Curley/Jason Ollerenshaw (Civic); **Eight:** McNulty/Kiely; **Nine:** Brendan O'Reilly/Damien McCabe (Escort Mk2); **Ten:** John O'Donnell/Brendan Furlong (Toyota Starlet); **11:** Alan Shiel/Kenneth Shiel (Honda Civic); **12:** Arthur Kierans/Mac Kierans (Escort Mk2); **13:** Sam Smyth/Alan Smyth (Escort Mk2); **14:** Stafford/Ryan; **15:** Richard Burke/John Burke (Impreza); **16:** Cal McCarthy/Eamonn Dullea (Honda Civic); **17A:** Denis Collins/John Doody (Escort Mk1).

Flying Kelly overhauls Cochrane under cover of darkness

Davagh Sunset Rally
By William Neill

Organiser: Magherafelt and District Motor Club **When:** August 26 **Where:** Draperstown, County Tyrone **Championship:** none **Starters:** 43 **Stages:** four

Mitsubishi Lancer E9 driver Donagh Kelly clinched glory on the final stage by eight seconds after early leader Ian Cochrane got a puncture.

Kelly was the faster driver in the second half of the event, held in the dark, taking 15 seconds off his times from the first daytime loop. Despite his late problem, Lancer driver Cochrane's early form was enough to keep him in second. Drew Stewart (Ford Escort Mk2) charged into third with a strong late run.

Oran Donnelly was fourth in his Escort Mk2 despite a slipping clutch. Stephen Wright (Lancer E9) gained three places on the final run through Banagher Forest to finish ahead of Brendan Cumiskey. Barry McErlean (Lancer) was 0.3s back.

Gearbox problems put top seed Conor McCloskey (Subaru Impreza WRC) out before the start.

Results
1 Donagh Kelly/Kevin Flanagan (Mitsubishi Lancer E9) 20m 28s; 2 Ian Cochrane/Thomas Nugent (Mitsubishi Lancer) 20m 36s; 3 Drew Stewart/David White (Ford Escort Mk2) 21m 10s; 4 Oran Donnelly/Paul Hughes (Ford Escort Mk2) 21m 23s; 5 Stephen Wright/Martin Connolly (Mitsubishi Lancer E9) 21m 34s; 6 Brendan Cumiskey/Colin Clinton (Mitsubishi Lancer E9) 21m 37s; 7 Barry McErlean /Oliver McErlean (Lancer E9) 21m 37s; 8 Michael Conlon/Gerry Buckley (Escort Mk2) 21m 40s; 9 Seamus O'Connell/Sean Magee (Escort Mk2) 21m 44s; 10 Paul McErlean/Niall McKenna (Escort Mk2) 21m 48s.
Class Winners, One: Michael McCarroll /Liam McAuley (Ford Fiesta); **Two:** Kelly/Flanagan; **Three:** James Convery/Peter Convery (Ford Ka); **Four:** Ryan McCusker/Greg McCormack (Talbot Sunbeam); **Five:** Conor Kelly/Tony Kelly (Nissan Sunny); **Six:** Donnelly/Hughes; **Seven:** Stewart/White; **Nine:** Wright/ Connolly; **11:** John Keatley/Kathryn Bolton (Porsche 911).

ROUND-UP

Mitsubishi Lancer E4 driver Dougal Brown scored his first event win on Saturday when he won the **Skye Gravel Sprint**. After six runs of the 1.9-mile stage, his best time was 1m 45.0s. David Ross was second in his Lancer E6 from Kevin Ronaldson (Impreza).

Ian and Lee Taylor took a clear win on the **Piston Broke Rally**, finishing five minutes ahead of Andrew Thomas/Andrew Burgundy. Daniel Richards and Arfon Griffiths took third ahead of top novice crew Phil Jenkins and Abi Carrington. Justin and Daniel Belcher were the top Beginners.

Top seeds Gareth Evans and Arwel Thomas led at the petrol halt but picked up a fail for booking in early at a time control.

John Fife and Ian Mills

Skye Gravel Rallysprint, Organiser: Skye Rally Club **When:** August 27 **Where:** Isle of Skye **Starters:** 29 **Runs:** six. **Results:** 1 Dougal Brown (Mitsubishi Lancer E4) 1m 45.0s; 2 David Ross (Lancer E6) 1m 49.6s; 3 Kevin Ronaldson (Subaru Impreza) 1m 50.1s 4 Malcolm Buchanan (Ford Escort Mk2) 1m 52.8s; 5 David McLean (Impreza) 1m 53.0s; 6 Reay MacKay (MG Metro 6R4) 1m 54.5s. **Classes, One:** Steven Ronaldson (Vauxhall Chevette); **Two:** David Cameron (Peugeot 205); **Three:** Neil Inglis (Vauxhall Nova RWD); **Four:** Buchanan; **Five:** Brown.

Piston Broke Road Rally, Organiser: Ammanford Motor Club **When:** August 27/28 **Where:** South West Wales **Championship:** none **Route:** 140 miles **Starters:** 67. **Results:** 1 Ian Taylor/Lee Taylor (Peugeot 205 GTi) 17m 42s; 2 Andrew Thomas/Andrew Burgundy (205 GTi) 22m 59s; 3 Daniel Richards/Arfon Griffiths (Escort) 26m 33s; 4 Phil Jenkins/Abi Carrington (Escort) 28m 59s; 5 Mark Rodway/Darren Jones (Impreza) 31m 41s; 6 Jason Davies/Richard Davies (205 GTi) 32m 31s; 7 Justin Belcher/Daniel Belcher (Proton Satria) 34m 02s; 8 Ian Williams/Helen Gilbey (Impreza) 35m 45s; 9 David Jones/Lloyd Morgan (106 Rallye) 36m 29s; 10 Gareth Issac/Phil Powell (Satria GTi) 37m 35s. **Novices:** Jenkins/Carrington; **Beginners:** Belcher/Belcher.

SPORTING SCENE ROUND-UP

Fatality at Yorkshire drag race meeting

A drag racer was killed during an event at York Raceway on Sunday.

Kasey Dixon-Grainger, 23, was competing in the National Street Car Challenge class in the UK Northern Finals at the East Yorkshire venue when he lost control of his Ford Cortina Mk1.

The car veered across lanes at the finish line and rolled several times before bursting into flames. The Pocklington-based racer was pronounced dead at the scene.

Track manager Steve Murty told the *East Yorkshire News*: "This has never happened in the 34 years we have been operating here. His family is absolutely devastated. He was a great character, and very well-known and a well-respected racer here on this track and other tracks around the country."

Humberside Police, East Riding of Yorkshire Council and the Health and Safety Executive are investigating the incident.

BTRDA champions to team up in Scotland

Reigning BTRDA Autotest champion Alistair Moffatt will team up with his father and brother to contest this year's Edinburgh Classic Trial on October 1.

Moffatt's father Bill, who has won five BTRDA championships and five MSA titles, will drive a Troll T6. His brother John, a former MSA British Autotest champion will compete in a Vauxhall Nova, while Moffatt himself will be in a Scimitar SS1.

The trio will take part in one of the country's most famous classic trials, which combines navigation and sporting trials. It will be Moffatt's first attempt at an event of this sort and he believes it will be one of the biggest challenges of his career.

"The hills that the trials are run on are very steep - even a Land Rover would struggle to get up some of them," said Moffatt. "We all have very different cars but we think we have a winning combination between us. We have a lot of experience and work well as a team so it should be good."

A football pitch every second... in a Skoda

A Skoda Octavia has officially become the world's fastest two-litre supercharged production car after setting a new record during Bonneville Speed Week.

The modified Octavia vRS hatch, prepared by Milton Keynes-based Skoda UK, reached an average mark of 227mph on the salt flats in Utah, USA, making it the first car of its kind to travel at more than 100 metres per second. The previous record was 216mph set in 1998.

The 'salt-spec' car, driven by journalist Richard Meaden, was built to mark the tenth anniversary of the vRS badge and put out more than 600bhp.

Skoda UK managing director Robert Hazelwood said: "This is a truly stunning achievement. Our goal was to break 200mph, and we achieved that and significantly more.

"The success is a tribute to everyone who has worked so tirelessly and with such passion to make Skoda a world beater."

GRONHOLM PLANS MORE RALLYCROSS

Stage rally legend plots 2012 programme after debut win in British series

Marcus Grönholm beat the best in Britain at Lydden Hill

By James Bass

Double World Rally champion Marcus Grönholm says he is keen to continue in rallycross next year after taking a British championship event victory at Lydden Hill on Monday.

Grönholm drove an Andreas Eriksson-prepared Ford Fiesta in the round at the Kent venue, and managed to outperform a number of championship regulars in his first event on British soil.

This year the Finn has contested a number of rallycross events in the US, narrowly losing to British ace Liam Doran in the X Games Rally but winning the inaugural Global Rallycross Championship event outright.

Following Monday's outing at Lydden, Grönholm says he is certain he will compete in the US next year, and has not ruled out further outings in Europe.

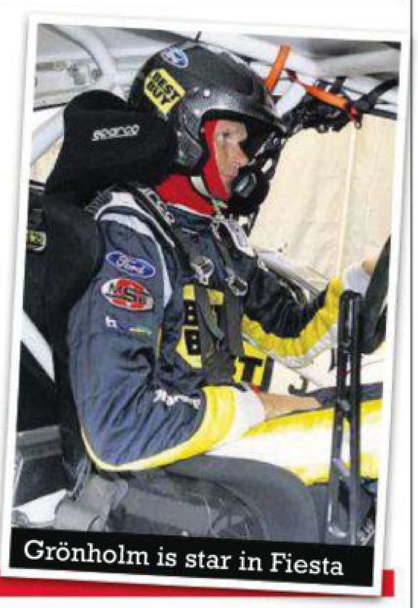
"I have really enjoyed rallycross this year," he said. "It has elements of rallying which I love but the length of events make it easy to dip in and out of. I like being able to compete in one-off events, which is why it is the perfect sport for me.

"The US events are great fun and I am keen to do more of those. I would only do selected rounds of the European Championship, because doing all ten would be too much of a commitment."

Grönholm has also not ruled out returning to Britain for other events, and says he is keen to do so if he gets the chance.

"Lydden is a great circuit, it's really fast," said Grönholm. "Best Buy helped make this happen, so if they are keen for me to do more then I would. The event at Lydden was good and was of a really high standard. It is nice to be involved in events like this. I will speak with Andreas [Eriksson] over the coming months and we will hopefully get some events sorted."

Additional reporting by Tim Whittington



Grönholm is star in Fiesta

Scots speedsters to plot third record run

Members of land speed record outfit Team Speed Scotland will return to Bonneville in the USA next year to break the 1000cc record after failing for a second time.

The methanol-powered Streamliner, named *Flower of Scotland*, suffered gearbox problems recently at Bonneville Speed Week in Utah, thwarting the attempt. The team had reached 280mph in the 300bhp machine, just 33mph short of the landmark.

Team leader Derek Palmer says that the salt flats were a lot more abrasive this year, which caused problems for the team: "It was really rough and caused the car to bounce around at high speed, which broke the gears," he said. "We will go back next year though because we have to break this record. We want to try the outright fuel record, which is about 420mph, using a 1.4-litre machine. But we have to get this one first."

Scottish effort came up short

ROUND-UP

Only seven of the ten drivers in the **BriSCA F1** National Series Shootout made it through to the final race of the weekend's Birmingham meeting after some fierce battles. Dylan Williams-Maynard stormed into the lead of the final, while Tom Harris barged his way past Mat Newson and Frankie Wainman Jr to close on the race leader, finishing just two car lengths down at the flag. Lee Fairhurst, another Shootout driver, muscled his way into third.

In the Grand National race, Will Yarrow claimed the victory but Harris delivered a telling blow on his rival Wainman Jr by punting his major shootout rival hard into the barriers.

Gordon Moodie was in top form at the Cowdenbeath Racewall on Saturday night, taking the older of his RCE chassis to a hat-trick of wins in **BriSCA F2**. In the final he had to miss an oil slick, which eliminated five cars when Stephen Forster's engine blew, but any chance of a clean sweep of the night disappeared in the Grand National when he tangled with Jimmy Wallace.

Steven Ferguson's fifth win of the season handed him the **NI Autotest** title for the second year in succession. Robin Lyons led by one tenth of a second into the final test in Portstewart but lost out by 0.5s, while nine-time champion Sam Bowden was another 5.3s down after hitting a pylon.

RESULTS

BriSCA F1: Birmingham
1 Dylan Williams-Maynard; 2 Tom Harris; 3 Lee Fairhurst; 4 Chris Cowley; 5 Danny Wainman; 6 Paul Harrison; 7 Frankie Wainman Jr; 8 Will Yarrow; 9 Luke Davidson; 10 Dave Riley.

BriSCA F2: Cowdenbeath Racewall
1 Gordon Moodie; 2 Alan Kirkaldy; 3 Robbie Dawson; 4 Dennis Middler; 5 Tom Adcroft; 6 Marc Fortune; 7 Paul Reid; 8 Jimmy Wallace; 9 Tam Meikle; 10 John Hogg.

