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JENSON'S

DECISION KEY TO DRIVER MARKET



Brit close to nailing down career future

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MOTORSPORT NEWS ISSUE **MJ3040** AUGUST 17 2016

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British favourite is considering other

BUTTON



Button could still have a future with McLaren-Honda

By Rob Ladbrook

Jenson Button will open talks with McLaren about his F1 future next month, but admits he's using this year's summer break to evaluate whether or not he wants to continue in grand prix racing.

Amid interest from Williams (MN, Aug 10), Button's future both at McLaren and in F1 is up in the air. While McLaren has Fernando Alonso under contract until the end of 2017, Button's current deal expires at the end of this season

and the Woking firm has highly rated Belgian Stoffel Vandoorne waiting in the wings.

Should Button leave McLaren, Williams is expected to be his most likely destination – returning to the team he made his F1 debut with in 2000 – after team head Claire Williams described running Button as a “very attractive option”.

However, Button has also admitted that he will be evaluating whether continuing in F1 for an 18th year next season is his best option.

Button said: “I haven't talked to the team [McLaren] yet. In September we are going to sit down and have a chat and decide whether I want to be racing in F1 or whether they want me racing in F1.

“And if I'm not racing in F1 next year, I don't know where I'm going to be. But I'll have some fun. I've lived my whole life by a schedule and suddenly [by leaving F1] I

won't be living by a schedule, which will be the first time in my 18 years as an adult that I haven't, which is really exciting, whenever that does happen.”

Success weighs

Button conceded that he would use this year's summer break to think about his options outside of F1. The 36-year-old suggested that the grind of the world championship, which this year is the longest ever at 21 races, was getting too much, especially given the lack of results the McLaren-Honda rebirth has yielded so far.

Button – a 15-time grand prix winner – last stood on the podium when he finished third for McLaren in the 2014 Australian GP, but his last win came back in the 2012 Brazilian GP.

“Formula 1 becomes your life and you need a break, you need a rest,” Button added. “For me, I need the time to get away. I've done this job for so long – when



Perez (1) is in a strong position

options away from grand prix racing

MULLING F1 EXIT



Button is happy with McLaren, but wants to be fighting for wins again



it's basically been my life – so you need time away from it to realise whether you need it in your life or not.

"I still enjoy driving the car, it's a lot of fun, but F1 is not about driving the car and having fun, it's about winning and getting on the podium, and I haven't done either for a long time. So that part of the enjoyment isn't there, but I still drive an F1 car for a living, which is pretty awesome.

"I have made no decisions yet. It's been too busy to. I'll have a lot more time to think over the next few months, but nothing's changed. It's still the same situation [with McLaren]. We won't talk until September."

What options?

Button would have myriad options outside of F1, with his experience making him hot property in a variety of different racing disciplines.

The FIA World Endurance

Championship would be the most likely option, with Porsche already rumoured to have approached Button about joining its driver line-up in the past.

Button admitted the thought of racing sportscars appealed, but added that he'd also love a shot at a rallycross campaign – a sport his late father, John Button, was highly successful in during his driving career. John Button was runner-up in the 1976 British Rallycross Championship.

"In terms of racing, I'd like to do other series," said Button. "I would love to be part of the WEC programme. I think I would really enjoy the camaraderie and the team effort that goes into building a racing car for a long distance event. I don't know what the possibilities would be in the future for that. There needs to be space for me to start with, because that's always difficult, but if there was space for me somewhere and it's something I was excited about

I'd definitely do it. I'd also like to do rallycross in the future, something my dad did. I'd definitely love to do that. There are so many options, and not just in motorsport, but in other sports, in life.

"I still feel young and excited about racing, and the challenge of racing and competing. So wherever that is, I want to be giving it my all, and whether it's in F1 next year or it's somewhere else in the world doing another form of motorsport, I want to be out there for myself and for the team that I race for."

Silly season key?

While Button's future holds much intrigue, it is perhaps Sergio Perez who holds the key to a buoyant driver market.

The Force India driver does have a contract for next season alongside Nico Hulkenberg, but the Mexican's sponsors may seek to find him a seat at a larger

outfit with more commercial clout. Renault is reportedly interested in Perez to lead its 2017 line-up as it ramps up its F1 investment plan to get back to the sharp end of the grid.

Perez, who severed his Ferrari young driver ties in order to join McLaren for what would be a disastrous single campaign in 2013, said he knows his next move is crucial to his career.

"It is very important as I'm not that young anymore and I need to move up in the next couple of years," said the 26-year-old, who already has two podium finishes to his name this year.

"I'm taking a lot of things into consideration that in the past I didn't. It's the way I'm approaching my future. When I come back for Spa, everything should be done. There are drivers who don't know if they will be here next year. It's not my case fortunately, I'm lucky that I'm in a very strong position."

F1 SILLY SEASON, HOW IT STANDS**Mercedes**

This is essentially signed and sorted after Nico Rosberg recently put pen to paper on a fresh deal. Meaning both he and Lewis Hamilton can continue to fall out until at least the end of 2018.

**Red Bull**

Max Verstappen reportedly signed a deal until 2019, and Red Bull is unlikely to let the rising star go anytime soon. Daniel Ricciardo has a deal in place until 2018.

Ferrari

Sebastian Vettel will stay until at least the end of 2017, especially with the few seats ahead of the Scuderia already having been filled. Kimi Raikkonen's new deal means he'll play underwhelming understudy for (yet) another year.

McLaren

Should Button leave, Belgian star Stoffel Vandoorne is a shoo-in for his seat. Vandoorne needs a chance in F1, and running alongside Fernando Alonso (in until the end of next season) would be the perfect opportunity.

Williams

Felipe Massa is staring at the door reportedly, with a few options tipped to replace him – Button among them, as is Sergio Perez. Williams also has Briton Alex Lynn as development driver. Valtteri Bottas will likely stay with no frontrunning seat available.

Force India

Nico Hulkenberg has a contract, as does Perez, but the Mexican's weighty sponsors effectively control his destiny and could buy him out for a move further up the grid. That could clear the way for somebody like Pascal Wehrlein, who could bring Mercedes backing, to get a seat more deserving of his talents.

Toro Rosso

It all depends on whether Daniil Kvyat can drag himself out of his current slump. If not Frenchman Pierre Gasly would be next off the Red Bull conveyor belt. Carlos Sainz Jr looks to be going nowhere.

Renault

Now here's some intrigue. Team head Cyril Abiteboul has made his desire to sign a "charismatic leader" clear, and hasn't ruled out ditching Kevin Magnussen and/or Jolyon Palmer. Interest in Perez is reported, but Bottas or even Mercedes young driver Esteban Ocon could also be candidates.

**Haas**

There's been little word of Haas's plans for next year, but star driver Romain Grosjean will likely be retained. Esteban Gutierrez could go, especially if you read into American Alexander Rossi's recent comments that he has held talks with an F1 team over 2017.

Sauber

Seeing as the team has been bought out by Swiss investors with links to his major Swedish sponsor Tetra Pak, it's unlikely Marcus Ericsson will be going anywhere fast... like usual. Felipe Nasr is a solid second option.

Manor

Esteban Ocon is in (see page 4), and Rio Haryanto is out, but still in, in a way, as he's been offered a reserve driver role – presumably at a discount. For next year – who knows? Wehrlein (right) needs to move up the grid but could settle for a second year gaining experience, Rossi is currently the reserve driver. Aside from that anybody with a weighty chequebook is a candidate.



RACING NEWS PERTAMINA

Photos: LAT

F1 ROUND-UP

Lewis's fear

Lewis Hamilton says a change in regulations for 2017 is likely to hurt Mercedes' dominance of the sport and will make victory in this year's championship all the more important. Next year F1 cars will get wider and more powerful with sweeping changes to the tyres, bodywork and engine. Hamilton said: "There's a good possibility [the regulations will shuffle the order] and that puts even more emphasis on making sure that we utilise this opportunity. If it is the last year [of Mercedes dominance] I want to make sure that I maximise it so there's no shortcuts and there's no rest really during the year."

Merc let down

Jenson Button believes that F1 is being let down by the fact that nobody has managed to challenge Mercedes for the last two and a half years. Mercedes currently monopolises F1 race wins with Lewis Hamilton and Nico Rosberg. McLaren-Honda man Button said: "It's not a fight we're involved with. The important thing is getting more teams involved in the fight at the front. Just having two guys in the same car at the front isn't what the sport needs. It needs other manufacturers, other teams, and that's where we're letting the sport down by not doing a good enough job."

Engine gains

Red Bull Racing boss Christian Horner reckons development work from Renault has helped his team halve the gap to Mercedes. Following some bitter words regarding Renault last term, Horner said the firm's new engines, which are badged by TAG Heuer in the Red Bulls, were a step forward. "Credit where credit's due, the most significant area [of development] is the engine," said Horner. "The guys [at Renault], with the restructuring they put into place last year, the philosophy changes, the developments, the engine has clearly made a step forward. We've probably halved the gap to Mercedes, and there seems to be a real direction, and good leadership technically at Viry-Chatillon [Renault's HQ]."

Haas grows

Haas F1 Team owner Gene Haas believes his team is no longer struggling to adapt to life in F1. Having scored points in its maiden race this year, Haas has become a midfielder with Romain Grosjean and Esteban Gutierrez. Haas says he's seen the operation of the team grow. "When we first started we were scrambling every time we had a problem, we don't see that now," said Haas. "We now arrive, set up, and the number of problems has dramatically reduced. We don't scramble anymore. Now we're concentrating more on strategy during the races."



RENAULT TO KEEP TABS ON STAR OCON

French firm will use Manor seat to evaluate young driver this term

By Rob Ladbrook

Renault will use the remainder of this season to evaluate the performance of young driver Esteban Ocon after supporting the Frenchman's move to a race seat with Manor.

Ocon, 19, has been confirmed as Manor's second race driver for the remainder of the year after Rio Haryanto's contract was terminated when he failed to secure the funding to meet his contractual obligations. Haryanto will continue with the team in a reserve driver role.

Ocon won the GP3 Series title last season before joining Renault F1 as a reserve driver

for this year as well as racing for Mercedes in the DTM. Ocon is on the Mercedes young driver programme, but has been loaned to Renault for this season.

Renault F1 team head Cyril Abiteboul said the team would keep a close eye on Ocon as it reviews its own driver options for 2017.

"It is an outstanding opportunity for Esteban to gather mileage and race experience in a young, stable and very professional team," said Abiteboul. "Esteban will be up against a highly rated and quick team-mate, which will enable us to evaluate him in a representative environment."

"I hope this experience will be of great

benefit for him and for Renault in the near future."

Ocon added: "I feel ready for this exciting step up, thanks to the experience I've gained being a reserve driver. I'd like to thank Renault and Mercedes-Benz for making this happen and to Manor for the opportunity, which I will grab with both hands."

"I've visited Manor already for my seat fit and to meet with the wider team, so we'll be ready to hit the ground running after the summer break."

"They've done a great job this season and I'm excited that I've been tasked with helping them to build on that progress. I can't wait to get started."



Ocon is in at Manor

Silverstone director placed on leave of absence

Silverstone Circuits managing director Patrick Allen has been placed on a leave of absence amid multiple negotiations to sell the home of the British Grand Prix.

The British Racing Drivers' Club, which owns the track and Silverstone Circuit Ltd that operates the circuit business, has been in negotiations to sell a lease on Silverstone to the Jaguar Land Rover Group for many months.

In April, Ginetta owner Lawrence Tomlinson made a second offer just before a members vote on the JLR deal, with 54 per cent being in

favour of the JLR move. An exclusivity deal with JLR, preventing negotiations with any other parties, has now ended and MN understands a number of possible deals are now on the table.

One of those is the Tomlinson offer and Allen, who is a former commercial director of Tomlinson's LNT Group and was introduced to the BRDC by Tomlinson, has been placed on a leave of absence in view of his close links with the Ginetta boss.

BRDC chairman John Grant said: "Patrick is taking a leave of absence



BRDC is in talks to sell up

because we are in discussion with Lawrence, alongside continuing discussions with JLR and exploring a number of other expressions of interest."

The BRDC board is expected to update its members at its AGM at the end of September.

Kvyat: demotion hurt enjoyment

Daniil Kvyat has conceded that being dropped from Red Bull Racing's lineup this year has hurt his enjoyment of Formula 1.

Kvyat was demoted back to Toro Rosso following a string of clashes, with Max Verstappen taking his seat at the top table after the Russian Grand Prix.

The 20-year-old Russian admitted that he felt damaged by the demotion, saying: "They [Red Bull] made me a

really strong driver but now I'm not so strong because of all these things that happened a few months ago, but it's not an excuse."

"These things in the end should make me stronger again but, of course, the whole situation made me reflect on things and it's not easy. It made me stop enjoying it for a while but now I need to get the enjoyment back again and love what I do again."

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Photos: Jakob Ebrey, LAT



NEC can continue along with revamped Eurocup

FR NEC ORGANISERS CONFIDENT FOR 2017

Formula Renault Northern European Cup organisers are confident the series can continue to be successful next year, despite Renault Sport revamping the Eurocup for 2017.

For next year the Eurocup will feature more rounds and top drivers will receive Renault Sport backing, but despite this Series organiser Mick de Haas insists the NEC still can still prove popular.

"We have more cars than the

Eurocup at the moment," he said. "We had 25 cars at Assen earlier this month which can be a tricky track for us as they don't know the circuit as well.

"We have spoken to drivers and teams and they are very happy with our NEC programme and have committed for next year. Our programme will be similar to this year with seven events and two or three races per weekend."

De Haas has, however, questioned

plans to increase the number of Eurocup rounds from seven to nine or 10, arguing that drivers may be unable to compete in both championships.

"We've had a conversation with Renault Sport and think 10 rounds is too many," he said. "The feedback from teams is drivers have the budget for a double programme. But they wouldn't have the budget for 17 events but would for 14.