Northern Irish Autotest: Portstewart, Co Antrim
1 Steven Ferguson (Mini Special) 651.6s; 2 Robin Lyons (Mini) 652.1s; 3 Sam Bowden (Mini) 657.4s; 4 Chris Grimes (Mini Special) 678.0s; 5 Paul Blair (Striker) 682.5s; 6 David Thompson (Nova) 694.4s; 7 Paul Phelan (Mini Special) 725.7s; 8 Paul Mooney (Nova) 733.5s; 9 Davy Boyce (Nova) 737.5s; 10 Raymond Donaldson (Nova) 748.1s; 11 Mark King (Nova) 751.4s; 12 Alistair Barker (Mini) 756.7s.

HILLCLIMB REPORT

Moran Jr clinches title with double victory

MSA British Hillclimb Championship: Gurston Down

By Eddie Walder

Organiser: British Automobile Racing Club (South Western Centre) **Date:** August 27/28 **Where:** Gurston Down, Wiltshire **Championship:** Nicholson McLaren MSA British Hillclimb **Starters:** 140

After winning both rounds at Gurston Down, Scott Moran achieved his championship winning goal for 2011.

As he and his father Roger, who finished second behind his son both times, tried to work out the points permutations, series co-ordinator Tony Fletcher confirmed the facts to the younger of the Moran pair. With a 66-point lead and six events to go, Moran Jr could be tied with six wins and six hill records, but the fact that both his father and Trevor Willis have scores to drop makes that an impossibility. Cue celebration time for Scott and his family "That's the third title and I'm hoping for more to come" he said.

With three meetings left, it looks ever more likely that Moran Sr will surrender second place overall to Willis if the pair continue to score at their current rates. Willis took a slightly disappointing sixth on his first run at Gurston, improving later to third as he continues to experience some difficulty with the aerodynamic package on his car, choosing to discard his side-pods as a result.

Wallace Menzies scored solid fourth places in both run-offs to outscore Willis by one on the day, but the swashbuckling Scot would also need a major change in performance from both himself and Willis to claim the number three plate.

Tom New continued his charge, now in fifth overall, but his co-driver Chris Merrick confirmed that he is bringing his expected retirement forward, with next week's Prescott meet being his last at this level. The genial former police Chief Superintendent will leave the field open for New in his battle with 1600cc charger Lee Adams over the final two events, as he travels abroad to take in the European classic racing scene.

"I have enjoyed many years at this level but I cannot stand between Tom and Lee in their battle for points," said Merrick. "Frankly, the plan was always to finish at Prescott."

Adams, who only scored one point, suffered with his low power output on Gurston Down's flat-out sections at the start and the finish, although he was the only run-off driver to take the daunting Hollow Bend flat without a trace of lift.

Finding form last weekend, nuclear physicist Alastair Crawford scored his highest-ever finish in a Championship event, driving the Gould with the smallest capacity NME engine currently in regular use on the hills.

Veteran battler Rob Turnbull failed to score in the first run-off but managed two from ninth later, while eighth and sixth puts his Sutton Coldfield compatriot John Bradburn on course for a top ten seeding. Oliver Tomlin got well into the points in both rounds in the solitary Pilbeam.

Two victories at Gurston handed Moran Jr his third crown

RESULTS

Nicholson McLaren MSA British Hillclimb Championship, Round 27: 1 Scott Moran (3.5 Gould-NME GR61X) 25.74s; 2 Roger Moran (3.5 Gould-NME GR61X) 26.44s; 3 Tom New (3.5 Gould-Judd GR55) 26.45s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.46s; 5 Chris Merrick (3.5 Gould-Judd GR55) 26.57s; 6 Trevor Willis (3.2 OMS-Powertec) 26.63s; 7 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.93s; 8= John Bradburn (3.5 Gould-Cosworth HB GR55), Alastair Crawford (2.8 Gould-NME GR55) 27.61s; 10 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 27.81s; 11 Tony Wiltshire (2.5 Gould-Cosworth GR55) 28.04s; 12 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 28.10s.

Round 28: 1 Scott Moran 25.79s; 2 Roger Moran 26.28s; 3 Willis 26.33s; 4 Menzies 26.38s; 5 New 26.40s; 6 Bradburn 27.04s; 7 Crawford 27.19s; 8 Tomlin 27.40s; 9 Turnbull 27.44s 10 Merrick 27.59s; 11 Wiltshire 27.62s; 12 Adams 27.80s.

format
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"Grönholm had a tough time in heats"
Finn's British bow, below

BRITISH RALLYCROSS REPORT

FLYING FINN HOLDS OFF CHARGING PROCTER

MSA British Rallycross Championship: Lydden Hill, Kent
By Tim Whittington

Organiser: Lydden Hill Race Circuit **When:** August 29 **Where:** Lydden Hill, Kent **Championship:** MSA British Rallycross **Starters:** 124

Marcus Grönholm took an emphatic win at Lydden Hill on Bank Holiday Monday in the MSA British Rallycross Championship.

The double World Rally champion qualified on pole for the A final, but went through a tough time in the heats. Under starters' orders for the first heat, Grönholm's Fiesta suddenly died and while the rest raced away he was left on the grid. Team-mate and heat winner David Binks had almost completed his first lap by the time Grönholm got going.

Grönholm's second heat was just as tough. Starting from the back of the grid he was in the pack but then used the Joker Lap with masterful precision to snatch the race lead away from Andy Scott. Both, however, lost time when Grönholm tipped his Fiesta high on two wheels at North Bend, Scott taking to the grass in avoidance.

In the next race Kevin Procter had a clear run from lights to flag and set fastest time, with Grönholm emerging second fastest, just 0.5s down, with Scott third.

In the third heat Binks and Grönholm went head to head and it was the Englishman who led – at least until the Devil's Elbow where he slid wide. Grönholm took over in front, but Binks then offered onlookers a real insight into his improved form as he tagged on to Grönholm's tail and stayed there, the Ford pair just 0.6s apart at the finish as Grönholm setting FTD and bagging pole.

Procter failed to finish the third heat, broken rear suspension putting him out, but his first two heats were enough for second on the grid, Binks completing the front row.

Splitting Grönholm and Binks on time in the third heat was Julian Godfrey, who earned the five bonus points for fastest time in the British championship for the fourth time this year. The series points leader went to the final in fourth place, sharing row two with Liam Doran.

Simpson and Boak duelled in shortened Supernational event

Photos: Tim Whittington

Procter was best of the British series regulars

The A final had two starts, the first halted when Godfrey's Fiesta fell onto its side in the first corner, slid up the track a little way and tipped back on to its wheels. Godfrey put it back in gear, performed a three-point turn and drove off, but the red flag had been shown by that point.

Grönholm led the first start and was on the front again in the second, this time with Procter on his tail and Procter was there all the way through the race, keeping Grönholm on his toes. When Grönholm did his joker lap on the last lap, Procter closed the gap even more, but Grönholm rejoined the main track still holding the lead and won by 0.6s. Binks finished third overall.

Qualifying was also closely fought in the **Supernational** class, Ash Simpson eventually landing his Lotus Exige on pole with the class FTD, and those valuable five points, in the third heat. Michael Boak tussled with Simpson in the first heat where he was fastest. Second fastest time in the final heat put his Audi TT diesel second on the grid, with points leader James Bird third. Bird started the day by hitting the barriers in the first heat, but redeemed himself with fastest time in the second heat.

Class newcomer Ryan Lawford made good use of Godfrey's 2010 title winning Fiesta, finishing second and third in his first two drives and lining up fourth on the A final grid on his debut.

Bird led the final but on the second lap Lawford made his move at Chesson's Drift and took over at the front. Bird took to the Joker in the next lap and Simpson closed on Lawford, but the race came to an early end after Lawford clipped the barrier on the inside of Pits Bend and tipped the Fiesta into a roll.

The Supermodified final results could not be officially confirmed as *Motorsport News* closed for press after Lawford opted to appeal.

RESULTS

A finals: MSA Supercars: 1 Marcus Grönholm (Ford Fiesta) 3m40.739s; 2 Kevin Procter (Ford Focus) +0.614s; 3 David Binks (Ford Fiesta); 4 Andy Scott (Ford Focus); 5 Liam Doran (Citroën C4); 6 Julian Godfrey (Ford Fiesta); 7 Steve Hill (Mitsubishi Lancer E10), DNF Pat Doran (Ford Focus).

Swift Sport (all cars Suzuki Swift): 1 Dave Bellerby 3m25.625s; 2 Richard Norman +0.721s; 3 Graham Rodemark; 4 Dale Cousins; 5 Darren Scott; 6 Adam Clark; 7 Chris Mullen; DNS Tony Lynch.

RX150 (all cars RX150): 1 Ollie O'Donovan; 2 Leo Foster; 3 Jake Harris; 4 Kevin Feeney; 5 Mark Scott; 6 Brett Harris.

Junior Rallycross (all cars Suzuki Swift): 1 Aidan Hills; 2 Oliver Mellors; 3 Ryan Weston; 4 Matt Thomas; 5 Paige Bellerby.

Other results not available as *Motorsport News* closed for press, due to meeting curtailment

NATIONAL HOT RODS

Cooper jumps Polley on the restart to claim Hednesford success

National Hot Rods: Hednesford Hills Raceway
By Graham Brown

Organisers: Incarace **When:** August 29 **Where:** Hednesford Hills Raceway **Championships:** National Hot Rod World Series **Starters:** 31

A day of changing fortunes provided a different winner in every race, and it was Superstox star Jason Cooper who emerged on top in the final.

A damp and treacherous Hednesford track (proved by Dave Polley spinning in the warm-up laps) greeted the runners for the first heat, but didn't spoil a cracking race.

Polley, who led the early laps before losing out to Jason Cooper, fought back to lead again after Ray Harris and Russ Wilcox also got involved to create a tight four-way dice. This was finally resolved when Polley went spinning out at the West bend, delaying Cooper and handing the lead and ultimately the win to Harris, his first with the Mercedes SLK.

Shaun Taylor set the early pace in heat two until Mark Paffey shed a wheel and brought out the yellows. Cooper briefly took it up before he lost out to Phil Spinks, who went on to win easily.

Taylor had an even more serious go at winning a heat in the last run, but was again upset by a caution when Terry Hunn hit the wall. This time it was Harris who took advantage on the re-start, but he came up three laps short as Kym Weaver got by.

The field endured a re-start in the final after Spinks lost a wheel at the original start of the final, and at the second attempt Polley established himself in the lead. He stayed there until Dickie Burtenshaw went spinning and sparked a multi-car shunt that prompted a stoppage.

Polley was still in charge for the re-start but allowed Cooper underneath him as they resumed. Dick Hillard and Weaver made it through to second and third, which seemed settled for the finish until Hillard suddenly ground to a halt. The race finished early after Mike Oliver also shed a wheel.

RESULTS

Heat one: 1 Ray Harris (Mercedes SLK); 2 Jason Cooper (Vauxhall Tigra); 3 Willie Hardie (Vauxhall Tigra); 4 Malcolm Blackman (Peugeot 206cc); 5 Jason Kew (Vauxhall Tigra); 6 Carl Waller-Barrett (Peugeot 206cc); 7 Phil Spinks (Vauxhall Tigra); 8 Russ Wilcox (Vauxhall Tigra).

Heat two: 1 Spinks; 2 Chris Haird (Vauxhall Tigra); 3 Dick Hillard (Vauxhall Tigra); 4 Gavin Murray (Vauxhall Tigra); 5 Shaun Taylor (Peugeot 206cc); 6 Cooper; 7 Scott Bourne (Peugeot 206cc); 8 Steve Burrows (Peugeot 206cc).

Heat three: 1 Kym Weaver (Vauxhall Tigra); 2 Harris; 3 Hillard; 4 Murray; 5 Mike Oliver (Peugeot 206cc); 6 Matt Simpson (Vauxhall Tigra); 7 Blackman; 8 Taylor.

Final: 1 Cooper; 2 Weaver; 3 Dave Polley (Vauxhall Tigra); 4 Gavin Taber (Vauxhall Tigra); 5 Danny Hunn (Vauxhall Tigra); 6 Andy Lane (Vauxhall Tigra); 7 Simpson; 8 Murray; 9 Jack Blood (Vauxhall Tigra); 10 Bourne.

D.I.Y

HOW TO COMPETE ON THE CHEAP...

THIS WEEK: AUTOCROSS

There are plenty of ways to get into motorsport that won't cost you a fortune. **Autocross** is a grassroots category, that runs all across the UK. John White, co-ordinator for the British Autocross Championship, explains why it's a sport worth getting involved in.

What is Autocross?
White says: "Autocross is a non-contact sport that usually takes place in a field on farmland. Up to four people race round a circuit against the clock and the person with the best time wins. It is a great way to get into rallying as off-road handling is the key to winning."

What cars can be used?
"There are two classes for standard cars. One for engines below 1600cc and one for those above. There are also categories for special home-built cars, rally cars and for juniors. Essentially any car can be used."

What qualifications do I need to compete?
"If you've not done an event before then you need to be observed for three practice laps with the clerk of the course. If he's happy, then you can compete. You need to be a member of a local motor club and have a National B licence to compete, which costs £42."

How much does it cost?
"Very little as any car can be used. You do have to pay an entry fee of about £50-£60 per day, as well as the licence fee. In comparison to other events though the sport is very cost effective and provides a lot of fun for those involved."

How can I get involved?
"You can contact the MSA or if you know a local club they can put you into the series. You can also go to gomotorsport.net for more information. A good way to start is by going to watch an event, so you can see exactly what the format of the meeting is like. Drivers are always happy to give advice and can help out beginners."

Why try it?
"It teaches you car control on loose surfaces and is very competitive. Plus you can use standard road cars which makes it accessible to anyone with a road car. It is so easy to get into and is very competitive."

More information?
Visit gomotorsport.net and msabritishautocrosschampionship.co.uk

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KARTING ROUND-UP

Superb win for Jenson (no, not that one...)

Jenson Murchison took the EasyKart Cadet win at Fulbeck at the weekend to move up to fourth in the standings. The youngster bravely fought off challenges from Jordan Sanders and Matthew Round-Garrido to take the win.

In the Junior event, pre-final winner Michael Lacovou initially led but brake problems forced him down the order, allowing Zack Nickson to take the win. Nickson had started eighth and worked his way up the grid to hit the front, ahead of William Stowell and AJ Morris.

Sam Dimelow won the Lightweight category after fending off Jamie Crease on the last lap, putting in some great defensive work through the last corner. Ayrton Hirst was second with Sam Massey completing the podium.

Barnaby Pittingale secured the Heavyweight title this year with victory in his final. He left it until late to make his move, passing Will Smith, Mark Lawrence and Roland Bredner to clinch victory. Bredner and Smith took second and third.

Renault BARC racer lines up kart return

Formula Renault BARC racer Jack Dex will tackle this year's one-off British Championship event at PF International.

The former Rotax frontrunner is in talks with leading KF2 outfit Ricky Flynn Motorsport about a drive at the event in October.

The 19-year-old has a wealth of experience in Rotax and TKM , achieving top three finishes in Super One in both categories, but has never driven a KF machine before. However he does not think that will affect his performance too much in this year's event.

"I don't have much experience in KF but I don't think that matters because I have driven karts in other senior classes before," said Dex. "Getting used to front and rear brakes could be tricky but I will make sure I get plenty of testing beforehand."

FKS plans overseas outings in France

Formula Kart Stars is unlikely to return to Genk in Belgium next season.

The championship package has visited the track for the last five years, but series bosses are aiming to visit a different international venue for 2012. They have pencilled in Ostricourt in France as a likely alternative.

"We are visiting Ostricourt soon in northern France," said Formula Kart Series series co-ordinator Debbie Sellers. "The track is easily accessible [from the UK] and is challenging too.

"We feel that Genk has run its course and although a fantastic track we want to offer something new."

Ostricourt, which was built in 1996, is 1500 metres long and is located just south of Lille in the Nord-Pas de Calais region.

MOTORSPORT PAYS RESPECTS TO HINES

British kart guru and world champion succumbs to cancer

By James Bass

Some of the most influential figures in British motorsport have paid tribute to karting legend Martin Hines, who passed away last weekend aged 64 following a battle with cancer.

Hines was one of the most successful karters in the sport's history, racking up 17 major titles during his remarkable career. He was also highly respected off the track, with his Zip Kart outfit becoming the most famous team in British karting. He ran several star drivers in karting, including Lewis Hamilton, David Coulthard and Jason Plato.

Reigning British Touring Car champion Plato progressed through the Zip Kart ranks under Hines's guidance and has led the tributes to the three-time World Superkart champion.

"I am hugely indebted to the Hines family. Martin was a great person and loved karting more than anyone," said Plato. "He had a real passion to help young drivers and wanted to see them succeed.

"I remember we went down to Zip at Hoddesdon Kart Club and he gave my dad a shopping trolley and told him to fill it with what he wanted for me. That was the sort of person he was, willing to help out at all costs. I won quite a few championshps with him and the team and I have very fond memories of being with the team while I was karting."

British DTM ace Gary Paffett was run by Hines in karting for seven years and says he worked tirelessly to help young drivers in the sport.

"I was ten years old when Martin took me on," said Paffett, who is now a Formula One test driver for McLaren. "We had run out of funding and he gave me a shot. I won every class I entered with Zip, from Cadets right through to Junior ICA and Junior TKM. Without him I would not be where I am today, his support was that important. His passion for karting was incredible and he always wanted to help young drivers. It was what he lived for."

Hines was a master of long-circuit karting for decades

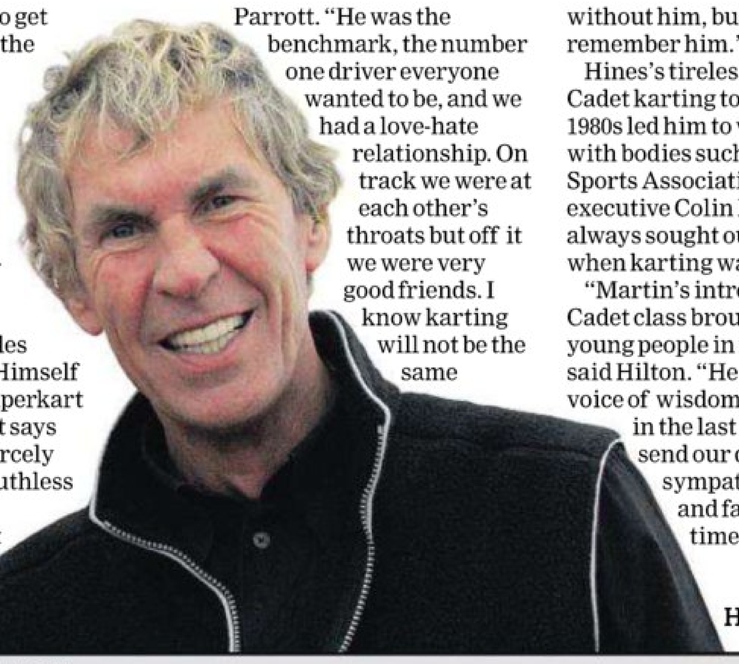
Fullerton (r) helped Hines

Former world champion Terry Fullerton worked closely with Hines at Zip developing young drivers. He said Hines's hard work helped many progress through the ranks.

"You cannot deny that he was influential and is owed a lot for his hard work," said Fullerton. "He was highly involved in Cadet karting and helped a lot of youngsters in what could be a really hard sport to get along in. He knew the sport better than anyone and I have a lot of good memories with him which I will not forget."

A driver who competed head-to-head with Hines for several World Championship titles was Tim Parrott. Himself a former World Superkart champion, Parrott says that Hines was fiercely competitive and ruthless on the track.

"You had to fight to get past Martin on track," said Parrott. "He was the benchmark, the number one driver everyone wanted to be, and we had a love-hate relationship. On track we were at each other's throats but off it we were very good friends. I know karting will not be the same without him, but we will always remember him."



Karting was Hines's passion

Hines's tireless work to bring Cadet karting to the UK in the 1980s led him to work closely with bodies such as the Motor Sports Association. Its chief executive Colin Hilton said he always sought out Hines' advice when karting was concerned.

"Martin's introduction of the Cadet class brought a new era to young people in motorsport," said Hilton. "He was always a voice of wisdom I could turn to in the last 20 years. We send our deepest sympathy to his wife and family at this sad time."

OBITUARY

Martin Hines 1946 – 2011

Having gained three FIA world championships, five European titles and six British crowns, Martin Hines was one of the most successful karters of all time. Yet his achievements off track were just as noteworthy, and earned him the nickname of 'Mr Karting'.

Having started out as an aspiring speedway rider, it wasn't until the age of 16 that Hines first sat in a kart. He quickly got to grips with the speed and handling of gearbox karts at the Rye House track in Hertfordshire, where his father Mark owned the lease.

Hines first represented England in karting at 18, the first of his many international outings, and while his success on track began at an early age, he was also quick to move into the business of karting.

In 1964 he set up Zip Kart, an outfit that would help shape the future of British karting. Hines took three world long-circuit titles in 1983, '91 and '92 using his own Zip Kart equipment, but besides developing chassis, engines and tyres, the outfit would later begin to foster young talent.

By the late 1970s and early '80s Zip Kart was running a number of top drivers such as Jason Plato and Terry Fullerton, and would later pick up and develop the likes of Lewis Hamilton, David Coulthard and Gary Paffett. It was Hines's ability to spot up and coming talent that gave his team the edge, taking on Hamilton and Paffett from early ages.

His devotion to the birth and development of Cadet karting in the UK in the late 1980s helped create the foundations of today's Cadet series and he was an integral figure in the growth of British karting. He could always be found at kart tracks across the UK supporting up and coming drivers, or at race circuits supporting his son Luke who won BTCC races before moving into sportscars.

While he was dedicated to bringing young drivers up through the ranks, he did still find time later in his career to make a competitive comeback, winning the European Superkart title for the fifth and final time in 2002.

His unbridled passion for karting was unfaltering both on and off the track and for that he will always be remembered as a true great of the sport.

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"The front brakes could be tricky"
Dex bids for British title, p34

Photos: Karting M

Schumacher (77) leads F1 champion Vettel

Schumacher beats Vettel! German F1 champions in Kerpen kart showdown

Formula One stars Sebastian Vettel and Michael Schumacher took part in a karting demonstration at Kerpen in Germany last week.

Both drivers began their careers at the German circuit and returned to celebrate its 50th anniversary.

Schumacher, who competed in a number of kart events during his retirement from F1, and Vettel competed in a ten-lap demonstration race on Tonykart machines. Schumacher finished first, with Vettel taking second.

"I have a real connection with this place," said Vettel. "I spent a large part of my childhood here. I always admired Michael when I was younger so it was great to race against him at a circuit that means so much to both of us."

Schuey and Vettel both started at Kerpen

CHECK POINTS

O'Keeffe: MSA Junior leader

Super One MSA
After five of seven rounds
Class: Comer Cadet

POS	DRIVER	PTS
1	Shanaka Clay	432pts
=	Jamie Caroline	432
3	Daniel Ticktum	405
4	William Taylforth	400
5	Lando Norris	399
6	Alex Stott	385

Class: Super Cadet

1	Billy Monger	492pts
2	Matteo Zanetti	430
=	Owen Griffiths	430
4	Matthew Taylor	421
5	Harrison Thomas	396
6	Esmee Hawkey	323

Class: KF3

1	Callan O'Keefe	464pts
2	Roy Johnson	462
3	Ben Barnicoat	439
4	Connor Jupp	418
5	Matthew Graham	404
6	Sam Webster	391

Class: Junior TKM

1	Danny Keirle	460pts
2	Jake Walker	454
3	Toby Sowery	448
4	Matt Davies	410
5	Jack Partridge	408
6	Ryan Green	399

Class: TKM Extreme

1	Joe Porter	424pts
2	Michael West	421
3	James Bartlett	416
4	Joshua Waring	406
5	Ashley Jones	404
6	Paul Monks	401

Class: Formula KGP

1	Tom Fawcett	448pts
2	Michael Simpson	446
3	Denis Gorman	428
4	Jake Hughes	415
5	Justin Edgar	393
6	Mark Litchfield	383

WSK Masters Series
After four of five rounds
Class: KF3

POS	DRIVER	PTS
1	Antonio Fuoco	179pts
2	Robin Hansson	104
=	Nicolai Sylvest	104
4	Callan O'Keefe	95
5	Dennis Olsen	90
6	Matthew Graham	54

Class: KF2

1	Antonio Giovinazzi	173pts
2	Stefano Cucco	141
3	Alberto Di Folco	75
4	Damiano Fioravanti	74
5	Gianmarco Ercoli	72
=	Pavel Rudakov	72

Class: KZ1

1	Paolo de Conto	234pts
2	Marco Ardigo	171
3	Beitske Visser	122
4	Rick Dreezen	100
5	Patrik Hajek	61
6	Armand Convers	51

Fuoco: on fire in WSK series

CIK-FIA U18 WORLD CHAMPIONSHIP REPORT

FRENCH MASTERCLASS FROM BRITS

CIK-FIA Under-18 World Championship: Essay
By James Bass

Organiser: CIK-FIA **When:** August 27/28 **Where:** Essay, France **Championship:** CIK-FIA U18 World, CIK-FIA U18 Academy **Starters:** 136

Photos: kartpix.net

Matthew Graham kept up his world title bid with third

More success for Graham

British KF3 ace Matthew Graham continued his charge towards this year's Under-18 World Championship title with a strong third place finish at Essay in northern France.

The M-Sport Zanardi driver, who won the previous round at Ortona in Italy last month, picked his way through the field from tenth to take the podium spot. The event was won by Frenchman Anthoine Hubert, while Pyry Ovaska came second.

Graham had mixed results in the heats across Saturday and Sunday, taking a win, two fifth place finishes and one sixth place. Changes in set-up and engine choice made racing tricky for the youngster but there was no lack of pace from his Zanardi kart. In the prefinal Graham finished tenth after some fierce scrapping with the frontrunners, fellow Brits Henry Easthope and Robbie Dalgleish beating him in fifth and seventh.