"A lot of drivers wanting to move up

from Formula 4 are finding Euro F3 is too expensive [so Formula Renault is a good option].

"Seventeen rounds would be too many so to me it would make sense to stick to the current programme [seven rounds for each series] and the Eurocup can offer more to more experienced drivers [through the Renault Sport Academy]. It is too much of a step up for some drivers to do Eurocup in their first year."

F1 star Barrichello to return to karting

Former Formula 1 driver Rubens Barrichello will take part in the CIK-FIA World KZ Karting Championship in Sweden next month.

The 44-year-old races in the Stock Car V8 championship in Brazil but has sporadically raced karts since retiring from F1 at the end of 2011.

He finished fourth in last year's Rotax Max DD2 World Final.

Barrichello, who will race for Birel ART in the championship that was won by Max Verstappen in 2013, said: "I am delighted to have accepted the invitation to become part of this great team.

"I am very much looking forward to racing, when I was young I did not have many chances to compete in international races.

"It's a great dream which is about to come true.

"I'm training a lot and my commitment is 100 per cent, just like on the eve of a Formula 1 grand prix."



Herta to race at Zandvoort

Carlin reveals F3 Masters drivers

Carlin will run BRDC British F3 regulars Colton Herta and Ameya Vaidyanathan at the upcoming Formula Three Masters event at Zandvoort.

Carlin will field three Dallara-Volkswagens in the Masters race at Zandvoort, with the British F3 duo joining FIA European F3 regular Alessio Lorandi.

Both Herta and Vaidyanathan have split their campaigns between appearances in the British F3 class and the Spanish-based Euroformula Open, which runs for older variants of Dallara's F3 range.

"We like the Masters so we want to support it as it's an event with great history," said Trevor Carlin. "It's a toe in the water for both Colton and Ameya as both are looking at FIA F3 for next season, so it's chance for them to gain valuable experience."

So far the Masters event has attracted a 16-car entry. Fortec Motorsports will field Briton Sam MacLeod and Ricky Capo in a two-car squad.

GP3 racer Alex Albon will also do the event with Hitech GP and Callum Hogg will race for Van Amersfoort Racing.

Brit Stoneman makes IndyCar test debut at Watkins Glen

Briton Dean Stoneman made his IndyCar testing debut with the Andretti Autosport team at Watkins Glen last week.

Former FIA Formula 2 champion Stoneman races in Indy Lights with the squad, and was granted the test alongside Lights teammates Shelby Blackstock and Dalton Kellett as part of IndyCar's drive to run drivers coming up through the Road to Indy ladder.

Stoneman said: "It was a new learning curve for me and I had been really looking forward to it.

"We started by getting a feeling for the car with a quick out-lap and an in-lap, so the engineers look over that data. It was really enjoyable to drive the car and over the runs we were



Indy Lights racer Stoneman tested with Andretti

able to get the car to go quicker and quicker. We made more and more improvements.

"I was looking at Alexander [Rossi]'s data compared to mine and just seeing where I could improve. There are some high-speed corners that just rely on confidence

from me - knowing what the car is going to do and the way it behaves."

The IndyCar season resumes at Pocono on August 20-21, with the rescheduled Texas race then following before Watkins Glen's first IndyCar event since 2010.

THE FASTEST NEWS ROUND-UP



Antonio Felix da Costa will switch to the Andretti team for the next Formula E season, after spending the first two years of the category with the Aguri outfit. He currently drives for BMW in DTM and the German manufacturer is understood to be working in partnership with Andretti on its new powertrain with factory driver Alexander Sims carrying out development work... Reigning European F3



Da Costa in FE team switch

champion Felix Rosenqvist will make his DTM debut later this month as he will replace Manor-bound Esteban Ocon in the Mercedes team... The Australian Supercars series is trying to secure a full-time seat for Formula E and Indycar racer Simona de Silvestro for next season. The former Sauber test driver made her debut in the series in last year's Bathurst 1000 and organisers are keen to get a female driver involved...

RACING NEWS

Photos: PSP Images, Jakob Ebrej

FF1600 teams reject new series format

BRSCC Formula Ford 1600 National Championship organisers have discussed reducing the championship to four festival-style rounds next season, a move that has been panned by teams.

The championship, which operates across both the Post '89 and Pre '90 classes, currently runs across eight rounds with each featuring a double-header race format.

However, a new proposal has been put forward by the new Formula Ford Focus Group, which has tabled a four-round format with each round being modelled on knockout events such as the Formula Ford Festival or Walter Hayes Trophy, which themselves could form two of the four rounds.

The idea would allow drivers and teams to compete in regional FF1600 series, and then come together to fight it out for the National title.

Focus Group chairman Ian Wolfenden said: "I was testing the water [with the idea]. Our following at the festivals is huge and by making our calendar revolve around it we could have a calendar of festivals and draw on that following."

"I fully understand why for some teams it doesn't make sense for them but when you look at the National Pre '90 field and see five regular competitors and some round-by-round entrants we need to do something different."

The idea has received the thumbs down from some top team bosses. Cliff Dempsey, whose eponymous team runs multiple cars, said: "Four rounds would kill Formula Ford. I'd leave if that happened. No-one would buy a seat or a new car if there's only four rounds and we should be adding not taking away."

Oldfield Motorsport boss James Oldfield added the format could work for privateer entries. He said: "The idea doesn't work for me. Customers won't want to race just four rounds so it doesn't make sense commercially."

"I know though for some that enter themselves and run themselves it could work. There's a huge range of drivers here and it's not dominated by any kind. We need to ensure there is balance."



The GTV was airborne quickly...



...before hitting the tyres and fencing



Bourke miraculously escaped from the crash with no injuries

ALFA MAN ESCAPES BIG BRANDS HATCH CRASH



Bourke's car began to roll into gravel at Paddock Hill

By Rob Ladbrook

Alfa Romeo racer Andrew Bourke was fortunate to escape injury in this huge airborne accident at Brands Hatch last weekend.

Bourke was taking part in qualifying for the BRSCC Alfa Romeo

Championship event on Sunday when the brakes on his GTV failed heading into Paddock Hill Bend. Bourke's car then clipped the rear of the 147 of Jon Billingsley, which sent the GTV into a series of rolls – the force of the accident forcing Bourke's helmet out through his driver's side window.

The car vaulted the tyre wall at Paddock before striking the catch fencing and coming to rest in the gravel. Bourke was helped from the car and miraculously escaped the incident with no serious injuries.

Alfa Romeo Championship coordinator Michael Lindsay said:

"It was a horrific accident and the fact that Andrew walked away shows the strength of these cars. The main chassis held up to the impact very well and the debris fencing did its job brilliantly."

"Marshals and rescue crews were on the scene immediately and everybody did a great job in ensuring Andrew was OK."



Plato reached a milestone

Subaru man Plato delighted with victory in his 500th British Touring Car Championship race at Knockhill

Jason Plato says that taking victory in his 500th British Touring Car Championship race at Knockhill on Sunday was a special moment in his career.

The Team BMR Subaru Levorg driver started from pole position in the race and fended off his rivals for his 49th career victory.

The 48-year-old followed that up with two third place finishes to be the

weekend's top scorer and he has now vaulted up to seventh in the points standings, just 53 from the summit.

The win was Plato's first of the 2016 campaign with the rear-wheel-drive Levorg machine.

The two-time champion said that the landmark was not part of his thinking going in to the meeting.

"The fact that it was a special race

for me didn't figure in the preparations for the weekend at Knockhill. That kind of thing isn't usually that important to me, but when it happened I realised how special it was."

Plato joined the championship in 1997 as a works driver with the Renault team in a Laguna and he won his first race at the ninth meeting of the season at Snetterton.

"It made me think back to the days when I was doorstepping Frank Williams and trying to get my break with the Renault team. Things have gone a long way from there, and to be able to race at the front and win after 500 rounds is a great achievement. It does make me proud."

Plato's rival Matt Neal, who joined the BTCC in 1991, will reach the 600 race landmark later in the season.

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"Tregurtha extended his points lead"
Ginetta Junior report, p23



Photos courtesy of ITV Sport

CARLIN DRIVERS BRAWL AFTER F4 COLLISION



DeFrancesco crashed heavily into tyres

Florescu (l) fights with DeFrancesco after crash



British F4 title contender Petru Florescu was excluded from the Knockhill meeting last weekend after punching his Carlin team-mate Devlin DeFrancesco.

The duo were stuck behind third-placed Jamie Caroline in the second race in Scotland and collided across the startline on lap 16.

DeFrancesco made a slight mistake coming out of the hairpin, which allowed Florescu to get a run on him on the straight.

But DeFrancesco didn't give him enough room and the pair tangled – spearing DeFrancesco

heavily into the barriers. Florescu then got out of his car and stormed over to the Canadian, before punching him.

Stewards decided to exclude Florescu from the whole meeting, meaning the Romanian was stripped of his comfortable win in the first race. DeFrancesco was given a 10-place grid penalty for causing the collision.

Championship promoter Sam Roach said: "We cannot allow this sort of incident to happen and we have dealt with it firmly."

Florescu declined to comment

when asked by *Motorsport News* but DeFrancesco admitted he was at fault for the crash.

"I don't want to remember it!" he said. "I made a little mistake and didn't give him quite enough room."

When asked if he was surprised by Florescu's reaction, DeFrancesco said: "I wasn't expecting it."

Florescu's title aspirations have taken a massive hit from the expulsion. He went into the weekend with a four-point advantage at the top of the standings but is now sixth and 30 points behind new leader Max Fewtrell.

DeFrancesco is now third in the points table, 18 behind team-mate Fewtrell, and also hit out at Caroline's defensive driving before the crash.

The Fortec driver had been given a 10-second penalty for a false start and was slowing up the rest of the field as the Carlin duo struggled to get past. He was also later handed a 10-place grid penalty for weaving.

"Jamie was weaving around too much and it's now getting dangerous," said DeFrancesco. "I don't think he was given the right penalty – it should've been a drivethrough."

Perez handed incorrect jump start penalty in Ginetta Junior race two

Ginetta Junior racer Seb Perez was the victim of an officiating error at Knockhill last weekend as he was incorrectly penalised for a jump start.

The JHR Developments racer made a brilliant start to the second race in Scotland and shot into the lead. But after three laps he and second-placed Stuart Middleton were handed drivethrough

penalties for false starts after observations from the judges of fact.

After the race, the start was reviewed and Perez was found to have made a legal getaway, while race winner Seb Priaulx and third-placed Daniel Harper were guilty of launching ahead of the lights and given time penalties.

Perez, who had taken his maiden

victory in the opener, said: "It's such a shame to come from such a high to that low. I saw the black flag [for his drivethrough] but I was convinced I hadn't jumped the start. The officials have a difficult job, but the decision has ruined my last two races and would have pushed me well up the points table. It's one of those things – it was out of my control."



Perez's lead didn't last long



Photo: Steve Jones

Classic Sports Car Club Tin Tops driver William Hardy raced his new Vauxhall Corsa SRi for the first time at Thruxton last weekend. Hardy qualified fourth and challenged for the lead in the early stages. He was set to finish third when he suffered a suspected fuel problem. "I'm really happy to be up with the top guys," he said. "Watch this space."

Roberts back in Juniors after ban overturned

Ginetta Junior racer Cameron Roberts returned to the grid at Knockhill last weekend after a three-month ban was overturned by the MSA National Court.

The JHR Developments driver was forced to miss the Snetterton races last month after wracking up 12 points on his licence at the previous meeting at Croft thanks to a collision with Tom Wood.

However, Roberts appealed the decision to give him a three-month ban and was successful.

"It was a strange scenario," he said. "I got my ban overturned – I had to go to the MSA National Court. I think they gave me the benefit of the doubt."

In his report from the court hearing, Tony Scott Andrews said: "The court has heard evidence as to Mr Roberts personal

circumstances from Mr Roberts himself and from his team manager/guardian Mr Jules Phillips and is satisfied that the effect of a continuing suspension of licence would indeed cause exceptional hardship for Mr Roberts.

"The court orders that the three month suspension which commenced on June 19 is accordingly reduced such that the suspension will end as of today's date [August 2]."

Roberts had a difficult weekend at Knockhill, despite topping the times in Friday testing. He had a five-place penalty for the opener because of the ban and his best result from the three races was eighth in the finale.

Roberts had tough return at Knockhill



JUNIOR REPORTER

STEPHEN LICKORISH

"Title fight will be close after F4 punch-up"



Fielding is one of six drivers in contention

It wasn't quite Nelson Piquet on Eliseo Salazar after their collision in the 1982 German Grand Prix, but Petru Florescu's brief brawl with Devlin DeFrancesco last weekend is certainly a significant punch-up.

It's a rare sight to see such raw emotion from a driver in the modern era but as soon as Florescu clambered out of his Carlin car after DeFrancesco squeezed him a bit too much on the pit straight there was no doubting what would happen next.

In full view of the ITV cameras, the Romanian marched over to DeFrancesco and the punches flew.

Now, it was bad enough that two team-mates had collided – although it has happened already this year in F4 (think James Pull tipping Max Fewtrell into a roll at Thruxton and Arden duo Rafael Martins and Luis Leeds taking each other out when fighting for the lead at Snetterton). But public fisticuffs is an absolute no-no. Especially as DeFrancesco took full blame and later apologised.

In one moment of madness Florescu pressed the self-destruct button on his title hopes. His subsequent exclusion from the meeting was fully justified and meant his impressive race one victory was erased from the records.

Instead of leaving Scotland with, potentially, an increased points lead he now finds himself down in sixth in the standings.

While he's still far from out of contention, the incident has set up a fascinating title showdown.

Just nine races remain – but that's still 225 points up for grabs – and any one of the top six is capable of claiming the crown.

Fewtrell now has the advantage but is only 30 points clear of Florescu in sixth, with Leeds, DeFrancesco, Sennan Fielding and Pull all in between.