From the fifth row of the grid in the final, Graham had his work cut out. He spent the first six laps trying to get past Danish driver Jannick Flygenring, which allowed the front pack to get away. By lap nine he was into fifth place, where he stayed until lap 16. With his tyres rubbering in well by this stage and his Zanardi chassis showing great corner speed, Graham made his move past Leo Roussel and Michele Beccaria to take third.

Graham managed to hold on for the remaining three laps, closing the gap to just under half a second behind Ovaska at the flag. Easthope finished sixth, with Dalgleish next in seventh.

Racing Steps Foundation driver Ben Barnicoat increased the pressure on points leader Charles Leclerc last weekend in the **CIK-FIA Academy Trophy** by taking a win and a second at the French venue.

With the Academy series designed to create parity among drivers, who use the same chassis, engine and tyres, Barnicoat showed his driving talent by taking the biggest points haul from the meeting.

Having qualified fourth for race one, it was not long until the Derbyshire-based driver made his move up to third, passing Swedish driver William Sward on lap three. It was here he stayed though for the remaining 14 laps, after finding it impossible to close his 1.6-second deficit to Mikel Azcona. However, a three-second penalty given to Azcona for leaving the starting corridor too early promoted Barnicoat into second. Leclerc retained the win, while Dorian Boccolacci inherited third.

In the second final, Boccolacci made an early move round the first bend to snatch second from Barnicoat, who had to wait until lap six to take the race lead.

Leclerc fell back on lap four after running wide at the first hairpin leaving Boccolacci out in front. Barnicoat then outbraked the Italian to take the lead, but could never breathe easy and eventually claimed the win by just one second.

Boccolacci was later excluded for failing a post-race weight check, elevating Vsevolod Gagen into second and Leclerc back into third.

Barnicoat impressed with a win and a second in CIK Academy

RESULTS

CIK-FIA Under 18 World Championship, final: 1 Anthoine Hubert (Sodi) 19 laps; 2 Pyry Ovaska (Maranello) +0.33s; 3 Matthew Graham (Zanardi); 4 Leo Roussel (Sodi); 5 Stefan Riener (Intrepid); 6 Henry Easthope (Sodi). **Fastest lap:** Graham 50.70s (53.61mph). **Heat winners:** Graham, Dave Blom (Intrepid), Roussel, Michele Beccaria (Topkart), Ovaska. **Starters:** 86.

CIK-FIA Karting Academy (all karts Parolin), final one: 1 Charles Leclerc 17 laps; 2 Ben Barnicoat + 1.83s; 3 Dorian Boccolacci; 4 Mikel Azcona; 5 William Sward; 6 Vsevolod Gagen. **Fastest lap:** Leclerc 51.32s (52.96mph). **Final two:** 1 Barnicoat 17 laps; 2 Gagen +1.05s; 3 Leclerc; 4 Juho Valtanen; 5 Sward; 6 Azcona. **Fastest lap:** Martin Ellegard 51.35s (52.92mph). **Starters:** 50.

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STAR LETTER

An amazing move

I know the season isn't over yet, but I've already decided what my moment of the season is.

It came in the Belgian Grand Prix, shortly after Fernando Alonso left the pitlane directly in front of Mark Webber. The Aussie was having none of it, and somehow overtook him on the approach to Eau Rouge, while both drivers were going flat-out. It was simply breathtaking.

The respect the two rivals showed each other was refreshing. They raced to the limit, but didn't go beyond.

That moment was in stark contrast to Lewis Hamilton's qualifying clash with Pastor Maldonado. Both of those men need to realise they should show more respect to their rivals.

Derek Keenan
via email

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

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MN SAYS...

Find the best drivers

VW should look further afield for future WRC stars

The news that VW won't be giving any British or Irish drivers an outing in its Skoda Fabia S2000s this year is disappointing. And the reasoning behind it is a bit baffling.

VW's Kris Nissen says that the marque is only considering drivers currently in the SWRC and IRC. That's a strange decision. Shouldn't VW be seeking out the most talented drivers, and not simply the ones who can afford to run in the SWRC? The marque seems to be looking for a driver to fill a third car in 2013, behind what is likely to be two experienced hands. That says to me that driver would be a long-term project, so why not evaluate drivers with long-term potential?

This isn't just about the British. I'm well aware that, as a German firm, there's no reason for VW to try out a British driver. But there are plenty of drivers from all over the world – including Britain – who can't afford to tackle the SWRC, but could shine in a Polo WRC. It would be a shame if VW missed out on them.

James Attwood, Editor

LETTERS

Get to the points

I'm fed up with drivers hanging about in F1 for far longer than they should. Thank God Lotus Renault saw the light and booted out Nick Heidfeld before the Belgian GP, but there needs to be a sea-change.

I would advocate a system whereby, if a driver didn't score a podium within three years of being in F1, he should have his superlicence suspended for the next three seasons.

All the biggest talents –Hamilton, Vettel, Alonso and the unfortunate Robert Kubica – would still be at the forefront, and no-hopers at the back would quickly be weeded out.

It would also give the driver market extra spice. Think of all the young chargers you'd see in F1!

Brian Broad
Via email

Doran's the man

It's that time of the year where the Motor Sports Association will start thinking about the latest inductees to the Team UK scheme in time for next season.

Traditionally Team UK is made up of aspiring racing and rally drivers but I think it would be a grave injustice to overlook rallycross star Liam Doran.

He has already proved his worth on the European rallycross scene and defeating former WRC champ Marcus Grönholm at the X Games in July must surely rank as his biggest scalp to date.

So come on Team UK selectors, please give a little consideration to a driver who is more than capable

MN, Aug 24: Loeb at Citroën

of stepping up to the plate for Britain.

Arthur Thompson
Via email

It's just boring

Sébastien Loeb's decision to remain with Citroën is quite possibly the most boring thing ever to happen to World Rallying.

The sport is in dire need of a refresh and removing Loeb from the series for a year would have guaranteed us a new champion. That would mean Sébastien Ogier, Mikko Hirvonen, Jari Matti-Latvala, and maybe even Dani Sordo and Kris Meeke, would have been on an even keel for honours.

Fans would also have had the thrill of Loeb returning with a new car in 2013. Who wouldn't want to see the greatest-ever rally driver cope with the pitfalls and trauma that challenge would offer?

Instead we're condemned to another few years of Loeb domination. Michael Schumacher's run of dominance killed much of the excitement of Formula One, and the same could well happen in the WRC.

James Chester
Via email

Fabia confusion

Having read the piece on Pirelli's choice to give the winner of the star driver an R2 spec Fabia in next year's BRC (*MN*, August 24), I have to admit I am a bit puzzled.

I thought the point of the prize was to help the BRC become more competitive and give a driver the chance to win events in the BRC, like Elfyn Evans has done this year.

If there are R3 cars like Martin McCormack's Citroën DS3 in the series next year, can a Fabia R2 win events? I very much doubt it.

Bill Anderson
Via email

Hines remembered

Martin Hines was one of the great characters of global motorsport. While Young Guns of the future learned from him, established figures all listened to him.

I doubt there is anyone in the sport as omnipotent as Martin and his passing is a great loss to his family, friends, colleagues and the future of motorsport in general.

I had the great pleasure of being a friend of Martin over a number of years as well as to compete in every Zip Formula race, and his sad passing will leave a huge void.

Martin was devoted to his family, to ZipKart and to creating the opportunities for youngsters as they started out on the ladder to motorsport success. I hope his legacy lives on for generations.

Steve Skinner
Via email

YOUR PICS

Mick Farmer caught Morgan driver Roger Williams having a big moment in a hillclimb event at Shelsley Walsh

Chris Bentley was at Brands Hatch to snap this dramatic incident in the GT Trophy recently

Mark Berry took this picture of Henning Solberg charging through the vineyards on Rally Germany recently

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WHAT'S ON

LISTINGS

Photos: LAT

The rising stars of British Formula Three will battle at Rockingham

FRIDAY-SUNDAY

■ **Brands Hatch, Kent**
DTM meeting: DTM, Formula Ford, Lotus Elise, Nippon Challenge, VW Scirocco, F3 Euroseries **Starts:** Friday, qualifying from 0950hrs Saturday, racing from10.45hrs (qualifying from 0900hrs) Sunday, racing 1045hrs (qualifying from 1000hrs) **Admission:** adult £30, under 13 free **Web:** motorsportvision.co.uk **Contact:** 0870 9509000

SATURDAY

■ **Oulton Park, Cheshire**
BRSCC meeting: FF1600, Caterham Supersports, Caterham Roadsports, Sports 2000 Duratec, Sports 2000 Pinto **Starts:** racing from 1145hrs (qualifying 0830hrs) **Admission:** adult £13, under 13 free **Web:** motorsportvision.co.uk **Contact:** 0870 9509000

■ **Cadwell Park, Lincolnshire**
BARC meeting: Classic FF1600, Classic FF2000, Classic Thunder, Classic Group 1, Post Historic Touring Car, Historic Touring/Classic Saloons, Pre '93 Touring Cars, Blue Oval Saloons **Starts:** racing from 1300hrs (qualifying from 0900hrs) **Admission:** adult £13, under 12 free **Web:** motorsportvision.co.uk **Contact:** 0870 9509000

■ **Thruxton, Hampshire**
BARC meeting: Formula Renault BARC, Clubmans Cup, Golf GTi, karts **Starts:** racing from 1055hrs (qualifying from 0905hrs) **Admission:** adult £12, under 12 free **Web:** barc.net **Contact:** 01264 882200

■ **Ludlow, Shropshire**
Woodpecker Stages: BTRDA Rally Series, MSA English, MSA Welsh National Forest, Welsh Clubman, ANWCC Forest, and ASWMC Loose **Starts:** 0831hrs **Admission:** £5 per car **Web:** woodpecker-rally.co.uk **Contact:** 01905 354499

■ **Newton Stewart, Dumfries and Galloway**
Merrick Stages: MSA Scottish, Ecosse Challenge, Five of Clubs **Starts:** 0830hrs **Admission:** free **Web:** merrickstages.co.uk **Contact:** 01292 671820

■ **Birmingham Wheels Raceway**
Oval Racing: Hot Fords, Incarods, Modstox, Slick Cars **Starts:** 1800hrs **Admission:** adult £12, child free **Web:** spedeworth.co.uk **Contact:** 01252 322920

■ **ThunderValley Raceway, Lochgelly, Scotland**
Oval Racing: 1300cc Stock Car World Championship, Superstox, stock rods **Starts:** 1300hrs **Admission:** adult £12, child free **Web:** spedeworth.co.uk **Contact:** 07809 361 598

SATURDAY/SUNDAY

■ **Knockhill, Fife**
BTCC meeting: BTCC, Carrera Cup, Ginetta GT, Ginetta Junior, Scottish Minis, Scottish Classics **Starts:** Saturday, racing from 1550hrs (qualifying from 0900hrs) Sunday, racing from 0930hrs **Admission:** adult £30, under 12 free **Web:** knockhill.co.uk **Contact:** 01383 723337

■ **Donington Park, Leicestershire**
Masters Festival: Grand Prix Masters, World Sportscar Masters, Proto '70s/Sports-Prototypes, Gentleman Drivers, Sports Racing Masters, Pre '66 Saloons, '70s Celebration, FF1600 **Starts:** Saturday, racing from 1525hrs (qualifying 0915hrs) Sunday, racing 0945hrs (qualifying 0910hrs) **Admission:** adult £14 **Web:** donington-park.co.uk **Contact:** 01332 810048

■ **Rockingham, Northants**
F3/GT meeting: F3, GT, Caterham Superlights, VW Cup, Ginetta Challenge **Starts:** Saturday racing from 1415hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 1000hrs) **Admission:** £17 **Web:** rockingham.co.uk **Contact:** 0870 1660438

SUNDAY

■ **Pembrey, Carmarthenshire**
VSCC meeting: 500cc F3, Vintage racing cars, Pre '61 racing cars, Pre-War Sports, 1950s sports cars, Pre '54 racing cars **Starts:** racing from 1200hrs (qualifying from 0900hrs) **Admission:** adult £10, child free **Web:** barc.net **Contact:** 01264 882200

■ **Prescott, Gloucestershire**
Hillclimb: MSA British **Starts:** 0900hrs **Admission:** adult £15, child free **Web:** bugatti.co.uk **Contact:** 01242 673136

■ **Aldershot Raceway, Hampshire**
Oval Racing: bangers, Heritage F2s **Starts:** 1300hrs **Admission:** adult £12, child free **Web:** spedeworth.co.uk **Contact:** 01252 322 920

■ **Oldcastle, County Meath**
Castle Hellfire Rally: Midlands East **Starts:** 1000hrs **Admission:** free **Web:** castleautomobileclub.com

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

TV GUIDE

The World Touring Car Championship is heading to Spain

It's a touring car triple-header this weekend, with the **World Touring Car Championship** from Valencia, the **DTM** at Brands Hatch and the **British Touring Car Championship** at Knockhill (*see live timings*).

The best bumper-banging action is likely to come from the BTCC, especially because Knockhill is a venue that always provides plenty of action. It could prove to be a crucial round in the championship because Matt Neal's broken hand may cost him vital points on Sunday.

Speaking of Knockhill, highlights of the action from the **Scottish Legends** and **Scottish Minis** can be found on MotorsTV on Thursday evening (1750hrs-2000hrs). With huge grids providing great racing these are sure to be worth a watch.

On Saturday there is another chance to see the **GP3 Series** action from Spa. Eau Rouge is a challenge in every series, and to see how the host of British drivers got on watch MotorsTV on Saturday afternoon (1450hrs-1625hrs).

However, if tight karting races are more your thing, tune in to the first part of the **Kartmasters** event at the PFi circuit in Lincolnshire on Monday on MotorsTV (1750hrs-1855hrs). A previous winner of this legendary karting event is Lewis Hamilton, so watch for the chance to spot future stars in action.

Stay tuned to MotorsTV as later that evening (2000hrs-2100hrs) is a series that is rapidly increasing in popularity: **FIA European Drag Racing**. The action, featuring the most powerful motorsport machines, comes from Hockenheim. The colourful cars in all shapes and sizes are not to be missed.

LIVE TV

BTCC and supports: Knockhill
■ **Qualifying:** Saturday 1505-1535, itv.com/touringcars
■ **Races:** Sunday 1100-1800, ITV4 [HD]

DTM: Brands Hatch
■ **Race:** Sunday 1345-1530, ESPN [HD]

WTCC: Valencia
■ **Qualifying [delayed]:** Saturday, 2215-2245, British Eurosport 2
■ **Warm-up:** Sunday, 0800-0830, British Eurosport [HD]
■ **Race one [delayed]:** Sunday 1315-1345, British Eurosport [HD]
■ **Race two:** Sunday 1345-1445, British Eurosport [HD]

Volkswagen Scirocco R-Cup: Brands Hatch
■ **Race:** Saturday, 1655-1750, MotorsTV

IndyCar Series: Baltimore
■ **Race:** Sunday 1930-2200, Sky Sports 4 [HD]

FIA GT1: Ordos, China
■ **Qualification race [delayed]:** Saturday, 2330-0100, ESPN
■ **Championship race:** Sunday 0800-0930, ESPN

NASCAR Sprint Cup: Atlanta
■ **Race:** Sunday 2330-0400, Premier Sports

American Le Mans Series: Baltimore
■ **Race:** Sunday 1600-1835, MotorsTV

Ferrari Challenge Europa: Red Bull Ring, Austria
■ **Race one:** Sunday 0900-1050, MotorsTV
■ **Race two:** Sunday 1300-1400, MotorsTV

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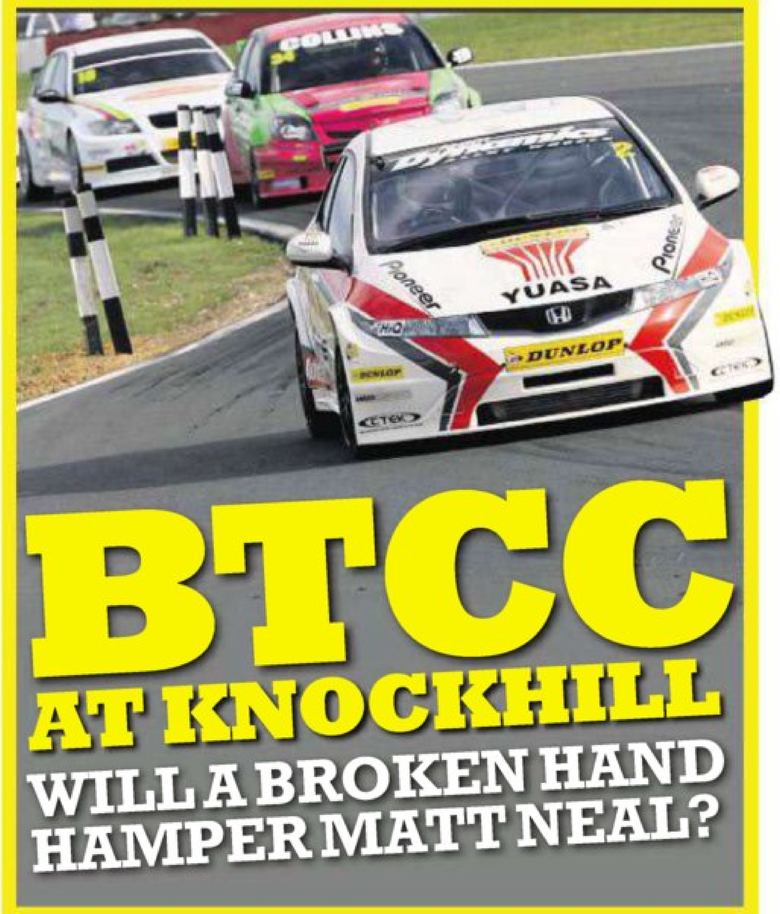

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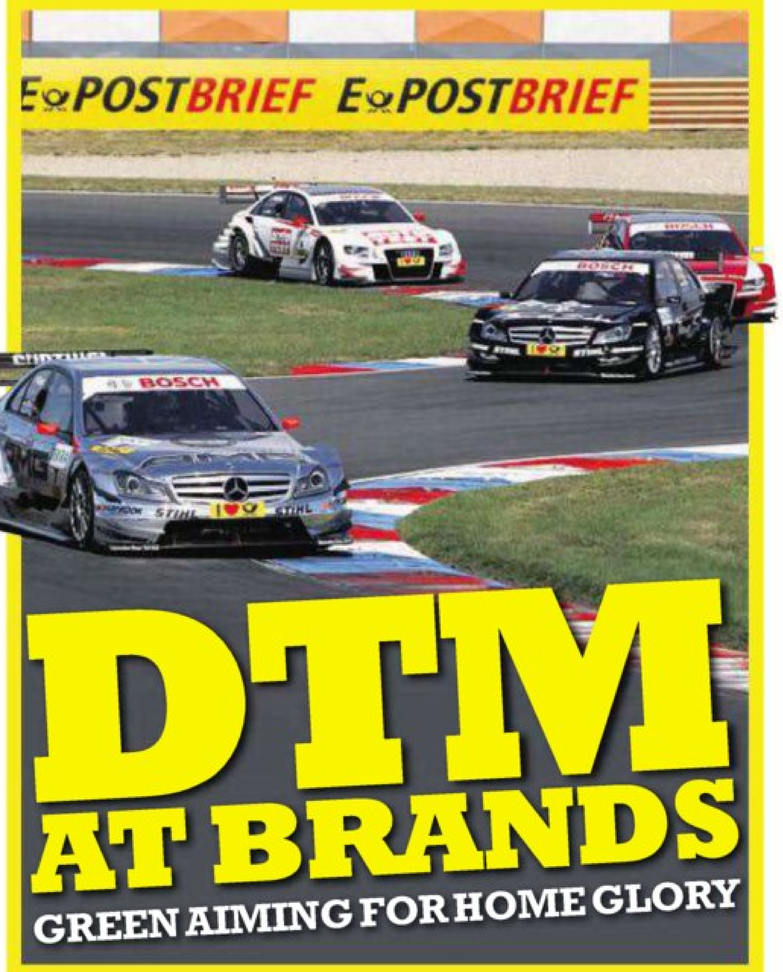

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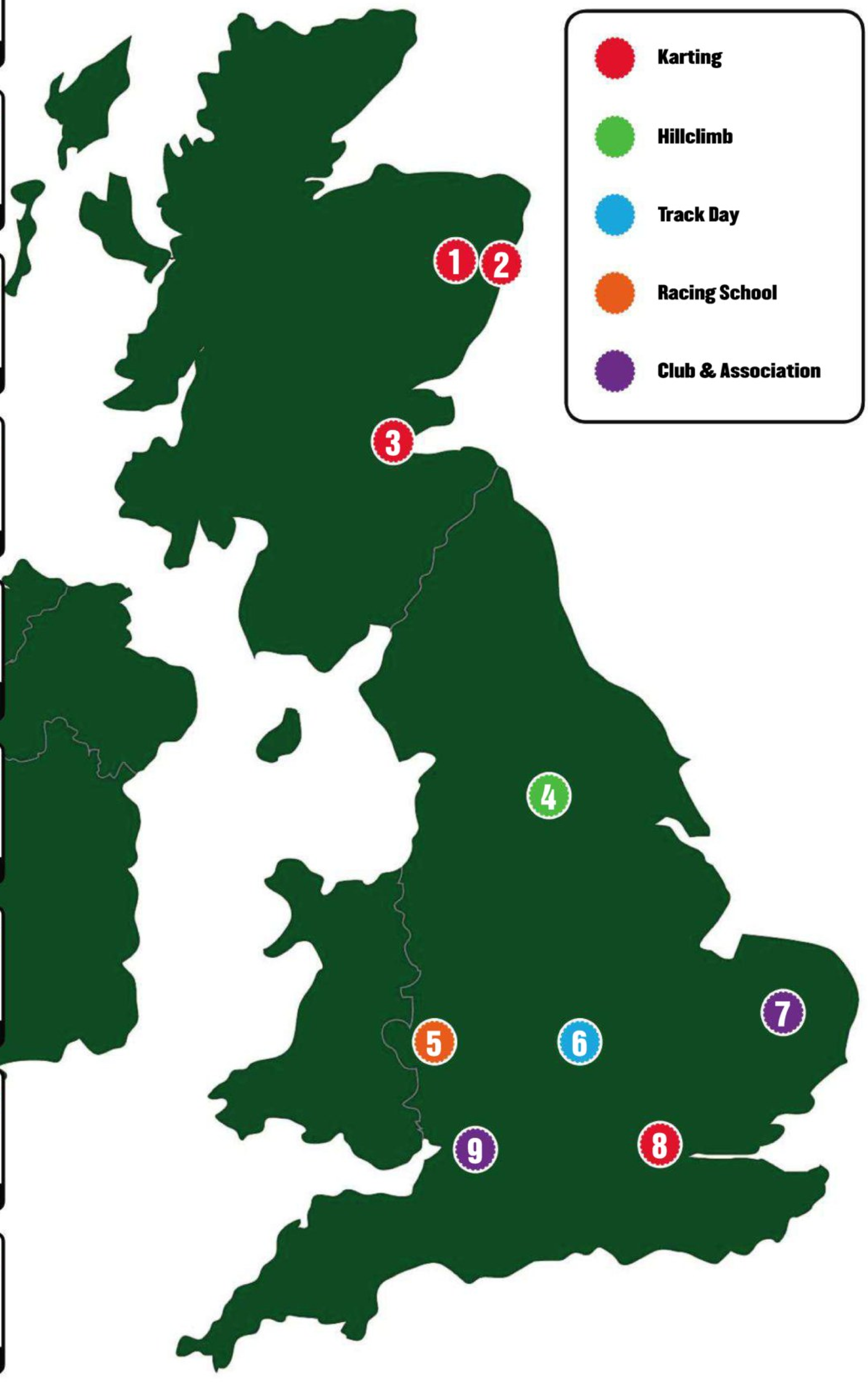

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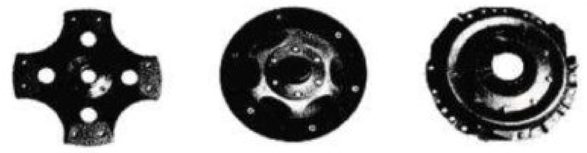