Picking a winner from that bunch is a near impossible task.

Fewtrell has proven to be the most consistent with more podiums than anyone else (10) but has taken just one win. Leeds has the support of Dr Helmut Marko/Red Bull and is coming on strong.

DeFrancesco had a poor start to the season, while Fielding has been inconsistent but has the experience to triumph. Pull has yet to win in the series but remains in the mix while Florescu still has the most wins of them all.

It has all the hallmarks of going down to the wire at Brands Hatch in October.

That could be one good thing to emerge from an incident that shouldn't have a place in motorsport.



AGREE/DISAGREE?
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WHAT'S ON?

ADVERTORIAL

SEPTEMBER AT KNOCKHILL



September will be a historic month for motor racing fans at Knockhill, Scotland's National Motorsport Centre, as two major events will take equal billing at the Fife Track.

The Super Touring Car Championship Festival on September 10/11 will make its first visit and the finale of the fastest championship in Scotland, Super Lap Scotland powered by Rockstar Energy

Drink, takes to the track the following weekend. Both will enthral the thousands of fans at Knockhill.

The Super Touring Car Championship event, supported by Event Scotland and Fife Council, has brought to life these iconic thoroughbreds and now runs a select championship at showcase events. What makes this showdown even more

special is that the STCC runs Touring Cars from the 1980s and 1990s with some cars even from the 1970s making occasional appearances.

The iconic Vauxhall Vectras, Audi A4s, Volvo S40s and others will be on the Super Tourer grid, which will also feature some thunderous Group A Sierras and two-litre BTCC cars from 1992 onwards, all racing

for the David Leslie Trophy.

Racing happens on both days on what is expected to be a memorable weekend as it includes the Junior Touring Car Championship, plus the regular Formula Ford drivers who's grid will be boosted by visiting racers who will be also chasing the coveted David Leslie Trophy.

On September 18, the finale of the Super

Lap Scotland championship powered by Rockstar Energy Drink is expected to attract the second biggest car crowd of the year as around 70 SLS cars chase for the SLS title.

Off track there will be hundreds of show cars and entertainment. Information and tickets for both events can be purchased on line at www.knockhill.com.

www.knockhill.com



BRITISH GTs HEAD TO DONINGTON PARK

The British GT Championship heads to Donington Park on September 10/11 for its traditional title showdown. And this season has even more to offer given that both GT3 and GT4 class championships will be on the line.

A rare double victory on the same weekend at Snetterton last time out couldn't have come at a better time for Barwell Motorsport's Jon Minshaw and Phil Keen who now head the GT3 standings by 11.5 points from Derek Johnston and Jonny Adam.

However, Johnston won his maiden British GT race at Donington 12 months ago and regards it as one of his favourite circuits, while the former GP venue also witnessed co-driver Adam's

unlikely title triumph last season.

At its most basic, victory for the pair, along with Minshaw and Keen finishing third, would be enough to hand TF Sport's drivers the championship.

Team Parker Racing's Rick Parfitt Jr and Seb Morris face a far tougher challenge. 27 points behind, they have no choice but to win and hope Minshaw/Keen finish no higher than seventh with Johnston/Adam fourth at best. Their trump card could be success penalties: their rivals must remain stationary for 20 and 15 seconds longer during the mandatory pit-stop for winning and finishing second at Snetterton, while the Bentley's fifth place means it will have a handicap-free run.

Fortunately, GT4 is far simpler in

terms of the mathematics: with just 2.5 points separating Optimum Motorsport's Graham Johnson and Mike Robinson from Beechdean AMR's Jack Bartholomew, this year's title will be decided by whoever finishes ahead in the top-nine at Donington.

Bartholomew undoubtedly carries the momentum following his first and second places at Snetterton. Aston Martin also won the GT4 class at Donington last season. However, as in GT3, success penalties could be crucial given that the V8 Vantage will spend five seconds longer in the pits.

Advance tickets are available to buy via the Donington Park website www.donington-park.co.uk

www.donington-park.co.uk

50TH INTERNATIONAL AUTOJUMBLE

Beaulieu's most famous event, the International Autojumble, will celebrate its 50th year on September 3/4 with a special display to mark its half century.

A 50-page commemorative booklet sharing event-goers' stories, pictures and memorabilia from five decades of Beaulieu International Autojumbles will be given to this year's exhibitors and put on sale for visitors. A special exhibition of those memories will also be displayed in the Corporate Marquee at the event along with a special collection of cars, from barn-finds to completed Autojumble projects.

This year the 2,000 available stand spaces are much in demand and

itches are expected to sell out very soon. For visitors, the stands are a treasure trove of motoring parts, accessories, automobilia, literature, tools, clothing and a bargain-hunter's paradise.

At the show, media sponsor Practical Classics will unveil the result of its ambitious car rebuild challenge, which was launched at Beaulieu's Spring Autojumble to breathe new life into a decrepit Ford Model T.

Automart will have up to 200 vehicles on sale, from restoration projects to concours condition vehicles, while DealerMart will sell a range of classic cars.

Bonhams auction house will

return with its popular sale of collectors' cars, motorcycles and automobilia. If you fancy bidding on an item or two please bear in mind that you can only gain entry with a catalogue, by registering in advance with Bonhams.

Sunday will welcome Trunk Traders, with amateur autojumblers selling surplus motoring items from their car boots. This is a great place to find hidden motoring gems.

Alternatively, if you need to clear space in your garage, bookings are still being taken for a space in Trunk Traders.

To find out more and buy tickets visit www.internationalautojumble.co.uk



www.internationalautojumble.co.uk

RACING NEWS

IN BRIEF

BMH four-hours

Entries have opened for the annual British Motor Heritage Classic Four-Hour Relay Race that will again be part of an MG Car Club meeting at Snetterton. The endurance contest – which is open to teams of three to six drivers – will take place on October 2.

Junior scholarship

Entries for next season's Junior Saloon Car Championship scholarship have opened. The programme – in association with the Teenage Cancer Trust – will give one teenager a fully funded season in the BARC category for 14-17 year-olds. The scholarship was introduced this year and Scottish racer Emily Glanvill won it. It will again feature assessment days at Silverstone, which will take place next February.

Bradshaw in

Porsche racing regular Tom Bradshaw will get his first experience of a 968 in this weekend's 750 Motor Club Roadsports enduro at Silverstone. Ex-Carrera Cup racer Bradshaw will handle the mid-1990s car alongside GT Cup team-mate Jonathan Evans. "Jonathan has a track day booked for the Monday with his BAC Mono, but when we realised there was a race on the Sunday we figured we'd do that too," said Bradshaw. "I've never driven a 968, but everybody has told me they're brilliant little cars."

Trotter's test

Lottery EuroMillions winner Neil Trotter had a run in a Ginetta G55 Supercup car at Donington Park last week as he eyes his options for 2017. Trotter has raced Caterhams and BMWs and is aiming to race in the British GT Championship eventually.

Photos: Michael Chester, Steve Jones

BRITS OFFERED FREE LEINSTER ENTRIES



BOSS Ireland will race for Leinster Trophy

By Rob Ladbrook

BOSS Ireland organisers will offer free race entries to any single-seater drivers from the UK mainland wishing to compete at this year's Leinster Trophy event.

Organisers of the Big Open Single-Seater class have put up a total of 1750 euro (£1510) to fund free race entries and garages for five drivers from England, Wales or Scotland to bolster the grid for the prestigious Leinster Trophy event, which takes place at Mondello Park on September 17/18.

BOSS Ireland will race for the historic trophy – previously won by drivers such as Ayrton Senna and Mika Hakkinen – for the first time this year, and organisers are keen to bring some international competition to the grid.

Class regular Barry Rabbitt has been working with organisers to help arrange the offer, and the group is also working to secure subsidised ferry crossings to lower costs further.

Rabbitt said: "The Leinster Trophy has historically always been an event that attracted international entries, but in recent years we've lost that, so

this is a plan to bring in a bit of flair by helping different drivers and cars make the trip across.

"BOSS is open to virtually any single-seater, so cars from UK classes like Monoposto, F3 Cup, Formula Ford 1600 and more are all welcome, we've even had a conversation about somebody bringing over a BRDC British Formula 3 Championship car. Our grids have averaged about 15 cars so far this season and the competition has been very healthy.

"Racing for the Leinster Trophy is a special chance to promote the class. A

few people have raised the point that the quicker cars like F3 and such will walk it, but Mondello is a tight and technical circuit and isn't an easy place to run away with a race. It always throws up a surprise or two.

"We have 27 entries confirmed for the Leinster Trophy race already and really want the last five on the grid to come from the UK."

Any drivers wishing to register their interest in the free race entry scheme for the Leinster Trophy should contact BOSS coordinator Dave Smyth on dave.smyth99@gmail.com.

2CV 24 Hours adds class for Citroen C1s

This year's 2CV 24-Hour race will feature Citroen C1s for the first time.

There will be two or three first-generation C1s on the grid this year in a separate class, alongside regular divisions for Belgian 2CVs and Mini Grands.

The C1 has been introduced as a trial for this weekend's event at Anglesey as a cheaper alternative to the ageing and increasingly rare 2CV machines.

"This is a trial effort to find out the best way forward for the race," said the 2CV Racing Club's Martin Harrold. "The problem is

racing 2CVs is quite an expensive business and C1s start with a clean sheet of paper and they are easier to police. They will be much cheaper to run too."

The race has attracted a 31-car entry, which the club is hoping to expand upon for 2017. "We are pleasantly surprised with the entry and our target for next year is 40 cars," added Harrold. "But we will try to maintain at least 50 per cent 2CVs."

This year's event features a condensed timetable with qualifying on Friday night and the race starting at 0900hrs the following day.



Ben Davis will race in Ash Hand's old car at Silverstone round

Davis gets Clio Cup return with Team Pyro

Ben Davis will return to the Renault UK Clio Cup at Silverstone next month with the leading Team Pyro squad.

The 23-year-old made a one-off appearance at the same round last season, impressing with sixth and seventh place finishes, but has not raced since.

He will now return to the series in Ash Hand's old car for the penultimate round of the championship with an eye on a full campaign in 2017.

"I've been working hard over the

winter and throughout this year to secure the budget I need but it hasn't quite happened," said Davis. "The plan is to use this as a springboard to secure the budget for next year.

"I had a pretty good debut weekend last year considering my lack of experience – I've only done three car race weekends – so I'm hoping for something similar. It would be nice to get into the top seven – that would be a very, very good result but I just want to put on a good show."

Civic Cup works to equalise classes for '17

The Civic Cup will run for a single class from next season after handing performance breaks to its Class A field.

The 750 Motor Club championship currently uses a two-tier format, with Class A running for the older 1600cc Civics, and Class B for the more modern 2000cc machines.

For next season series bosses have tweaked the regulations to equalise both classes and make it a single category championship.

From next season the 1600cc cars will be allowed an additional 8bhp, bringing their output to 203bhp against the 2000cc's 230bhp. Older cars will also be given a 40kg weight break.

Civic Cup managing director Steve Laidlaw said: "We want everybody to be able to fight for the win, and the rise in popularity of Class B has threatened to put the older cars in the shade, so equalising the two will even out the competition.

"The Class B cars have inherently better suspension as they run a double wishbone design and they also have a better centre of gravity as well as being lighter. The early cars were actually over-engineered, so they're great race cars.

"The Class A cars are easily a match for the newer two-litre cars on shorter circuits, and we'll look at standardising gear ratios too to



Class A cars (left) will be equalised with newer Civic racers

help them on the longer tracks."

Series bosses are also confident of bumper grids next term. "We have an extra 20 cars in build, so we're hoping for a grid average of 45 cars for next season," added Laidlaw.

Plans are also being discussed to run up to four British Touring

Car Championship drivers during a future round of the championship.

West Surrey Racing BMW 125i M-Sport driver Sam Tordoff was the most recent to join the field, scoring a podium finish at Croft back in May in his only outing in the series this year.

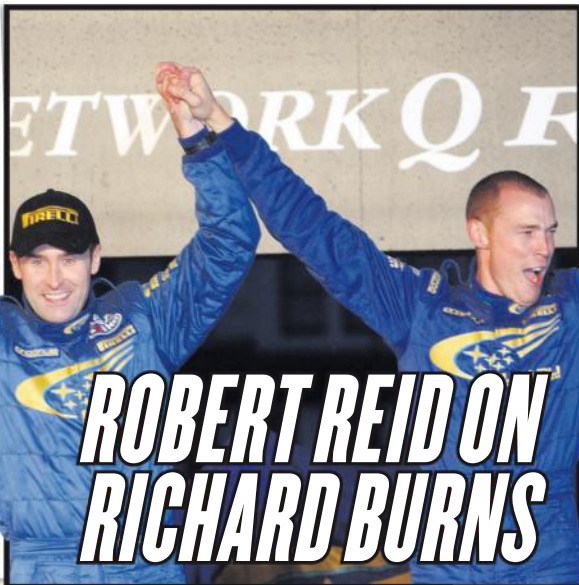
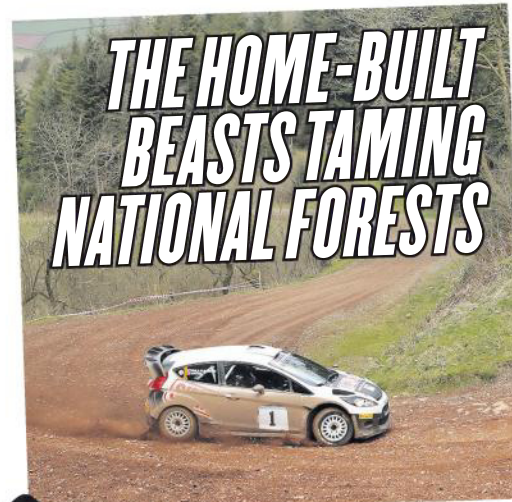
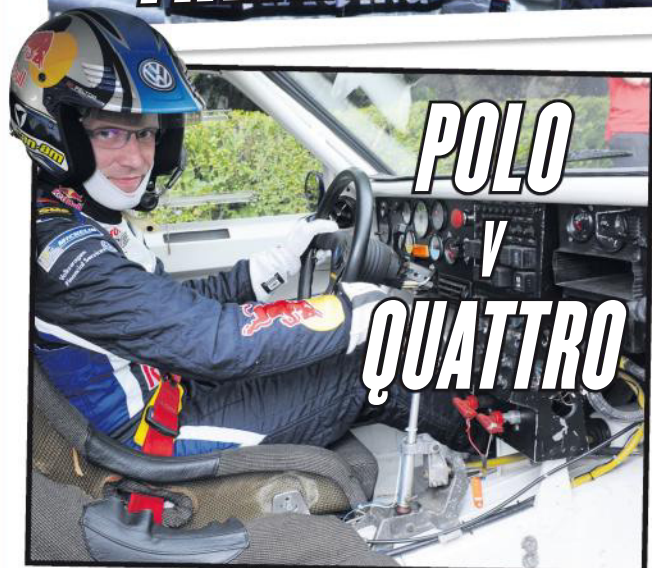
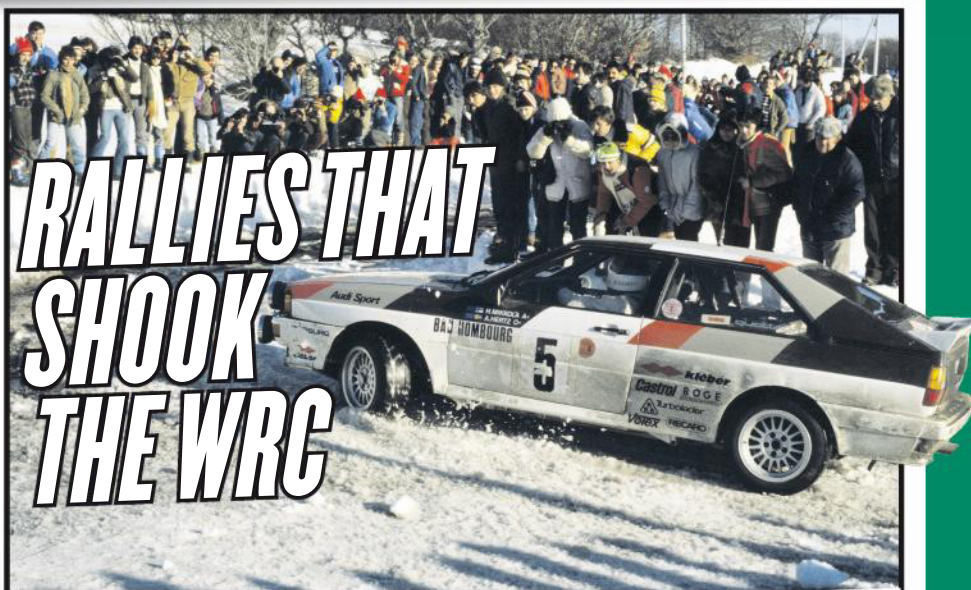


The first-generation Citroen C1 will go racing for 24 hours

OUT AUGUST 24

JAM-PACKED

RALLY SPECIAL



HISTORICS

'Curley won Ulster Rally in 1976'
Ulster's 40th birthday, p17



Photos: Paul Lawrence

DOWN THE WORKSHOP

1957 KURTIS 500 INDY ROADSTER

Current owner: Stuart Harper

It raced at Indy

"It is a 1957 car and it was originally named after the sponsor, Mirror Glaze, and then it had several other names. It raced at Monza in the Race of Two Worlds in 1957 and 1958 and it did the Indianapolis 500 five or six times. It had its best result at Indy when it was five years old and it finished sixth. But a lot of cars didn't finish."

It wasn't used much after that

"After that it did a bit of tyre testing and then I think it went into a museum for a while. It went to Canada for a short time, but I don't know if it was ever used there."

It came to Europe 30 years ago

"I think it came over from the US in 1983 when Brian Classic imported it. I bought it from John Guyatt, who was probably the first person to race it since it competed at Indy. I've had it for more than 10 years and it's been racing with the VSCC for the last 20 years. I went to Philip Island in Australia with it and took it to the Nurburgring."

Power is around 250bhp

"It has an Offenhauser engine and is supposed to be 252 cubic inches. But I think the engine we have is about 240, because the piston size is smaller than it should be. The original block was damaged and so we got a new block, but it had been sleeved down to a smaller size than originally. It has about 250bhp. I've got another block at home, and I could bore it out to the proper size. All of those engines ran on methanol."

It handles surprisingly well too

"It's a nice car and it handles well for a big car. It doesn't only go around left-hand corners. Because it has a fairly long wheelbase, it doesn't do anything suddenly and you get a bit of warning before it breaks away. But it would be nicer to get some wider tyres on the back. On the ovals, they had a half tread on one side and a smooth tread on the other."

His son Fred races the car now

"We've had a lot of fun with it. I raced it originally and then when I had my horse-riding accident and broke my back, my son Fred took it over. He's done well in it."



Kurtis competes in VSCC

PRITCHARD MUST FINISH FOR TITLE HOPE

Defending champion is hoping to end torrid run on the Red Dragon



Pritchard: Nightmare title defence in 2016

By Paul Lawrence

Jason Pritchard says that Saturday's Red Dragon Rally will be critical in his bid to retain the Mintex MSA British Historic Rally Championship title.

Pritchard and co-driver Phil Clarke have had a disastrous run with non-finishes in the last three rallies. Now, Pritchard must finish the South Wales

event to retain a chance of back-to-back titles.

Their season started well with wins on the two opening rounds, but their Ford Escort Mk2 was off the road on the Pirelli and Severn Valley rallies before going out of the Harry Flatters Rally with engine failure. The best six scores from nine rounds will decide the championship and Pritchard has now used up all his dropped

scores with three rounds to go. "Anything is possible in rallying," said Pritchard. "It is virtually impossible but we will still go to the event with the aim to finish. My strategy will be the same as always; to get decent points for the championship. I'm really determined to finish but also just want to try and forget about it and go out and enjoy the rally."

The blown engine on Epynt

was a devastating blow. "I sat on the bank with my head in my hands thinking: 'what have I got to do to finish?' Thanks to Sherwood Engines a new engine has been built and is waiting for me to fit this week.

"Getting a top result is very difficult with the pace at the front of the BHRC. I've not tested in Walters before and have only been through it on a couple of events."

Le Mans winning Jag could fetch £20 million at American auction



Ecosse Jag has pedigree

The 1956 Le Mans-winning Jaguar D-type could sell for as much as £20 million when it is auctioned at Monterey in California on Friday.

The 1955 car 'XKD 501' was entered by Ecurie Ecosse for the 1956 race and driven to victory by Ninian Sanderson and Ron

Flockhart when the works Jaguars faltered.

Since its time with Ecurie Ecosse, 'XKD 501' has had only two private owners and has been in a US collection for the last 16 years. It is claimed to be the only Le Mans-winning C or D-type that has survived intact and

remained essentially original to its winning specification. It was later owned by Sir Michael Nairn for nearly 30 years.

It is undoubtedly one of the most important and valuable racing Jaguars in the world and has an auction guide price of between £15 and £20 million.

Brabham headlines Combe classic

David Brabham will be the star guest at this year's Castle Combe Autumn Classic on Saturday October 1.

The former Grand Prix driver and 2009 Le Mans winner will either demonstrate a car or race during the meeting.

Among the anniversaries being celebrated at the event is 70 years of the Cooper Car Company while the central 'dream garage' display in the paddock will include Duncan Pittaway's Bugatti T35 and Nick Mason's Ferrari 250 GTO.

New on the race line-up this year will be an HRDC 'Coys Trophy BTCC Celebration' race for cars from the British Touring Car Championship between 1958 and 1966. Other races will include Austin Healeys, 500cc F3 cars and VSCC Pre-War Sports.



An amazing line-up of grand prix cars gathered at Brooklands on Sunday to mark the 90th anniversary of the first British Grand Prix. On August 7, 1926, the first Grand Prix held in the UK ran at the Surrey track - won by Robert Senechal and Louis Wagner - and the display included Grand Prix cars from 1912 up to the current era along with the ex-Nigel Mansell Williams FW14B.

Stripe honoured with Trophy event

The late Mike Stripe, formerly club secretary of the Vintage Sports Car Club, will be remembered at the club's Pembrey race meeting this weekend.

The annual Team Relay race for Pre-War Sports cars will run for the Mike Stripe Trophy in honour of the official who died in May. Members of his family are due to attend the race.

The 90-minute race will start on Saturday afternoon after a brief qualifying session and will be for three-car teams. Although single-marque teams are encouraged, mixed-marque teams are welcome.

Through Saturday morning and early afternoon, a VSCC sprint will be held on the Pembrey track.

IN BRIEF

Welsh crew's aim

After another maximum score on the recent Harry Flatters Rally, Neil Williams and Peter James have a 32-point lead in the Welsh Historic Rally Championship. The Carmarthen Ford Escort Mk2 crew will aim to make it five from five on the Mewla Rally, back on Epynt at the end of the month.

Sporting trials

The new historic sporting trial season will begin this Saturday with the HSCC-organised trial at Plashes Farm in Hertfordshire. Later in the year, there is a revised date for the Cotswold Historic Sporting Trial, which has moved to Saturday, November 12. Both events will run on land owned by regular competitors.

Tilley's rebuild

Teenager Benn Tilley hopes to have his Historic Formula Ford Merlyn Mk20 rebuilt in time for the next round after a hefty shunt at Croft. Tilley, 16, speared across the gravel at Clerveaux and hit the barriers hard enough to damage the chassis. Benn and his father Stuart hope to have the car ready for Oulton Park at the end of the month.

Butler recovers

VSCC competitor Peter Butler was hospitalised following an incident during the club's annual Prescott hillclimb weekend 10 days ago. Towards the end of Saturday's practice runs, Butler's 1924 Bentley Special rolled and, following treatment at the scene, the driver was transferred to hospital for further treatment.

Isle of Man entries

More than 60 historic crews are now entered for the Isle of Man Classic in September, making it one of the best historic entries of the season. For the first time, five historic championships will come together on one event as it is a round of the Mintex MSA, Fuchs R.A.C. Irish Historic, Old Stager and HRCR Masters Championships.

Stock cars at Oulton

BriSCA Heritage stock cars will perform at the Oulton Park Gold Cup (August 28/29) with demo sessions on the low grip rally stage. The cars from the 1950s will run on Sunday and Monday of the three-day event and give a taste of the earliest days of NASCAR racing in North America.

Bluebird runs

One of the stars of the Brooklands celebration of 90 years of the British Grand Prix was the replica of Malcolm Campbell's 1927 Napier Bluebird land speed record car. To the delight of the crowd, the car's owner and creator Lorne Jacobs ran the engine up opposite the Campbell Shed.

Alford's Junior chance

After nine of the 15 rounds, Chris Alford leads the UK Formula Junior Championship in his debut season in the class with an Elva 200. Alford has been racing since the 1970s and celebrated his 70th birthday recently. The next round is at the Oulton Park Gold Cup.



Veteran Alford is a class act

RALLY NEWS RALLY GERMANY PREVIEW

Photos: mckelin-imagedatabase.com

OGIER RELISHES EVEN KEEL



Ogier ended VW's home victory drought in 2015



German Tarmac brings running order debacle to an end

Ogier believes he has a shot at a win

By David Evans

Friday morning can't come soon enough for Sebastien Ogier. He's got a point to prove.

Since starting the season with back-to-back wins, the reigning World Rally champion has been made to pay for his success. Forcing him first on the road for 10 of the last 15 days of gravel rallying means he hasn't topped the podium since Karlstad. In February. Not that he'll admit as much, he doesn't just want to win this week's Rally Germany, he wants to dominate it.

He'll be keen to show all those pretenders to his crown just what happens when he shows up to a gunfight... with a gun. The level playing field he has craved for months is here. Now watch him go.

Talking just hours after watching Kris Meeke join him as the only driver to win two WRC rounds this season, the Frenchman said: "If we had one reason to celebrate on Sunday evening, it was the end

of this series of six gravel rallies – which we started knowing we didn't have the slightest chance of winning. Mentally speaking, it will do us good to go into the next rallies knowing that we can really fight for victory from the front. That doesn't mean I'm saying we'll win; it's never easy in the WRC – far from it! But I can't wait for the start in Germany and I hope we'll be fighting it out with the best of them. I am highly motivated and very keen to repeat the success of last year."

Ogier will be looking to pick up where he left off in Trier 12 months ago. The Gap driver scored stage wins on 14 of the 21 tests and was only out of the top two times on four occasions. In short, he controlled the rally from start to finish – and did so under the extreme pressure of needing to land VW's first win at home following its two previous disastrous outings.

"Testing in the run-up [to the event] went really well," said Ogier. "Making the change from gravel to asphalt was quick

and without issue. We had a mix of sunshine and a few showers, so we were able to try out the various set-up versions for the Polo R WRC – and Michelin's new wet tyres. That could play a role since the stages are extremely tough in wet weather and errors are punished without mercy. Rally Germany is Volkswagen's home event, so the whole team wants to deliver a particularly good performance in front of the fans."

Ogier wants to be the first driver to win three rallies in 2016, he wants to extend his lead at the top of the table, but more than anything, he wants to exert the kind of power and control which carried him to 25 wins in 39 starts in his first three years with Volkswagen.

And his record in Germany is strong: he won the Junior WRC category on his first ever Trier outing in 2008, finished on the podium on his first time in a World Rally Car and took outright success at only his third attempt in 2011, beating then team-mate Sebastien Loeb.