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BMW M3 E36 3.0 LTR	£220.00	£164.85	£161.95
BMW M3 E36 3.2 LTR	£225.00	£164.85	£189.07
BMW MINI COOPER	£230.06	£108.36	£137.40
BMW MINI COOPER S	£189.00	£81.30	£155.24
CATERHAM K SERIES	£137.50	£45.37	£137.38
CITROEN SAXO 1.6V VTS	£176.83	£108.35	£137.39
ESCORT RS 2000 MK 1,2	£160.30	£80.24	£151.12
ESCORT 1.6 MK 3,4,5	£144.51	£75.70	£142.57
ESCORT 1.6 TURBO 84-86	£136.06	£93.96	£130.87
ESCORT 1.6 TURBO 86-90	£182.15	£80.24	£151.12
ESCORT 1.8 XRI ZETEC 105BHP	£182.15	£80.24	£151.12
ESCORT 1.8 XR3I ZETEC 130BHP	£194.51	£129.36	£178.88
FERRARI 355 CHALLENGE	£646.60		£233.81
FIAT COUPE 2.0 16V TURBO	£430.32	£145.41	£190.94
FORD COSWORTH	£203.53	£107.25	£176.09
FOCUS ST 2.5 LTR	£269.46	£107.25	£174.84
PUMA 1.7 LTR 16V	£182.15	£80.24	£151.12
HONDA ACCORD TYPE R	£215.89	£133.93	£158.89
HONDA CIVIC B16A	£196.90	£80.24	£151.12
HONDA INTEGRA TYPE R	£196.90	£80.24	£151.12
HONDA K20A	£208.17	£80.24	£151.12
LANCIA INTEGRALE 8V	£197.03	£133.90	£163.01
LANCIA INTEGRALE 16V	£430.32	£145.41	£190.94
LOTUS ELISE 1.8	£186.41	£80.24	£151.12
MGF 1.8	£147.40	£80.24	£151.12
NISSAN SUNNY GTIR TURBO	£244.97	£118.76	£187.01
NISSAN SKYLINE GTS,GTR R32	£278.86	£154.90	£200.33
NISSAN SKYLINE GTR R33	£483.25	£164.44	£221.62
NISSAN SKYLINE GTR R34	£454.96	£164.44	£221.62
PEUGEOT 106 GTI 16V	£176.83	£108.35	£137.39
PEUGEOT 205 GTI 1.6,1.9	£179.82	£102.22	£129.61
PEUGEOT 206 2.0 LTR GTI	£191.72	£108.35	£137.39
PEUGEOT 306 2.0 LTR S16, GTI6	£329.09	£80.24	£164.97
PORSCHE 911 2.4,2.7,3.0,3.2	£388.70	£170.18	£173.59
RENAULT 1.4 GT TURBO	£176.83	£108.35	£137.40
RENAULT CLIO 1.8,2.0 16 V	£157.52	£108.35	£137.40
RENAULT CLIO 172	£184.59	£80.24	£155.24
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ROVER 220 2.0 LTR TURBO	£147.40	£80.24	£151.12
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TOYOTA COROLLA GTI AE92 89-91	£186.41	£80.24	£151.12
TOYOTA GT4 TURBO 88-96	£235.74	£135.17	£186.74
TOYOTA SUPRA 3.0 LTR	£440.92	£164.44	£188.96
VAUXHALL CORSA/NOVA 1.3,1.4 8V	£153.35	£84.14	£144.97
VAUXHALL CORSA/NOVA 1.4,1.6 16V	£169.64	£102.22	£129.61
VAUXHALL ASTRA 1.8,2.0 8V	£171.17	£80.24	£151.12
VAUXHALL ASTRA 1.8,2.0 16V 82-92	£179.91	£133.90	£163.01
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VAUXHALL 2.0 CALIBRA TURBO 92-96	£206.97	£133.90	£174.43
VW POLO G40,1.4,16V	£174.94	£108.35	£137.40
VW GOLF GTI 8V	£249.18	£162.57	£157.11
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MODEL	Organic Plate	Cerametallic Plate
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BMW MINI COOPER	£341.13	
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ESCORT RS2000 MK 1 (PINTO)	£247.88	£315.22
ESCORT MK 3 RS1600 TURBO 85-2/86	£237.22	£272.29
ESCORT MK 3,4 RS1600 TURBO 3/86-7A	£239.28	£336.85
ESCORT MK5 16V ZETEC (105 BHP)	£276.83	£376.68
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ESCORT MK5 RS 2000	£322.03	
ESCORT COSWORTH	£300.21	£383.05
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HONDA CIVIC B16A	£269.80	£367.30
HONDA INTEGRA TYPE R	£319.72	£387.06
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6PT 3X3 FIA £145.00

STEERING WHEELS

SUEDE 350MM 3 SPOKE FLAT DISH £95.00
SUEDE 350MM 3 SPOKE 70MM DISH £95.00
SUEDE 350MM 3 SPOKE 90MM DISH £95.00
SUEDE 350MM 2 SPOKE 90MM DISH £95.00
MK1/MK2 ESCORT BOSSES £40.00
OTHER BOSSES AVAILABLE FROM £35.00

LIFELINE FIRE EXTINGUISHERS

2.0L HAND HELD £27.99
2.4L FIA HAND HELD £55.00
2.4L HAND HELD DUMPY £95.00
1KG ZERO 360 HAND HELD GAS £185.00
2KG ZERO 360 HAND HELD GAS £245.00
3KG ZERO 360 HAND HELD GAS £340.00
2.25L ZERO 2000 CLUB PLUMBED IN KIT £100.00
2.25L FIRE MARSHAL SLIM LINE MECHANICAL £195.00
2.25L FIRE MARSHAL DUMPY MECHANICAL £185.00
2.25 FIRE MARSHAL DUMPY ELECTRICAL £299.00
2.25 FIRE MARSHAL SLIM LINE ELECTRICAL £299.00
4.0L ZERO 2000 MECHANICAL KIT FIA £175.00
4.0L ZERO 2000 ELECTRICAL KIT FIA £300.00
2.25KG ZERO 360 GAS MECHANICAL FIA KIT £410.00
2.25KG ZERO 360 GAS ELECTRICAL FIA KIT £499.00
2.25 DUMPY ELECTRICAL £299.00
2.25 SLIMLINE ELECTRICAL £299.00
SPARES
6FT PULL CABLE £7.00
12FT PULL CABLE £12.00
ALLOY STRAPS FOR HAND HELD'S £4.50
EXTINGUISHER STICKER £1.00

LIGHTING (CIBIE & PIAA)

H180 7" REPLACEMENT HEAD LIGHT ..... £39.99 EA
RS2000 OUTER HEADLAMP ..... £47.00 EA
CIBIE OSCAR ..... £95.00 EA
CIBIE SUPER OSCAR ..... £99.00 EA
MK2 ESCORT PLASTIC HEADLAMP BOWLS ..... £20.00 EA
PIAA 80 SERIES SPOTLIGHTS ..... £95.00 EA
PIAA 7" HEADLAMP CLEAR ..... £60.00 EA
MK2 ESCORT COMPLETE REAR LIGHTS £22.00EA
MK2 ESCORT 2 UP 2 DOWN STEEL LAMP BRACKETS £37.00
MK1 ESCORT 2 UP 2 DOWN ALLOY DETACHABLE BRACKETS £37.00
MK2 ESCORT 2 UP 2 DOWN STEEL FIXED BRACKETS £30.00
LAMP STEADY BARS ..... £12 A PAIR

FUEL SYSTEM, CARBS

40 DCOE CARB £299.00
45 DCOE CARB £299.00
48DCOESP CARB £375.00
TWIN WEBBER LINKAGE MAGARDTYPE £80.00
TWIN WEBBER THROTTLE LINKAGE £55.00
SINGLE WEBBER THROTTLE LINKAGE KIT £50.00
GENUINE WEBBER TWIN THROTTLE LINKAGE £99.00
TWIN DELLORTO THROTTLE LINKAGE £50.00
SINGLE DELLORTO THROTTLE LINKAGE £50.00
SPARE THROTTLE CABLE £7.00
LONG THROTTLE CABLE 114 ..... £12.00
MISAB O RINGS ..... £3.00 EA
COSWORTH THACKERY WASHERS KIT (2 METAL CUPS+ 1 RUBBER) £1.00EA

LUMENITION IGNITION SYSTEMS

OPTRONIC IGNITION KIT C/W PMA50 & DISTRIBUTOR FITTING KIT £160.00
CEK150 COMPETITION KIT C/W COIL & DISTRIBUTOR FITTING KIT £220.00
MEGA SPARK 3 COIL £32.00
MEGA SPARK 4 COIL £37.00
LUMEMITION IGNITION LEADS OHC/PINTO £42.00
LUMENITION IGNITION LEADS XFLOW £42.00
LUMENITION IGNITION LEADS 16V RED TOP £52.00
COIL LEADS 18" £12.50
COIL LEADS 24" £13.00
COIL LEADS 36" £14.00
MICRO DYNAMICS RL4 REV LIMITER £99.00
REVTEC REV COUNTER 80ML 0-8 BLACK OR WHITE £125.00
REVTEC COUNTER 80ML 0-10 BLACK OR WHITE £125.00
ALDON BRAND NEW OHC BOSCH DISTRIBUTOR RALLY SPEC £235.00

FUEL PUMPS AND KITS

	PUMP	KIT
RED TOP	£60.00	£78.00
SILVER TOP COMPETITION	£58.00	£72.00
SILVER TOP ROAD	£55.00	£68.00
SOLID STATE COMPETITION	£36.00	£44.00
SOLID STATE FAST ROAD	£34.00	£47.00

REGULATORS
67MM FILTER KING GLASS OR ALLOY £47.00
85MM FILTER KING GLASS OR ALLOY £52.00
85MM FILTER KING WITH GAUGE £67.00
GAUGE ONLY £15.00

FUEL TANKS

(ALL ARE BAFFLED AND INC, SPARE WHEEL CUT OUT AND FILLER NECK)
12GLN FUEL TANK £180.00
12GLN FOAM FILLED FUEL TANK £225.00
12GLN INJECTION FUEL TANK £235.00
12GLN FOAM, FILLED INJECTION FUEL TANK £275.00
FILLER NECK SPLASH BOWL £50.00
HOSE TO CONNECT FILLER NECK TO TANK £13.00
STEEL TANK STAND £72.00
STEEL INJECTION TANK STAND £75.00
ALLOY TANK STAND £98.00
ALLOY INJECTION TANK STAND £99.00

TRAN X GEAR KITS, STICKS & BOXES

FORD ROCKET GEAR KIT 4 SPEED £645.00
FORD ROCKET BOX COMPLETE (DONOR BOX NEEDED) .. £999.00
FORD TYPE 9 5 SPEED GEAR KIT £850.00
FORD TYPE 9 5 SPEED GEARBOX COMPLETER ..... £1335.00 (EXCHANGE BOX REQUIRED OR £125 SURCHARGE)
SL72 4 SPEED DOG BOX £2780.00
SL72 5 SPEED DOG BOX £3300.00
HEAVY-DUTY GEARBOX MOUNT £60.00
4 SPEED ROSE JOINTED GEAR STICK £45.00
5 SPEED ROSE JOINTED GEAR STICK £45.00
4 SPEED QUICK SHIFT KIT £17.00
5 SPEED QUICK SHIFT KIT £24.99
ALLOY GEAR KNOB (SCREW ON) £15.00

ENGLISH AXLE

TRAN X ENGLISH SAILSBURY LSD (ALL STEEL) £465.00
ENGLISH SAILSBURY STEEL END PLATE £80.00
ENGLISH BEARING REBUILD KIT ..... £77.00 (4 BEARINGS 1 SEAL 1 COLLAPSIBLE SPACER 1 GASKET)
WATTS LINKAGE KIT COMPLETE £225.00
ENGLISH CWP 4.4, 4.7, 4.9, 5.1, 5.3 ..... £260.00
ENGLISH GRP 1 HALF SHAFT £112.00
GRP 1 FLANGE £75.00
ENGLISH CWP BOLTS (6 NEEDED) £2.50EA
ENGLISH DIFF GASKET £3.75
ENGLISH HALF SHAFT BEARINGS ..... £28.00 EA

AP COMPETITION CLUTCHES

RS2000 CLUTCH PLATE £75.00
RS2000 4 BLADE PADDLE £170.00
RS2000 COVER £230.00
TWIN PADDLE CLUTCH ASSEMBLY ...C/W 21+23 PADDLES 3 BLADE £565.00
3 BLADE PADDLES 7/8+20 OR 1+23 ..... £98.00EA
X FLOW 7 ½ CLUTCH PLATE 7 8 /+20 ..... £68.00
X FLOW/ SUNBEAM 1 + 23 7 ½ PLATE £68.00
X FLOW COVER £175.00
MK1 MEXICO CLUTCH KIT INC BEARING £235.00
RS2000 CLUTCH KIT INC BEARING £280.00

LSDs

ENGLISH FOR SALISBURY ALL STEEL TRAN X LSD £465.00
ENGLISH FORD SALISBURY ALL STEEL TRAN X LSD WITH ATLAS SIDE GEARS £515.00
ATLAS LSD TRAN X 16 SPLINE £685.00
ATLAS LSD TRAN X 18-SPLINE GRP 4 ..... £735.00
GENUINE ZF ATLAS LSD 16 SPLINE ..... POA
GENUINE ZF ATLAS LSD 18 SPLINE GRP 4 ..... POA

ATLAS AXLE

LSD 16 SPLINE ..... POA
ZF LSD 18 SPLINE GRP ..... POA
TRAN X LSD 16 SPLINE £685.00
TRAN X LSD 18 SPLINE GRP 4 ..... £735.00
ATLAS REPAIR KIT FOR ZF ONLY £145.00
WAVY PLATES ..... £28.00 EA
ATLAS BEARING REBUILD ..... £98.00 (4 BEARINGS, SEAL, WASHER + GASKET)
ATLAS CWP BOLTS (8NEEDED) ..... £1.50 EA
ATLAS AXLE WHEEL BEARING KIT ..... £25 EA
ATLAS CWP 4.6/5.1 ..... £250.00
ATLAS DIFF GASKET £3.95
ATLAS COMPETITION DIFF GASKET £7.50
GRP1 HALF SHAFT 16 OR 18 SPLINE £112.00
GRP 1 HALF SHAFT FLANGE £75.00
GRP 4 FULLY FLOATING HALF SHAFT 18 SPLINE £112.00
GRP 4 FULLY FLOATING FLANGE £72.00
GRP 4 FULLY FLOATING HUB KIT £335.00
AP REAR VENTED DISC ..... £135.00 EA
AP REAR VENTED CALLIPERS ..... £440.00 EA
AP REAR SOLID DISCS ..... £155.00 EA
AP REAR SOLID CALLIPERS £440.00EA
GRP 4 REAR WHEEL STUDS £9.75
XR3 CALLIPER BRACKETS £20.00
TURRET BRACKETS £3.50
PANHARD ROD KIT £62.00
SPRING SADDLES 50 OR 60MM ..... £12.00 A PAIR
DIAMOND BRACKETS ..... £30.00 A PAIR
WATTS LINKAGE £225.00
ATLAS AXLE BRACE £105.00