Who can stop Ogier?

In the absence of Kris Meeke (Abu Dhabi Total WRT not competing in Germany) and Ogier's team-mates Jari-Matti Latvala and Andreas Mikkelsen aside, the main threat comes from Hyundai's two previous winners: Thierry Neuville and Dani Sordo.

Both i20 WRC drivers are previous winners in Trier and they pose an equally big threat. The one thing which could stymie their ultimate pace could be the Korean make's need for points – both drivers are registered for manufacturer points. Will there be a question mark over Sordo following the fractured

vertebrae he suffered testing for Finland?

There's no doubt, Neuville is a driver who has always felt very much at home in Germany. It's his favourite rally of the year and one where he gets the most support, with his Belgian hometown just a short drive away. Growing up on asphalt with limited and changeable grip levels has served him well on this event and his confidence with a car on the brakes in these conditions is obvious from the side of the road.

Just to add a further frisson, both drivers have something to prove to potential employers for next season.

FEATURE: HOW CURLEY WON THE FIRST EVER ULSTER RALLY IN 1976

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The Strength of Experience

speedline



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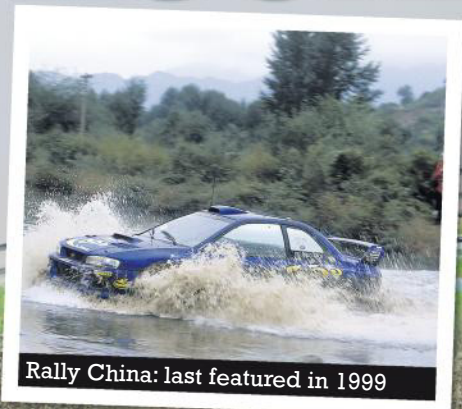
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

'Mildenhall stadium saved amid legal battle'
Sporting Scene news, p29



Photos: mcklein-imagedatabase.com

CHINA'S WRC ROUND IN DOUBT



Rally China: last featured in 1999



Rally Zhangye

China's return to the World Rally Championship stands on the brink of collapse following a refusal to repair rain-damaged roads.

The route for next month's Rally China was hit by flooding in July. The local council responsible for the roads has reportedly declined to fast-track work to fix them, citing budget constraints.

One source said: "This decision is in the hands of the organisers. Everybody has done what they can, but at some stage a decision needs to be taken on whether or not the roads will be

fixed and the rally can run. And that decision needs to be taken sooner rather than later."

WRC safety delegate Michele Mouton and a representative from the promoter flew to Beijing last week for two days of emergency meetings to try to find a way to keep the September 8-11 event on track.

The governing body and promoter issued a joint statement saying: "WRC Promoter and FIA are undertaking all necessary discussions and negotiations with the organiser to ensure the event continues. Both WRC

Promoter and FIA were in China last week to make all necessary investigations and contingency planning for the event."

M-Sport's Rich Millener told MN: "Most of the teams have chartered a plane to take the cars out to China. We have two and a half days to reprepare the cars next week and send them to the airport. Obviously every day that passes is costing the teams money, but that's when we really need to know.

"We all want to go to this event. Everybody accepted China, understanding what an

important market it is and we've all made a huge investment in this event already."

There's no firm timeline in place for any announcement, but news is expected during this week's Rally Germany.

There's a feeling between some in Beijing that Huairou wasn't China's strongest rally – the APRC round which ran earlier this month in Zhangye on the edge of the Gobi Desert was reckoned to be the preferred option.

Rally China is set to return to the WRC for the first time since 1999.

GROUP RALLYING EDITOR

DAVID EVANS

"Sanremo return is unlikely but necessary"



Will it happen? What's going on with the funding? Does this rally really have a future in the World Rally Championship?

All are questions leveled at one WRC round in the last month or so. In an effort to find out a bit more, I took my passport, the keys to a Skoda Superb and headed for the hills.

No, not China.

Toscana. Tuscany. Northern Italy, for many the true home of this nation's round of the world championship. It was Markku Alen who convinced me I had to do it ("Beautiful roads, hey, go and drive, go and drive..."). So I did. Armed with a few roadbooks from years past, I headed south.

I had intended to write this column about China, but trying to get the inside line from Beijing has proved more than a little bit challenging.

Instead, I've decided to investigate Italy's round of the championship. Sardinia, we're reliably informed, is finished. The money's all gone. For the WRC to survive, it has to move back to the mainland.

And it will. And it's not like we haven't heard that before, is it?

But this time it does seem like there's more to this one; local media are reporting the end of the line for the island's 12-year WRC adventure. There's part of me that would be sad about that: Costa Smeralda has a great history in our sport. But Sanremo has an even greater history.

And a proper, pre-1997 Sanremo has an even greater history.

The 1996 event was the last to make the long drag around the coastline hugging autostrada to Tuscany. After that, it was all-asphalt, then came oblivion. When David Richards said gravel rallying was the future, Sardinia put some money on the table and Italy sold its soul.

And it's only after visiting the places Alen talks of with such emotion that, after my experience, I can start to understand. The roads south of Florence, north of Montalcino, east of Volterra and west of Arezzo really are something.

It's not hard to imagine a World Rally Car sliding between the cypress trees, blowing up a dust cloud to contrast perfectly against an autumnal sunset.

Stopping for a coffee in San Gimignano, I met a local photographer who worked on the rally through the Eighties. His local newspaper doesn't fund a trip to Sardinia, but he's never forgotten what he saw.

"Quattro," he said. "I know I should say Delta or Lancia, but quattro. The noise. The noise... this place? This place died a little bit when the rally left. Now, my children, they don't even know about the rally. When I was working, Siena, Firenze (Florence), Pisa, Torino everywhere stopped for the rally."

The chances of returning the WRC to these parts, I'm told, are slim. But it's hard to think of a more worthy place.

And you're right, Markku.

Bellissimo.

Lefebvre funds own drive for Rally Germany to prove pace

Stephane Lefebvre has funded his own drive on this week's Rally Germany, with the aim of equaling Craig Breen's Finland podium.

Last year's Rally Germany was Lefebvre's first time in a World Rally Car, so he's keen to monitor

his progress 12 months on.

Lefebvre said: "When team's programme did not go to Germany, I went in search of the budget. I want to confirm and illustrate my progress since my first time in a World Rally Car last year."

Asked about a possible result this week, Lefebvre said: "After finishing fifth in Monte Carlo, I want to do at least as well. Obviously I dream [about the] podium, but I am already satisfied by finishing fourth or fifth."



Lefebvre: Funding drive

Funds shortage forces Sousa retirement

Drive DMACK Fiesta Trophy frontrunner Bernardo Sousa has pulled his Rally Germany entry and announced his retirement from the sport.

The Portuguese driver, who has competed at various levels of the WRC, was among the favourites in this year's DDF.T.

Sousa said: "I lack support and there was a sponsor who did not take their

commitments. It makes no sense to continue in this situation. I have to close this chapter of my life and pursue other goals."

This week's penultimate DDF.T round of the season is the first part of another two-rally scoring opportunity, with the driver taking most points from Trier and the finale in Spain winning two prize drives in next year's WRC2.



A loss of a sponsor has hit Sousa hard as he withdraws



Former F1 development driver Ma Qing Hua (r) got his first taste of the Ford Fiesta RS WRC he will drive on Rally China during a test in Austria last weekend. Martin Prokop's (l) team will run the car and the Czech was on hand to offer advice to the Formula E racer on how to drive the car.



AGREE/DISAGREE?
mn.letters@haymarket.com

RALLY NEWS

Photos: William Neill, KG Rally Pics, Jakob Ebrej



Cronin is favourite for Tarmac title

SEEDDED ENTRY LIST

ULSTER RALLY

NO	DRIVER/CO-DRIVER	CAR
1	Elfyn Evans/Craig Parry	Ford Fiesta R5
2	Alastair Fisher/Gordon Noble	Ford Fiesta R5
3	Keith Cronin/Mikie Galvin	Citroen DS 3 R5
4	Fredrik Ahlin/Morten Erik Abrahamson	Ford Fiesta R5
5	David Bogie/James O'Brien	Skoda Fabia R5
6	Josh Moffett/John Rowan	Ford Fiesta R5
7	Desi Henry/Liam Moynihan	Skoda Fabia R5
8	Marty McCormack/David Moynihan	Skoda Fabia S2000
9	Garry Jennings/Rory Kennedy	Mitsubishi Mirage
10	Sam Moffett/James Fulton	Ford Fiesta R5

DUGGAN ON VERGE OF TITLE IN ULSTER

By Jack Benyon

Rob Duggan is aiming to wrap up this year's Junior British Rally Championship title on the Ulster Rally this weekend, before the double-points season finale.

Vauxhall Adam R2 driver Duggan goes into the event with a 25-point lead over closest rival Sindre Furuseth, and will play his double-points joker. If Duggan wins it would make his championship lead unassailable despite the final round – Rally Isle of Man in September – being worth double points.

Despite his strong form this season, Duggan says he's determined not to get into an all-out fight with Vauxhall team-mate Mattias Adielsson, who sits third in the points.

Duggan said: "Mattias is going to be

mental quick, he'll be going all out for the win. He needs the win to keep his championship going and we need the win to win the championship. Then again, there's no point getting stuck in a battle, we know that we don't have to win to win the championship. It'd be nice to win on our joker round as no one else has."

Victory would give Duggan a subsidised drive in next year's Drive DMACK Trophy which supports the World Rally Championship.

"The prize is a big bonus but being British Junior champion is a big thing for me," added the Killarney native. "After winning the Billy Coleman Award last year, it'd be nice to do that proud and hopefully I have so far."

Duggan's closest challenger will likely be Adielsson but the duo should also face competition from home favourites Adam

Bustard and Aaron Johnston. When their Ford Fiesta R2T has been fully functional, the duo have been a challenge for the top three on stage times this year.

Furuseth has impressed with his pace in the dated Renault Twingo R2, but after making his asphalt debut over Epynt last month, the Norwegian may struggle to match the front three.

In BRC 1, all eyes will be on Josh Moffett as he is hoping to jump into title contention. The Monaghan driver could go within 18 points of championship leader Elfyn Evans if the Welshman suffers a retirement and Moffett wins – with only the double points Manx remaining. Evans, however, will take the title if he wins the event overall.

The Ulster – celebrating its 40th anniversary – will also feature the Irish Tarmac Championship regulars.

That series is guaranteed to go down to the last round (the Cork 20 in October) with Alastair Fisher – nephew of Tarmac legend Bertie – and Sam Moffett tied on 54 points in their Ford Fiesta R5s.

Citroen driver Keith Cronin, three times a British champion, is just 4.5 points behind in third. Despite being out of contention for the BRC after missing three rounds, he's still a favourite for the Irish Tarmac crown.

Garry Jennings will also take part in the yet-to-be-homologated R5-spec Mitsubishi Mirage. Co-driver Rory Kennedy won the event 20 years before with Bertie Fisher, and has multiple wins under his belt including the 2013 rally alongside Jennings. R5 cars have been notoriously difficult for some to adapt to, but providing Jennings settles in quickly, he should be a force to be reckoned with.

Duggan (l) knows Adielsson (r) will be gunning for Ulster glory

Carmichael confident ahead of Ulster after strong Mini WRC return

Alan Carmichael is confident of a good result on the Ulster Rally after a strong return to a Mini John Cooper Works WRC.

Carmichael used the Dogleap Stages Rally earlier this month as a shakedown for the Ulster, and finished second after initially struggling with the conditions.

Carmichael last drove the McGeehan Motorsport-prepared machine in 2014 and admitted he surprised even himself at how quickly he settled into it.

"When I made the right tyre call I wasn't too far off the pace," he said. "I couldn't believe that, having been out of the car for such a long time."

Carmichael could have used his

ex-Juho Hanminen Skoda Fabia for the Ulster Rally, but chose to stick with the Mini. He added: "I liked driving the Skoda but it requires a totally different driving style to the Mini. I also prefer

right-hand-drive."

Carmichael is one of 90 crews entered for the Ulster National Rally, which includes Derek McGarrity (Ford Fiesta WRC) and Ashley Field (Darran T90).



Carmichael took second overall on Dogleap in the Mini WRC

Isle of Man TT legend Michael Dunlop aims to join the Ulster Rally field, right after competing in the Ulster TT bike race. Dunlop has competed on many rallies in a Ford Escort Mk 2, and had been entered for Donegal. But after breaking bike records there, he was too sore to take on the rally earlier this year. Providing he's fit, Dunlop will drive a Den Motorsport-prepared Escort. Ulster clerk of the course Gary Milligan said: "It will be spectacular to watch Michael in the two-wheel-drive Escort. It'll make for some stiff competition amongst the top drivers." Dunlop competed in the car on the Dogleap Rally, finishing 13th.



'Cork victory for Henry and Moynihan'
Jim Walsh Forestry report, p19



Photos: Jakob Ebrey, Writtle Photographic

IN BRIEF

Ulster airwaves

This weekend's Ulster Rally will feature radio coverage for the two-day event, available through its website. The broadcast will be presented by rally radio regulars Chris Rawes – who works for the European Rally Championship – and Irish rallying personality and radio regular Xavier McCartan. A link to the coverage will be easy to locate through the following websites: irishtarmac.com, ulsterrally.com, johnmullhollandmotors.com and msabrc.com.

Evans BRC over

Meirion Evans will not compete in the remaining round of the BRC after a disastrous campaign in the championship. Evans – like many others – had a small off in tricky conditions on the Mid Wales Stages, and has suffered engine trouble on the Circuit of Ireland, Pirelli Carlisle and RSAC Scottish Rally.

Bustard busted

Adam Bustard and Aaron Johnston made preparations for their home BRC round, the Ulster Rally, more difficult when they crashed on the Jim Walsh Forestry Rally last weekend. Luckily, the Ford Fiesta R2T reported only panel damage and are hopeful of making the Londonderry event.

Delaney passes test

Tom Delaney will compete in the Woodpecker Rally in September after passing his driving test. *MN* reported earlier this month the Junior frontrunner aimed to make his debut, but he had to pass his road test first. With that out of the way the 17-year-old is preparing for his debut in his Suzuki Swift.



Delaney thrilled at Anglesey

Sisson set for Manx MRF tyre testing

BTRDA regular Wayne Sisson will head to Rally Isle of Man with tyre testing the main goal. Sisson has used Indian-made MRF tyres in the BTRDA this season on his Mitsubishi Lancer E10 and has been impressed by the covers, which have been used sparsely in Europe despite winning events in the Asia Pacific Rally Championship. Although the firm won't have an asphalt tyre available for the event, Sisson will do test work to set the car up ready for when it does.

"The idea is to see how the E10 reacts on different tyres so that when MRF get theirs up and running I can compare and if there's anything wrong we can work out whether it's the car or tyres," he explained.

Sisson scored a BTRDA podium on the Malcolm Wilson in March, the best result of his season so far.



Sisson: third on the MW Stages

HENRY HELPS RAISE £200,000 FOR TUMOUR VICTIM



MacSPORT runs Henry's Fabia R5

Desi Henry and his rally team MacSPORT have helped to raise over £200,000 in less than a week for a local man with a brain tumour.

Kevin Carey, 35, from Portglenone, Northern Ireland, has a terminal grade four brain tumour which was identified in 2015.

MacSPORT – which runs Henry's Skoda Fabia R5 in the British and Irish Tarmac championships – have offered a ride in a test or small event with Henry to two fundraisers who have committed to Carey's cause.

"We're thinking about doing a draw at the Ulster at one of the services," said Henry. "It will be fun to see who's picked



Henry: fundraising efforts

out of the hat. It's really good, it's raised awareness. Most people wouldn't get to sit in an R5 so we're giving two people the chance to get out at a test or a small event."

Almost a year to the day of Carey's first tumour he was told that extensive chemotherapy hadn't worked. On July 26 2016 he was given

three months to live. A form of specialist neurosurgery is available, and the fundraising effort to get Carey the surgery has taken off quickly. As *Motorsport News* went to press the go fund me page had raised £222,515.

People can contribute to Carey's cause and find out more about him here:

gofundme.com/2qctufh8
 ● Henry and MacSPORT face a tight turn around after winning the Jim Walsh Forestry Rally last Sunday (see report page 19). The team have three days to convert the car ready for the Ulster Rally Henry has finished on the podium in his last two BRC events.



Top Targa crew Dodds/Davison pleased closed-road fans

Closed-road rallying makes brief return

Closed road rallying returned to the streets of mainland Britain last weekend when the Blue Streak Targa Rally made use of a number of roads in Brampton town centre, Cumbria, in order to stage a series of tests.

Rally organisers Spadeadam Motor Club worked closely with the local council to secure the road closures that enabled competitors to make three visits to the town centre

between 1000 and 1500hrs.

Clerk of the course Ian Robinson said: "This all came from the Motor Club, the Parish Council and Cumbria County Council all working together and it shows what can be achieved with everyone's co-operation."

Victory went to John Bertram and Andrew Fish in a Ford Escort Mk1 with top Targa crew Chris Dodds and Josh Davison finishing a close second in their Peugeot 205 Rallye.

Munnings to make UK gravel debut

Catie Munnings will make her first competitive appearance on gravel this weekend on the Red Dragon Rally ahead of her next European Rally Championship outing in Latvia in September.

After finishing seventh on her Junior ERC debut on the Ypres Rally, Munnings will take on the JERC again in eastern Europe.

"It's just to get some experience before Latvia," explained Munnings. "I've done a bit at the Welsh Forest Experience [used to be Higgins Rally School] with Ross Leach which was good."

Munnings is part of the ERC Junior Experience, which includes driving and pacenote training, engineering workshops as well as visits from WRC drivers like Hayden Paddon.

"When I was in Estonia with the Junior experience we did some work with Urmo Aava [former WRC driver]," she added. "It was good to work with him on a stage and he gave us a lecture about driving on gravel."

After the Red Dragon Munnings will head to Barum for the next round of the ERC with the ERC Experience, before testing in France.

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"Historic focus is switching to asphalt"



In a month's time, my favourite rally of the year will be in full swing and the 2016 Rally Isle of Man promises to be an absolute corker. The entry is already maxed out at 160 cars and the quality is sensational.

It is hard to believe that just five years ago this iconic rally was binned due to lack of entries. Not long after that sad moment, I flew to the island to chat to the organisers about some ideas for the future. Ultimately, those ideas didn't come to fruition, but I am delighted that the rally is now back in exceedingly good health and I can't remember when it last ran with a full entry.

The rejuvenated BRC has played a part in the success of the 2016 rally and the leading R5 cars will make for a mighty spectacle. However, an even bigger factor in the full entry is the strength of the historic field and that throws up some very interesting thoughts.

When the 2011 event was axed, the historic entry was poor and reflected a common theme for asphalt events. Historic entries on sealed surface rallies were regularly half, or less, of the entry on gravel rallies. If you got 80 historic entries for a gravel rally, you'd be lucky to get 40 for an asphalt event. Next month, more historic (currently 62) will start in Douglas than started the four key gravel rallies of the season so far: the Red Kite, Rally North Wales, Pirelli Historic and Severn Valley.

It says much of the current state of gravel rallying that the Isle of Man will have a stronger entry than four of the leading 45-mile gravel rallies. The simple fact is that gravel rallying for historic has been decimated by recent events and changes and I can see little sign of that situation improving in the future.

Many owners of historic rally cars are asking the same questions: will we ever be able to run at the front again, will the forests be properly regraded and will the costs just escalate to unrealistic levels? Unfortunately, the answers to those questions are not currently available.

What I am certain of is that the migration towards sealed surface rallying is a one-way street. Once people have stopped competing on gravel, I don't think they will be won back into the forests again. The damage inflicted to cars this season has got out of hand and people are tired of driving in ruts, dodging boulders and inflicting damage on increasingly rare bodysells.

So, asphalt is winning more and more historic converts and the big winners are events like the Isle of Man. There are as many as 10 potential historic winners in an entry that has quality to match quantity. It's going to be exceptional.

AGREE/DISAGREE?
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ELFYN



NEEDS
YOU
TO

SPECTATE SAFELY!

Assisting Rally Cars:

This is a risky activity – AVOID!

If one car goes off, the next might, too

NEVER risk your own safety

If you HAVE TO assist...

ALWAYS ensure that one person acts as LOOKOUT

ALWAYS be aware of the DANGERS

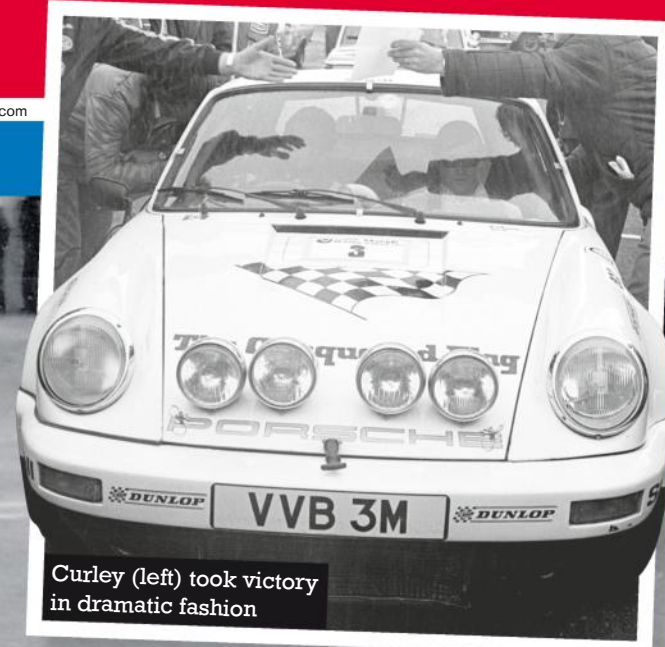
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msauk.org/rallyfuture

RETRO: ULSTER

Photos: rallyretro.com



Curley (left) took victory in dramatic fashion

UBIQUITOUS ULSTER

On its 40th birthday, MN takes a look at the first ever Ulster Rally. By **Jack Benyon**

With a lead of over two minutes, Cahal Curley – who was nicknamed CB – was coasting. His roaring 911 was chewing up the Irish lanes on his way to victory on the 1976 Ulster Rally, the first running of the event.

With four stages to go, the giant German car ploughed through the lanes. Humpback bridge, T-junction. Austin Frazer yelled the notes. Then clunk.

The gearbox. Curley had caressed the beast into a winning position as attrition struck the other major contenders, but the 'box had been troublesome. Now it was about to cost him his first major win in two years. Could he scrape to the end?

The Ulster came about over a fight for closed road permits. One of the most popular rallies in the world, the Circuit of Ireland, had one. The other was disputed. But in '76 the clashing clubs came together to create the Ulster.

Somewhat unusual at the time, the

event would run through Northern Ireland only; the Circuit of the time was a proper loop of the Emerald Isle. With backing from the *Belfast Telegraph*, the Ulster started from Antrim and finished in Portrush. For 1976 (only to be struck off the following year) it also formed part of the RAC Rally (now British) Championship of well over 10 rounds.

It attracted the giants. The *MN* report at the time labelled it "the highest class entry list ever seen in an Irish rally". Boreham had presence in the North of Ireland for the first time in two years. Roger Clark, Russell Brookes, Ari Vatanen were there and the list goes on.

But for every strong Ford entry there was something continental to match. Curley boasted the three-litre Porsche 911 backed by The Chequered Flag, which also ran a new Lancia Stratos for Billy Coleman. The legendary Dessie McCartney also brought a 911 – albeit 2.8-litres in capacity. It was truly a meeting of the giants.

Immediately, the rallying gods began their work. Clark was swiped from the order with a broken throttle pedal while leading after a handful of

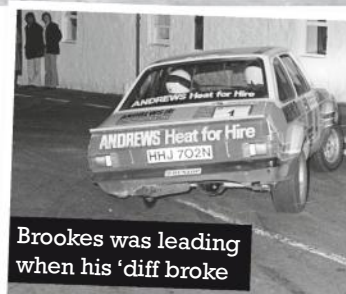
stages, adding to his poor luck after winning the British title the year before. Curley scored a puncture and dropped just under a minute to Brookes, who had taken the lead from Clark. The Andrews Heat for Hire driver would also go the same way later on.

For Vatanen, it was a baptism of fire after only a brief effort at Donegal the year before in an Opel Ascona. Driving on compression struts for the first time the soon-to-be champion of Britain took a while to get going in his first prolonged experience of Irish asphalt.

He claimed his first stage win 10 tests in, but a short time later, he'd roll dramatically. The infamous Torr Head – used as part of The Glens super stage on the Circuit of Ireland in 2016 – claimed he and co-driver Pete Bryant after an aggressive roll. It came on the final corner and was just a week on from a similar accident on the 1000 Lakes Rally. Would the Finn remain popular in Boreham? Hindsight is a fantastic thing. He was on his way to his first major title, the British championship.

Vatanen's last-corner shunt meant Brookes' strongest competition was taken away. While McCartney and Curley weren't an age behind, Brookes appeared comfortable as he tried out experimental suspension for an attack on the Manx later in the year (which ironically Vatanen would win).

Brookes had campaigned for the team to enter the rally and it looked as if his cajoling would pay off. Not so. A few miles before the end of Glendun, there were noises coming from the 'diff. He and co-driver Ron Crellin completed the test, but it was broken. The car was towed to parc ferme and what followed will go down in Irish folklore. Brookes took off for Dunadry in Antrim where the Ford team was staying in order to take the 'diff from Clark's car. However, he wasn't allowed into the hotel and the police were called thanks to what *MN* reported as



Brookes was leading when his 'diff broke



Coleman debuted Chequered Flag Stratos

an "un-cooperative night manager". Brookes shot off for Torr Head, to get the 'diff from Vatanen's mangled car! But the clock was ticking and Torr Head was cruel to Brookes too. He was left wishing the robust efforts to compete on the event would have been better spent elsewhere as he was forced to retire, out of time.

So, into the final day and CB had the lead. It was 1m40s, and instead of nursing it, he consequently went out and took the first five stages of the final day. However on the Slieve Gallion test he landed heavily from a jump and bent the undershield, possibly the cause of the gear selection issues as almost immediately he was down to second and fourth only.

Four stages to go and the lack of gears hit. They reached stage end and CB furiously hunted through the 'box with the same vigour he'd chased the Escort of Brookes on the previous day.

Nothing. Surely his bad luck would have to end? Third engaged. The flat

six roared and the crew were left worshipping the torquy Stuttgart motor.

He reached the service halt with two stages to go where service crew Patsy Donaghy was waiting. With the selection freed, the duo managed victory by a minute and a half.

Second was one half of the legendary McCartney brothers entry. Dessie – who is still competing today – was excellent in the smaller-capacity 911. He'd win the event four years later in a Vauxhall Chevette.

Dessie's brother, Ronnie, had a fight as dramatic as Curley's event had been. He was competing in the Group 1 class for over 1600cc cars in his Woolworths-backed Escort. His challenge came from Jimmy McRae and his DTV-backed Vauxhall Magnum. McCartney would drop out, while McRae would stamp his authority on the Irish lanes in ominous fashion, managing eighth overall and equal fastest on the last stage. There'd be no hard feelings between McRae and the late McCartney though. When Jimmy wanted his teenage son Colin to learn some car control skills, he sent him to the Circuit of Ireland winner Ronnie and some Irish autotesters.

And what of another Circuit winner, Coleman? The signs weren't good when he only got a day of testing in the new Stratos before the event with brake issues, which continued in the rally. A mid-event burst put him fastest on a group of stages. His time at the finish was good enough for fourth but his road penalties left him seventh at the end.