BILSTEIN

MK2 GRP 1 REAR SHOCK £99.00
TURRETED REAR SHOCK 220/110 ..... £99.00
GRP 4 COIL OVER 220/110 ..... £165.00
260/60 INSERTS £105.00
300/70 LONG £105.00
300/70 SHORT £105.00
300/100 ..... £105.00
NEW STRUT CASING 2 ¼ SHORT OR LONG £250.00

PROP SHAFTS

RS2000 PROP ROCKET TO ENGLISH £135.00
ROCKET OR TYPE 9 TO ATLAS £135.00
MK1 MEXICO/TWIN CAM £150.00
ZF TO ATLAS £150.00

POLY CARBON WINDOW KIT

MK1 ESCORT 5 PIECE WITH SLIDERS (FORMED REAR SCREEN) £320.00
MK1 ESCORT 7 PIECE KIT NO SLIDERS (FORMED REAR SCREEN) £280.00
MK2 ESCORT 5 PIECE WITH SLIDERS £230.00
MK2 7 PIECE NO SLIDERS ..... £199.00 (ALL AVAILABLE IN BRONZE OR CLEAR)
MK1/MK2 HEATED WINDSCREEN £215.00

COMPETITION EXHAUST MANIFOLDS

RS2000 2" £90.00
RS2000 2 ¼ 3 PIECE £115.00
RS2000 2 ½ 3 PIECE £125.00
XFLOW 1300 2 ..... £85.00
XFLOW 1600 2" £85.00
..... £125.00
XFLOW 4.2.1 2¼ £125.00
XFLOW 4.2.1 2½ £135.00
16V VAUXHALL 2¼ REDTOP TO ESCORT £170.00
16 V VAUXHALL REDTOP TO ESCORT 2½ £175.00
CAPRI OHC £185.00
CAPRI 2.8 ..... £140.00 A PAIR
CAPRI 3.0 STD MANIFOLD ..... £140.00 A PAIR

EXHAUST SYSTEMS

RS2000 LEFT HAND SINGLE BOX 2" £75.00
RS2000 LEFT HAND TWIN BOX 2" £80.00
RS2000 RIGHT HAND SINGLE BOX 2" £85.00
RS2000 RIGHT HAND TWIN BOX 2 ..... £90.00
RS2000 LEFT HAND SINGLE BOX 2 ¼ £105.00
RS2000 LEFT HAND TWIN BOX 2 ¼ £110.00
RS200 RIGHT HAND SINGLE BOX 2 ¼ £100.00
RS2000 RIGHT HAND TWIN BOX 2 ¼ £105.00
RS2000 LEFT HAND SINGLE BOX 2 ½ £135.00
RS2000 LEFT HAND TWIN BOX 2 ½ £140.00
X FLOW SINGLE BOX 2" £75.00
X FLOW TWIN BOX 2" £80.00
X FLOW SINGLE BOX 2 ¼ £100.00
X FLOW TWIN BOX 2 ¼ £105.00
X FLOW SINGLE BOX 2 ½ £135.00
X FLOW TWIN BOX 2 ½ £140.00
CAPRI OHC £95.00
CAPRI 2.8/3.0L £180.00

FRONT SUSPENSION AND COMPONENTS

WORLD CUP X MEMBER STD £99.00
WORLD CUP X MEMBER LOWERED £110.00
WORLD CUP X MEMBER GRP 4 ..... £125.00
WORKS SPEC X MEMBER STD £130.00
WORKS SPEC X MEMBER LOWERED £130.00
WORKS SPEC X MEMBER GRP 4 ..... £225.00
WORLD CUP ENGINE MOUNTS XFLOW/BDA £38.00
WORLD CUP ENGINE MOUNTS PINTO/OHC £38.00
WORLD CUP ENGINE MOUNTS VAUXHALL £60.00
WORLD CUP ENGINE MOUNTS DURATEC £85.00
CHASSIS MOUNT ENGINE KIT XFLOW/PINTO/VAUXHALL/DURATEC £58.00
ANTI DIVE KIT £39.00
DOUBLE WIDTH KIT TO SUIT STD ROLL BAR £39.00
DOUBLE WIDTH KIT TO SUIT TWIN CAM ROLL BAR £39.00
TWIN CAM ROLL BAR £80.00
COMPRESSION STRUT KIT INSITU £120.00
TENSION STRUT KIT TARMAC/FOREST £295.00
ROLL BAR KIT TO SUIT TENSION STRUT KIT £99.00
TCA WITH HEAVY DUTY BUSHES ..... £45.00 A PAIR
ADJUSTABLE TCA ROSE JOINTED NON INSITU .... £110.00 A PAIR
ROSE JOINTED INSITU TCA ..... £125.00 A PAIR
RUBBER BUSHED INSITU TCA ..... £125.00 A PAIR

BRAND NEW FRONT STRUT CASING

FIXED PLATFORM £225.00EA
2¼ COIL OVER STD HEIGHT £225.00EA
2¼ COIL OVER SHORT CASING £225.00EA
2.25 LOCK RING £7.00EA
2.25 SPRING SEAT 1" £12.50EA
2.25 SPRING 3" £15.00EA
TOP CAP FOR 2.25 SPRINGS £12.50EA
AVO TOP ADJUSTABLE INSERT FOR RS TYPE STRUTS . £110.00EA
CAPRI 2.8 BILSTEIN INSERT £125.00EA
RUBBER ROLLER TOP MOUNTS INC TOP NUTS £77.00EA
ALLOY CONCENTRIC/ECCENTRIC TOP MOUNTS £55.00EA
COIL SPRING RS FROM 145/-170/190/220 LB ..... £40 PAIR (WE DO –1 –2 STD HEIGHT + 1 & +2)
2.25 COIL SPRINGS 12" + 14" LONG FROM- £20.00EA
FRONT COIL OVER KIT £70.00

FABRICATED PARTS FRONT

LARGE GEAR BOX TUNNEL £40.00
3 PIECE BULKHEAD STRENGTH KIT £18.00
BULKHEAD PLATE £14.00
FRONT CHASSIS SKIDS ..... £21.00 A PAIR
CHASSIS SILL SKIDS ..... £21.00 A PAIR
BULKHEAD GUSSETS ..... £8.50 A PAIR
BULKHEAD GUSSETS SHAPED ..... £24 A PAIR
AVO TOP SUSPENSION PLATES ..... £40.00 A PAIR
RADIATOR CUT OUT PANEL £15.00
RADIATOR GUSSETS WITH SWAGED HOLE ..... £10.00 A PAIR
WELD IN X MEMBER CHASSIS INSERTS (SET OF 4) £20.00
CDS SEAT SUB FRAME WELD IN KIT ..... £45.00 PER SEAT
DIFF TUNNEL £18.00
DIFF TUNNEL LONG £22.00
TYPE 49 MK1 TOP & BOTTOM RAIL GUSSETS £60.00
MK2 TOP & BOTTOM WING RAIL GUSSETS £60.00

REAR SUSPENSION

GRP 4 BILSTEIN REAR COIL OVERS (220/110) £165.00EA
TURRETED REAR BILSTEIN SHOCK (220/110 ..... £99.00EA
MK2 ESCORT GRP 1 REAR SHOCK £99.00EA
AVO REAR ADJUSTABLE SHOCK MK1/MK2 ..... £68.00EA
SPAX REAR ADJUSTABLE SHOCK MK1/MK2 ..... £68.00EA
2.25 REAR COIL OVER CONVERSION KIT £80.00EA
PTFE ROLLER SLIPPER KIT £49.00EA
NEW 5 LEAF SLIPPER SPRINGS 146LR ..... £120.00 A PAIR
U BOLT KIT £15.00
LOWERING BLOCK KITS 1", 1 ½", 2" £23.00
4 LINK KIT C/W 5/8 ROSE JOINT £135.00
GRP 4 4LINK KIT 2 PIECE BOXES £325.00
MK1 4 LINK KIT SHORT £190.00
4 LINK X BRACE £17.00
4 LINK KIT WITHOUT BODY BOXES £110.00
4 LINK BARS WITH ROSE JOINTS BUSHES & BOLTS £95.00
DIAMOND AXLE BRACKETS ..... £30 A PAIR
PAN ROD KIT C/W 5/8 ROSE JOINT £62.00
GRP 4 PAN ROD KIT COMPLETE £115.00
GRP4 ROUND TURRETS £70.00
SQUARE TURRETS MK1 ..... £40.00
SQUARE TURRETS MK2 ..... £40.00
ATLAS AXLE BRACE £105.00
ANTI TRAMP BAR KIT (UP TO 74 STRAIGHT) £58.00
ANTI TRAMP BAR KIT (LATE MK1 + MK2 ANGLED) £58.00
REAR DIFF TUNNEL £18.00
REAR DIFF TUNNEL LONG £22.00
MK 1 / MK2 FIREWALL £30.00

STEERING AND HUBS

BRAND NEW HEAVY DUTY RACK THICK TUBE RH/LH £345.00
BRAND NEW 2.4 HIGH RATIO RACKS £125.00
BRAND NEW 2.9 HIGH RATIO RACKS £88.00
BRAND NEW 2.4 HIGH RATIO RACKS LEFT HAND £140.00
RUBBER RACK MOUNTS £5.99
POLY RACK MOUNTS £10.00
ALLOY RACK MOUNTS £29.99
GENUINE FORD RS2000 TRACK ROD ENDS £28.00EA
RS2000 TRACK ROD ENDS (NOT FORD) £15.00EA
MK1 ESCORT TRACK ROD ENDS £8.50EA
GRP4 STEERING JOINT £32.00
ALLOY HUB STD £55.00
ALLOY HUB GRP 4 ..... £55.00
ALLOY HUB STD LARGE BEARING £16.99
LARGE BEARING WHEEL BEARING KIT ..... £30.00 PER HUB
GREESE CAP TO FIT STD & GRP 4 HUB £3.99EA
GREESE CAP TO FIT LARGE BEARING HUB £8.99EA
GRP 4 FRONT STUDS £4.95EA
GRP 4 FRONT STUDS + 10MM £4.95EA
GRP 4 WHEEL NUTS £2.65EA
MK1 UNF LONG WHEEL STUDS £1.50EA
MK2 METRIC LONG WHEEL STUDS £1.50EA

BRAKES & BRAKE COMPONENTS

AP RADIAL KIT FITS UNDER 13" WHEELS ..... £1020.00 (INC 2 AP OPEN BACK CALLIPERS, 2 AP FOREST VENTED DISCS, 2 BELLS, 12 BOLTS, MINTEX PADS, BRAKE PIPES & RADIAL MOUNTED BRACKETS & ALL BOLTS NEEDED)
AP RADIAL KIT FITS UNDER 15" WHEELS 305MM (INC AS ABOVE) £1350.00
AP MONTE CARLO FRONT BRAKE KIT ..... £1635.00 (INC 2 CALLIPERS MACHINED READY TO FIT, 2 AP TARMAC DISCS, 12 NUTS & BOLTS 2 BELLS, 1X MINTEX PADS)
AP FOREST FRONT BRAKE KIT £1500.00
AP MONTE CARLO FRONT HISTORIC CALLIPERS ..... £595.00EA (MACHINED READY TO FIT)
AP FOREST CALLIPER (MACHINED READY TO FIT) £550.00EA
AP TARMAC FRONT DISCS £155.00EA
AP FOREST FRONT DISCS £135.00EA
AP FRONT MOUNTING BELLS £20.00EA
AP REAR VENTED DISCS ..... £135.00 EA
AP REAR SOLID DISCS £150.00EA
REAR BELLS £30.00EA
2.8 CAPRI VENTED DISCS ..... £65.00A PAIR
2.8 CAPRI VENTED DISCS GROOVED & DRILLED .... £70.00 A PAIR
M16 SPACER KIT £29.99
PRINCESS SPACER KIT £29.99
WILLWOOD DYNALITE KIT 247MM ..... £435.00 (GROOVED & DRILLED DISCS, 2X 4 POT CALLIPERS, BRACKETS & BOLTS)
WILLWOOD KIT 285MM ..... £545.00 (GROOVED & DRILLED DISCS, PADS,2X4 POT CALLIPERS, BRACKETS & BOLTS)
WILLWOOD 4 POT CALLIPER BRAKE KIT ..... £485.00 (2 X 4 POT CALLIPERS 2X SOLID DISCS, BRACKETS, BOLTS & HANDBRAKE CABLE WITH FITTINGS FOR ENGLISH OR ATLAS)
MK 1 AERO QUIP HOSE KIT GOODRIDGE £29.99
MK2 AERO QUIP HOSE KIT GOODRIDGE £29.99
BRAKE BIAS VALVE £55.00
VERTICAL HYDRAULIC HANDBRAKE KIT £95.00
HORIZONTAL HYDRAULIC HANDBRAKE KIT £99.00
EXTRA LONG VERTICAL HYDRAULIC HANDBRAKE KIT £99.00
HYDRAULIC HANDBRAKE KIT NO LEVER £48.00
.625 .70 7.5 MASTER CYLINDER £30.00
AP RESERVOIR WITH BRACKET PUSH ON £12.00
GIRLING RESERVOIR SCREW ON £12.00
GENUINE GIRLING MASTER CYLINDER £49.00
M16 CALLIPERS (BRAND NEW) ..... £50.00 EA