After 19 hours of non-stop flat-out competition, Curley was a worthy winner, one of the most underrated drivers to hail from the Emerald Isles. He won the Donegal Rally four years in a row culminating with a Donegal-Circuit double in 1974.

The very first Ulster delivered. Porsche 911s took up the first five spots and drama was aplenty with an entry worthy of any championship in the world. No wonder it's hung around for 40 years. ■



Vatanen rolled in spectacular fashion on infamous Torr Head

RALLY REPORTS

Photos: Whittle Photographic

IN BRIEF

McRae makes it

Relieved to see the finish was 1450cc class winner Grant MacRae in his Peugeot 205 Rallye: "It's overheating, it's got play in the rear axle and even more play in the front bushes – and I've lost my rear number plate which was new yesterday." Craig Martin finished in second place in his Skoda Felicia despite losing the exhaust and Steven Crockett was third in his "oil-burning" Peugeot 205.

MacKay's car switch

Former Subaru Impreza WRC driver Reay MacKay appeared at the Grampian Stages with the ex-Andy Horne Ford Focus WRC. On his first time out in the car, he was running in 18th place after five stages before sliding off the road on the final test. "I've been a Subaru fan for years," he said. "I can't believe how much traction you can get with the Ford. I just need to build my confidence."

Rintoul swaps cars

With his Hyundai Accent WRC still without a gearbox, John Rintoul appeared on the Grampian in a hired Mitsubishi Lancer E9 but didn't get far when the clutch failed in the opening stage. "It was slipping from the start," said Rintoul, "and then we just lost all drive completely."

Wink's battle to rally

John Wink faced a race against time to get his Scottish Rally accident-damaged Mitsubishi ready for his home event but was forced to retire on stage four. He burst a brake pipe in stage three and then lost all his brakes in the following test.

Gray's Fiesta party

Thomas Gray/Dave Robson were the top 1650cc class runners despite clattering a log pile with the rear of their Ford Fiesta R2. They ended the event over a minute clear of Bill Davidson who hadn't realised that somewhere along the line his Vauxhall Nova had lost its bumper. Jim Robertson was third in his Citroen C2 R2 after resolving some brake problems on the first two stages.

Where is the help?

Although there was a huge turn-out of spectators at the specially created spectator viewing areas constructed by local Forestry Commission staff, John McClory was left to rue the new rules regarding limited spectator access. "Where we went off there were only two spectators standing there, and there was no way we could get the car back on the road," he reported.

In-tents ending

With the enthusiastic support of sponsors Coltel Communications, the tented village which combined all the Rally HQ functions within the service park at Milton Events Field proved very popular. It also ensured an excellent turn-out at the after rally prize-giving with competitors able to load up trailers and park their vans easily, unlike traditional hotel-style finish venues which offer restricted parking for a championship rally entourage.

Midnight oil for Collie

Top Peugeot 205 runner was Chris Collie – with Richard Crozier on the notes – but only after an all-nighter replacing the engine when the head gasket failed in the old one. Robbie Beattie was second, losing out on a challenge for the win when he went off on the second stage. Donald Peacock was lucky to finish, exiting the final stage on 3 cylinders with blue smoke trailing from the exhaust.

WESTON WINS, POINTS HAUL FOR MacCRONE

After over a year out Subaru Impreza man shows his class. By **John Fife**



Inaugural Grampian won by crane driver Weston

Dave Weston and his co-driver Aled Davies won a close-fought first Coltel Grampian Stages Rally by six seconds last weekend but, going into the final stage, John MacCrone, Euan Thorburn and Garry Pearson were all tied on identical total times for second position.

As the rising sun lit up the Crathes Castle backdrop, 93 cars and crews headed out into the forests of Aberdeenshire on this penultimate round of the ARR Craib MSA Scottish Rally Championship. One man had a particular incentive to do well. A win would give Garry Pearson the 2016 title, but others had different ideas in mind.

Weston for instance. Once again he had hired a Melvyn Evans Subaru for his local event, but when the car turned up, the steering wheel was on the wrong side. More used to left-hand-drive machinery, Weston nevertheless set fastest time in the right-hand-drive S12B on the opening stage, but by only one second from the tying Thorburn and

Pearson. MacCrone got off to a slow start. "The 'stage mode' button didn't work: we did the stage in 'road mode'" he explained.

Pearson responded to the opening gambit in the second stage, the Ford Fiesta R5 one second quicker than the Weston Subaru, followed one second later by Thorburn. MacCrone and Jock Armstrong tied on fourth quickest.

Mark McCulloch, who was sixth, had cause to smile at first service: "That's the first time I've taken time out of Mike (Faulkner). I'm pleased with my pace," said the previous weekend's Solway Coast winner.

Then it was into the 16-mile Drumtochty test. If fortune favours the fast, Weston seized it with both hands. The Subaru was a full eight seconds quicker than Thorburn's Peugeot 208 T16 R5 and 10 seconds quicker than MacCrone's Ford Fiesta R5. Pearson was 't' far off the pace trying to mix speed with safety, 16 seconds down on Weston, but this feverish battle lost reigning champion and Pearson's closest contender, Armstrong.

"I got the first six hairpins just right," said Armstrong, "then I came to junction 13. I was too quick in and it was either the loose or a ditch." He dropped over 30 seconds with one mistake, making it a four-way fight at the top.

Also in bother was Faulkner, losing well over two minutes with a puncture. "We thought we could just drive out on it," said the Mitsubishi driver. Another in trouble was Shaun Sinclair, retiring his Subaru with a severe vibration. "I don't know what it was," said Sinclair, "but it got so bad I had to stop, then I couldn't get gears."

At least he was parked on the road, Freddie Milne's Mitsubishi was 'parked' nose-first well down

RESULTS

Coltel Grampian Stages Rally
ARR Craib MSA Scottish Rally Championship, round 6/7, August 13

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Dave Weston Jnr/Aled Davies	Subaru Impreza WRCS12B	42m 47s
2	John MacCrone/Rhianon Gelsomino	Ford Fiesta R5	+6s
3	Euan Thorburn/Paul Beaton	Peugeot 208 T16 R5	+21s
4	Garry Pearson/Robbie Mitchell	Ford Fiesta R5	+29s
5	Jock Armstrong/Paula Swinscoe	Subaru Impreza	+59s
6	Mark McCulloch/Michael Hendry	Mitsubishi Lancer E9	+1m28s
7	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9	+1m43s
8	Greg McKnight/Laura Marshall	Mitsubishi Lancer E9	+2m45s
9	Barry Groundwater/Neil Shanks	Mitsubishi Lancer E10	+2m54s
10	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9	+3m55s

11 Scott McCombie/Mark Fisher (Lancer E9); 12 Iain Wilson/Keith Riddick (Impreza); 13 Ross MacDonald/Mairi Riddick (Lancer E8); 14 Brian Watson/Cameron Fair (Lancer); 15 Alasdair S Graham/Laura Stuart (Lancer E9); 16 Keith Morris/Martin Forrest (Lancer E6); 17 Simon Hay/Calum Jaffray (Lancer E6); 18 Dougal Brown/Lewis Rochford (Ford Escort Mk2); 19 Fraser Wilson/Craig Wallace (Lancer E9); 20 Gordon Murray/David O'Brien (Escort Mk2).
Class winners Grant MacRae/Martin Bruce (Peugeot 205); Chris Collie/Richard Crozier (205); Thomas Gray/Dave Robson (Fiesta R2); John McLwraith/Scott Young (Escort RS); Barry Jordan/James Grattan-Smith (Hillman Avenger BRM); Ian Forgan/Kathryn Forgan (Ford Ka); Dougal Brown/Lewis Rochford (Escort Mk2); Murray/O'Brien; Graham/Stuart; Faulkner/Foy; Armstrong/Swinscoe; Weston/Davies.

a banking and going no further.

After a cautious start, MacCrone was building up speed and, on the fourth test was only a second behind Weston, with Thorburn tying with Pearson as third quickest.

In the penultimate test, MacCrone hit the front by a second from Pearson with Armstrong and Weston in their dust, but not Thorburn. "I broke a rear driveshaft," he said, "and with no chance to change it, that meant a steady run through the final stage."

Going into the final five-mile stage, Weston had a 14-second lead over the pursuit, but with Pearson, Thorburn and MacCrone all tied on the same time, there was little prospect of taking things easy.

It was the same for Pearson who observed: "I need to be semi-sensible. If the other guys want to take risks, let them. They've got the hard job to do."

There was little chance of catching Weston, but MacCrone closed the gap by eight seconds after a serious charge through the Durriss greenery. Just five

seconds slower than Weston was Armstrong tying with McCulloch and Bruce McCombie. Thorburn was a further two seconds back with Faulkner, while Pearson was a steady eighth quickest.

MacCrone therefore took top ARR Craib Scottish points denying Pearson his first national title, so that fight will be decided on the final round next month. McCulloch's sixth place ensured that it won't simply be a two-way fight for the title, as he still has an outside chance of lifting the title should Pearson and Armstrong strike trouble.

McCombie just missed out on sixth place: "I'm still in 'holiday mode' just back from Portugal," he said.

Greg McKnight on only his second outing on gravel in a four-wheel-drive car finished an excellent eighth giving the old guard good reason to look over their shoulders on future events. Barry Groundwater scored ninth with Faulkner reduced to 10th after yet another puncture in the final stage. ■



Jordan won class in Avenger

Photos: Dan Cashman



Henry's win makes title shot a possibility

HENRY IS THE JIM WALSH HERO

Jim Walsh Cork Forestry Rally

By Brian Patterson

Organiser: Cork Motor Club **When:** August 14 **Where:** Mallow, Co. Cork, Ireland **Championship:** Valvoline Irish Forest Rally **Championship Stages:** 6 **Starters:** 71

Portglenone's Desi Henry put on a dominant display to lead the Jim Walsh Cork Forestry Rally from start to finish in his Skoda Fabia R5.

Patrick O'Brien, this time with Aine McGuigan co-driving in his Mitsubishi Lancer, made a late surge to take second, overturning the deficit to Adrian Hetherington's Toyota Corolla WRC.

The result means the fight for the championship with three rounds to go is even closer.

Michael Carbin has increased his points lead over Ger Lucey. Desi Henry won the second round of the series, the Moonraker, and combined with his Cork win here, has moved into contention. Also in a strong position is first-round winner Patrick O'Brien. His second place on this rally strengthens his hand as well.

The rally started with the famous Bweeng stage, and then moved to the Mount Hilary test.

The third stage in the loop, Duhallow, was the longest at 9.5-miles.

Incorporating some new mileage through wind farms, the drivers were full of praise for this fast new stage.

Henry – guided by Liam Moynihan – was quickest from the outset.

Through Duhallow he recorded a time of 8m46.3s. No other driver broke the nine minute mark. Henry was running first of the four-wheel-drive cars, and possibly was clear of the worst of the dust, although he was to an extent cleaning off the loose gravel.

Hetherington/Gary Nolan lost a few seconds because of the dust in stage three, as he was catching Martin Cairns, who was still settling in to his Ford Fiesta WRC. In the afternoon the organisers brought in two-minute gaps between the cars, which eased the dust situation.

On the second half of the rally, a repeat of the first three stages in a different order, Henry was able to ease his pace somewhat, as he had a decent lead. He was trying to save his Skoda for next weekend's Ulster Rally. He finished the event without putting a mark on the car, and pronounced it a "very enjoyable day, super stages".

Hetherington had 18s in hand over Patrick O'Brien going into the final stage. However Hetherington's Corolla WRC collected a puncture on rocks with just over five miles of the

stage remaining. He dropped over 20s and from second to third, just ahead of Michael O'Brien's Ford Fiesta. Mark Donnelly/Stephen O'Hanlon had been as high as third at the mid-point but they lost time in stage six when, with the tyres on their Mitsubishi Lancer were worn out, they couldn't get stopped for a junction and had a big overshoot. They were also troubled with dust coming into the car but finished fifth. Michael Carbin had a consistent run throughout the day to finish sixth.

In the two-wheel-drive section, Shane McGirr made life tough for himself when he spun his Toyota Starlet almost within sight of the stage two finish, and also had a trip into a ditch on another stage. This allowed David Crossen into the lead, but McGirr pulled out all the stops to set a fabulous time on the final stage to just squeeze ahead of Crossen, with Mickey Conlon third. Seamus O'Connell/Brian Duggan were well in the hunt for most of the day, but Seamus pulled out before the end when he hurt his back.

In the junior section David and Andrew Beamish (Opel Corsa) took the win. BRC crew Adam Bustard/Aaron Johnston crashed their Ford Fiesta R2 on the penultimate stage.



Seamus O'Connell pulled out of class challenge with bad back

RESULTS

Jim Walsh Cork Forestry Rally, August 14

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Desi Henry/Liam Moynihan	Skoda Fabia R5	34m57.4s;
2	Patrick O'Brien/Aine McGuigan	Mitsubishi Lancer E9	+1m08.4s;
3	Adrian Hetherington/Gary Nolan	Toyota Corolla WRC	+1m10.6s
4	Michael O'Brien/Liam Brennan	Ford Fiesta RS WRC	+1m32.8s
5	Mark Donnelly/Stephen O'Hanlon	Mitsubishi Lancer E9	+1m53.4s
6	Michael Carbin/Darragh Kelly	Mitsubishi Lancer E4	+1m55.4s
7	Martin Cairns/Gary McElhinney	Ford Fiesta RS WRC	+2m22.9s
8	Ger Lucey/JJ Cremin	Mitsubishi Lancer E8	+2m44.4s
9	Shane McGirr/Martin McGarrity	Toyota Starlet	+2m51.8s
10	David Crossen/Chris McSherry	Ford Escort Mk2	+2m54.2s

Class winners Anthony Breen/Jill White (Honda Civic); Martin O'Brien/Brian McCarthy (Citroen C2 Max); Jason Dickson/James Lowney (Fiesta ST); Ed Muldoon/Mark Byrne (Lancer E9); Danny Creedon/Iarla McCarthy (Subaru Impreza WRC); O'Brien/Brennan; Ruari Maguire/James O'Brien (Vauxhall Nova); Tom Murphy/John Lynch (Escort Mk2); Barry Mahon/Ulton McGowan (Civic); John Gordon/Thomas Wedlock (Escort Mk2); McGirr/McGarrity; David Condell/Eugene McGrath (Escort Mk2); Paul McCann/Paddy Plunkett (Escort RS Cosworth); David Beamish/Andrew Beamish (Opel Corsa); Mark Donnelly/Stephen O'Hanlon (Lancer E9).