PEDDLE BOXES

MK1 CABLE CLUBMAN PEDDLE BOX £195.00
MK1 HYDRAULIC CLUBMAN PEDDLE BOX £220.00
MK1 GRP 4 CABLE PEDDLE BOX ..... POA
MK1 GRP 4 HYDRAULIC PEDDLE BOX ..... POA
MK2 CABLE CLUBMAN PEDDLE BOX £195.00
MK2 HYDRAULIC CLUBMAN PEDDLE BOX £210.00
MK2 GRP 4 CABLE PEDDLE BOX ..... POA
MK2 GRP 4 HYDRAULIC PEDDLE BOX ..... POA
BALANCE BAR ASSEMBLY £28.00
DASH ADJUSTER TUBE TYPE £25.00
DASH ADJUSTER WITH A CLICK HEAD £28.00
AP RESIVOUR WITH BRACKET £12.00
GIRLING RESERVOIR SCREW ON £12.00
.625 .70 7.5 MASTER CYLINDER £30.00
GRP 4 THROTTLE PEDDLE ..... £34.00 (FOR USE WITH GRP 4 PEDDLE BOXES)

BRAKE PADS

MINTEX 1144 M16 ..... £47.00
MINTEX 1155 M16 ..... £60.00
PRINCESS 1144 ..... £57.00
PRINCESS 1155 ..... £70.00
AP FOREST CALLIPER 1144 ..... £59.00
AP FOREST CALLIPER 1155 ..... £78.00
AP MONTE CARLO TARMAC CALLIPER 1144 ..... £ 65.00
AP MONTE CARLO TARMAC CALLIPER 1155 ..... £85.00
AP REAR CALLIPER 1144 ..... £47.00
AP REAR CALLIPER 1155 ..... £50.00
XR3 1175 1144 ..... £58.00
XR3 1175 1155 ..... £61.00
MDB 1864 1144 ..... £58.00
AP OPEN BACK CALLIPER 1155 ..... £75.00
AP OPEN BACK CALLIPER 1144 ..... £46.00
COSWORTH REAR CALLIPERS £82.00

FERODO DS3000 PADS

PRINCESS CALLIPER £99.00
GRP 4 FOREST £82.00
GRP 4 TARMAC £105.00
GRP4 REAR £70.00

HIGH TORQUE STARTER MOTORS

RS2000 PINTO STARTER £150.00
X FLOW BDA/TWIN CAM £150.00
16V TO ESCORT RED TOP £150.00
ZETEC TO ESCORT £150.00
COSWORTH TO ESCORT £150.00
DURATEC TO ESCORT £150.00

ALTERNATORS

X FLOW, BDA, TWIN CAM (45 AMP WITH PULLEY) £55.00
OHC/PINTO (45 AMP WITH PULLEY £55.00
X FLOW/BDA /TWIN CAM (80 AMP ALTERNATOR WITH PULLEY) £70.00
OHC/PINTO (80 AMP WITH PULLEY £70.00

ALLOY FABRICATED PARTS

ALLOY FOREST ARCHES (SET OF 4 ..... £270.00
ALLOY TARMAC ARCHES (SET OF 4) £290.00
ALLOY TARMAC ARCHES +1" (SET OF 4) £300.00
ALLOY GRP 4 FRONT SPOILER £70.00
ALLOY GRP 1 FRONT SPOILER £70.00
ALLOY REAR SPOILER £72.00
ALLOY BATTERY TRAY (STD BATTERY £47.00
ALLOY RADIATOR GRP 4 X FLOW/BDA £260.00
ALLOY RADIATOR PINTO ..... £260.00 (WE CAN MAKE A GRP 4 RADIATOR WHICHEVER WAY YOU WANT THE OUTLETS)
ALLOY DRIVERS FOOTREST £10.00
ALLOY CATCH TANK 1LTR £49.00
ALLOY MUD FLAP BRACKETS £2.50EA
ALLOY SPARE WHEEL POST £32.00
ALLOY NAVIGATOR FOOTREST CLUB TYPE £18.00
ALLOY NAVIGATOR FOOTREST PRO £45.00

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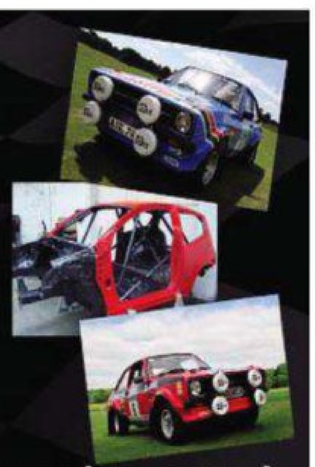

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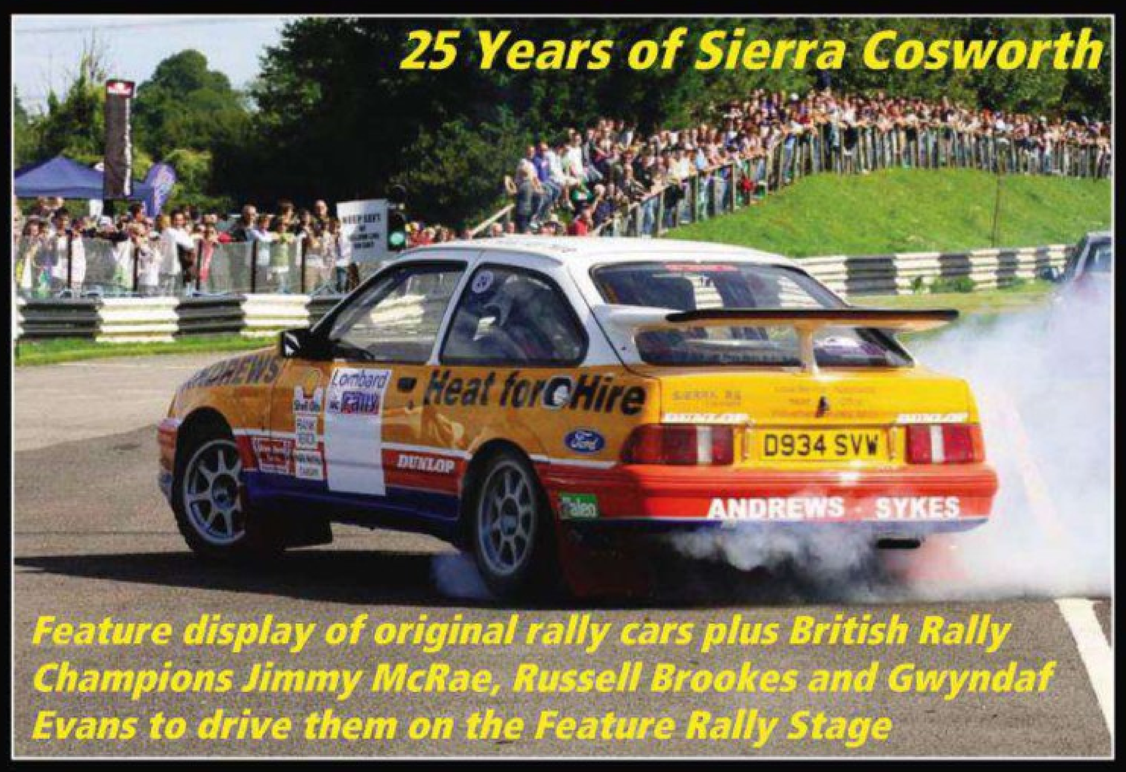

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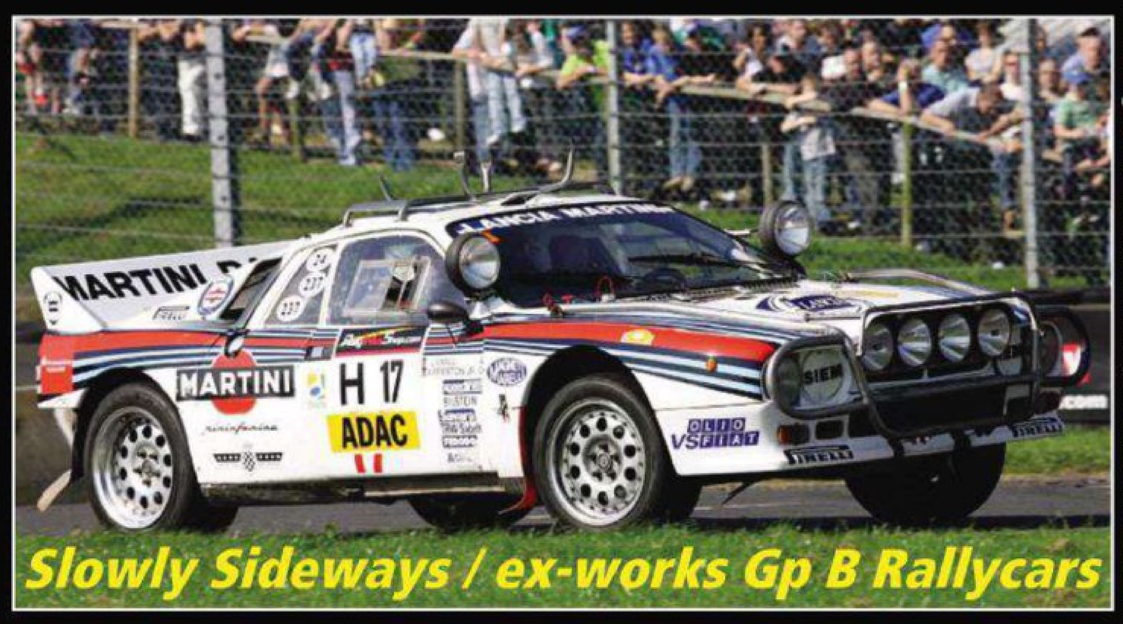
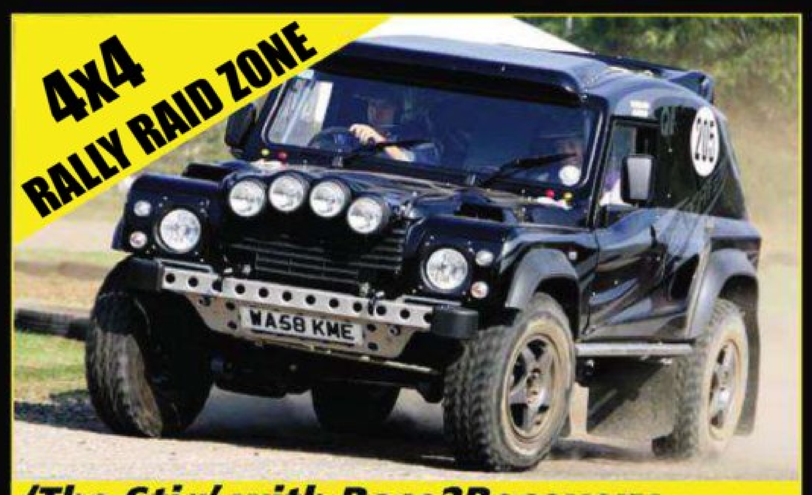


Slowly Sideways / ex-works Gp B Rallycars



Simon Maguer back to defend his STRICTLY SIDEWAYS 2010 RWD class win

'The Stig' with Race2Recovery

Ben Collins (aka The Stig) is appearing at the show (a.m. only) to help raise awareness and funds for the Race2Recovery Team. Few £250 rides with Ben avaliable in the Qt Wildact but must be booked in advance. Please contact: andrew@race2recovery.co.uk to to book.
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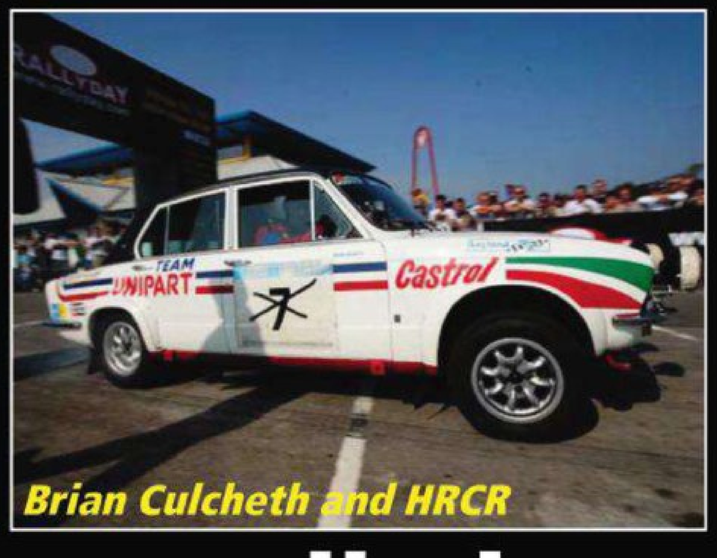

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