WATERS TAKES SECOND CONSECUTIVE FESTIVAL VICTORY

Boconnoc Motorsport Festival

By Ian Harden

Organiser: Warrington & DMC South Hams Motor Club/ Newquay Auto Club/ Plymouth Motor Club/ Camel Vale Motor Club **When:** August 14 **Where:** Boconnoc Estate, Cornwall. **Championships:** ASWMC Sealed Surface, ACSMC Tarmac **Stages:** 12 **Starters:** 50

Martin Waters/Ben Purnell (BMW 325i) scored their second consecutive win at the Boconnoc Motorsport Festival after a close duel with Steve and Yvonne Fuzzeland (Subaru Impreza S12 WRC).

An eighth-stage overshoot by Fuzzeland made the difference between victory and defeat. It broke a morning-long

stalemate and Waters seized the initiative, setting four second-fastest times in a row to take an 18s victory.

As in 2015, Kevin and Charles Tappin (Ford Escort Mk2) set the early pace chased by Waters, Fuzzeland and eventual third-placed crew Richard Fishleigh/Ian Edwards (Escort Mk2). Tappin's car soon retired though, with shock absorber failure on stage four.

Mike Raymond/Scott Smith now challenged the leading trio; driving hard from the start. The Ford Escort pair moved up from 22nd to fourth, which they held to the end.

Fifth-placed Danielle Fuzzeland/Holly Creamer led home an all-Impreza trio of Richard Barrow/Andrew Richards and Graham Roberts/Bradley Down. The three crews were never more than six seconds apart on any stage.

Ed Lambert and Gareth Drayton (Peugeot 106 Rallye) continued their season-long strong form, finishing eighth and scooping Class A honours.

Class B was hard-fought throughout. Derek Bligh/Nigel Barnett (Suzuki Swift) beat Mat Wheeler/Alex Hawkins (Citroen C2 VTR) by five seconds, after long-time

leaders Phil/David Garnett (Escort) broke a driveshaft on stage eight.

Further back in 19th, Brian Moore/Paul Hughes finally finished after three attempts. The Vauxhall Astra pairing crashed at exactly the same spot in both 2014 and 2015.

Results

1 Martin Waters/Ben Purnell (BMW 325i) 25m39s; 2 Steve Fuzzeland/Yvonne Fuzzeland (Subaru Impreza S12 WRC) +18s; 3 Richard Fishleigh/Ian Edwards (Ford Escort Mk2); 4 Mike Raymond/Scott Smith (Escort Mk2); 5 Danielle Fuzzeland/Holly Creamer (Impreza WRC); 6 Richard Barrow/Andrew Richards (Impreza); 7 Graham Roberts/Bradley Down (Impreza); 8 Ed Lambert/Gareth Drayton (Peugeot 106 Rallye); 9 David Peters/Roger Partridge (Impreza); 10 Sam Perring/Amy Fergus (BMW E36). **Class winners** Lambert/Drayton; Derek Bligh/Nigel Barnett (Suzuki Swift); Fishleigh/Edwards; Perring/Fergus; S Fuzzeland/Y Fuzzeland.

ROAD RALLY ROUND-UP

Sean Crowley/Dorian Evans emerged from a highly competitive field to take victory on the **Barcud Road Rally** on Saturday night.

The first half of the rally was a single competitive section, unfortunately most of this had to be scrubbed after a midfield car broke a ball joint on a narrow lane, blocking the road for all the following cars. This just left the times at the first control counting at the halfway point, however the second half contained sufficient 'droppers' to ensure a clear result.

The winners had been in fifth at Petrol but a storming second half drive saw them well clear at the finish. Their winning margin might have been even greater but they were delayed catching a slower car entering a control timed to the minute and missed their slot, adding 60 seconds to their total.

Justin Jones/Dafydd Evans led at Petrol, helped by the fact that the opening section passed the driver's home, but they couldn't hold off the winner's charge.

Ian Mills

Organiser: Barcud Motor Club **When:** August 13/14 **Where:** Tregaron, Ceredigion **Championships:** ANWCC & AWMCC **Route:** 100 **Starters:** 72

Results
1 Sean Crowley/Dorian Evans (Ford Escort) 2m59s; 2 Justin Jones/Dafydd Evans (Escort) +3m14s; 3 Stefan 'DR' Davies/Michael Gilbey (Escort); 4 Mark 'GT' Roberts/Huw Rhys Manion (VW Golf GTI); 5 George Williams/Osian Davies (Escort); 6 Kevin Jones/Lion Williams (BMW Compact); 7 Ian 'Dude' Roberts/Gwawr Hughes (Golf GTI); 8 Rhys McLoughlin/Daniel Jones (Peugeot 205 GTI); 9 Robert Evans/Richard 'Tyson' Morris (Nissan Pulsar); 10 Marc Hughes/Arfon Griffiths (Proton Satria). **Class winners:** Hughes/Griffiths; Robert Lewis/John Aspland (Peugeot 106).

BTCC REPORT: KNOCKHILL

Jason Plato returned to the top step, but Sam Tordoff was the big winner. By **Matt James**

TORDOFF STEPS FORWARDS



Sam Tordoff is nine ahead in the points standings



Jason Plato won his 500th race

It was a day for benchmarks at Knockhill. Jason Plato started from his 49th pole position for his 500th race in the opener in Fife last weekend. That was the launch pad for him to zoom to his first victory of the season.

Matt Neal took his 49th career win in the second round, to underline the strength of the old guard in the championship, while race three was taken by Mat Jackson (Ford Focus) and he became the driver to have won the most times this season.

Through it all, a sensible Sam Tordoff (BMW 125i M Sport) did a mature job to avoid being tempted into potential clashes to bring home the points. His determination to hang on to what he had was impressive and he deserves his nine-point advantage at the head of the table over Neal.

Race one

With the majority of the top qualifiers starting on the softer option Dunlop tyres, any strategy on rubber was negated, so it would be a straight fight between the men as they lined up.

The man probably most concerned about that would have been Tom Ingram, lining up second in his Speedworks Toyota Avensis. He had three rear-wheel-drive cars surrounding him, and he needed to nail his getaway.

He did, and was able to follow Plato into Duffus Dip, fending off Tordoff and Jack Goff's WSR BMWs.

That looked like that would be it for Plato, as Ingram bottled up the two German cars behind.

The WSR machines performed a gentlemanly swap in positions going in to Duffus Dip at the start of lap nine, but they were still in the wheeltracks of Ingram's Toyota.

Goff explained that he had been on the radio: "I asked if they wanted to let me have a go at Tom, but the place wasn't gifted. I worked hard for that one."

Once free, Goff tracked Ingram and pounced for second place on lap 11. Plato was already 2.1s up the road at that point.

"The car felt strong, and I was able to close easily," said Goff. "I really thought I would have a chance of catching him."

That chance was thwarted by a late-race safety car, which was prompted when Plato's Subaru team-mate Warren Scott

was spat on to the grass at Butcher's after contact with Dan Welch (Proton).

Plato said: "It was pretty ironic that the safety car was caused by my team-mate, but I was hoping they would clear it as soon as possible. But that is racing. I am just delighted to put a win in the bank, not just for me but for the whole programme."

Goff was disappointed that he couldn't continue his charge as the rubber on his BMW was spent, and he was forced to perform a rear-guard action over the remaining four laps.

That might have been an easier job but Colin Turkington was a man on a move. He pinched fourth from Tordoff at Clark's with three laps remaining, and scorched up to the back of Goff and Ingram.

The Northern Irishman took until the penultimate lap to wrest third from Ingram with a clean move at the hairpin, but Goff had enough of a buffer to hold on to second.

"My car just came alive," said Turkington. "I was passed by Andrew Jordan's Focus at the start and took a while to get that place back, but after that I felt like I could overtake anywhere. It was a delight."

Ingram knew that he was in trouble too, running his front-wheel-drive car among the favoured rear-driven machines.

"The pace was too fast with the cars around me," said Ingram. "I knew I couldn't make it to the end with grip running like that, so I decided to bank what I could."

Behind Ingram and Tordoff was Jordan, who had fallen away over the latter stages. He was well clear, however,

of series returnee Dave Newsham in the Power Maxed Chevrolet.

The works Honda Civic Type R duo of Matt Neal and Gordon Shedden (on the hard tyres) ran carefully from a respective seventh and 11th on the grid for eighth and ninth, but were forced to fend off the feisty Rob Austin (Handy Motorsport Toyota Avensis) throughout.

Championship leader coming in to the event, Rob Collard's WSR BMW 125i M Sport, was hampered by a poor qualifying session when he had his best lap removed for a track limits infringement to line up 18th. He was caught up in midfield scuffles and could only bring it home in 17th position.

Race two

The theory goes that Knockhill is a rear-wheel-drive circuit. That was certainly proved in race one, with a podium lockout.

With those finishing positions translated into starting slots for race two, it looked like another walkover. But that was factoring without the wily skills of Neal and the prowess of the soft tyres.

After 21 laps, things were going to script for the rear-motivated cars. Plato, with 75kg of ballast on, had fended off attack after attack, with first Goff, then Turkington then Tordoff trying to usurp the old master.

While Tordoff pressured Plato for the lead, Turkington and Goff came to side-by-side blows out of the hairpin at the end of lap 21. They both slid into the gravel, and allowed Neal to squirt up the inside on the way out of the corner.

His patience paid dividends. Tordoff attacked the limping Plato again with three laps to go, in a series of events that would put the Honda through to the lead.

"It was all going on," said Neal. "I was held up behind Andrew Jordan [from his distance] and I thought there was no way I could make it to the front, but once I had got in front of him, it was game on again."

Once Neal had leap-frogged the Ford, and the battling Turkington and Goff, he was tracking the two in front.

"I could see that Jason was struggling with his tyres and backing Tordoff up, and I took my time," he said.

The move for the lead was perfect opportunism, sprung as Tordoff tried to go around the outside of Plato at the hairpin. "The soft tyres were monstrous," said Neal.

As for Tordoff, he was pleased with second place after the topsy-turvy race that he had endured. "When I was attacking Plato, I didn't know which way to go," said the BMW man, who was happy to collect points as the championship leader. "Once Neal had got in front of me, I knew that he would be prepared to stick his nose in so I let him get on with it."

Plato, for his part, had concerns of his own. An early brush with Turkington left him worried about his chances of making the finish.

"I was enjoying the race, but at about half distance I had a huge wobble into the hairpin," he said. "I thought I had a left rear puncture, but I got on the radio and they told me that everyone was struggling. I think that maybe that early touch had done something to the car, and



Honda Civic racer Matt Neal took a cheeky win in the second encounter

'Dan Cammish was imperious in Porsches'
Knockhill support action, p23



ROUNDS



Collard and Turkington clashed in race three



Jackson worked hard for race three victory

was battling it everywhere. Still, with 75kg on, that is a good result."

Turkington survived his troubles to bank fourth knowing that he had been circumspect in his pursuit of Plato earlier on. "Jason wasn't going to give up the place and I wasn't going to do anything stupid," said the Subaru man.

Behind the top four, one of the drives of the weekend came from Collard. He was not on the soft tyres, but used the durability offered by the harder Dunlops to slice up the order to finish in a hugely impressive fifth spot.

Mat Jackson (on soft tyres) and the battle-scarred Goff rounded out the top seven, from the similarly scruffy car of Jordan, Shedden and local hero Aiden Moffat (Mercedes-Benz A-Class).

Ingram should have been in the mix, running strongly in the top 10 early on until the weight took its toll on the front Dunlop tyres and he was a sitting duck.

He was roughed up as he dropped down through the order and ended up with a front wing hanging off. He tried to remove the dragging items by clipping a polystyrene barrier on the side of the track but that failed and he was called into the pits.

Race three

With Collard on the front row and on the favoured soft tyres, the third race looked like it would be a shoo-in for the German rear-wheel-drive car.

However, that was figuring without a highly determined Mat Jackson, who was the one car starting ahead.

He powered the Focus to the top of

Duffus Dip ahead of Collard and didn't look back. Well, actually, that's not true. He did a great deal of looking back as he put in a superbly defensive performance to remain on top for the duration of the 27 laps – even despite an early safety car.

Firstly, Collard and Turkington were nipping at his heels. The BMW looked strong, but the Subaru behind was giving Collard all kinds of problems.

The Northern Irishman looked up the inside of the WSR machine in to Clark's on lap three, trying to force an opening, but had to back off because of yellow flags for Ash Sutton's stranded MG. That prompted a safety car, and a brief respite for the lead battle.

The battle resumed on lap seven, and the pressure cooker environment boiled over two tours later.

Turkington got up the inside of Collard again into Clark's, just as the BMW man tried to take the apex. The pair made contact and were both shoved on to the grass on the exit of the corner, and both drivers, predictably, blamed each other for the melee.

"That was a completely crazy move for Colin to try," fumed Collard afterwards. Turkington countered: "I had done that move before with other drivers, but I always seem to have problems when it's Collard."

Whatever the rancour, it meant they were both out and the bigger picture shows the clash has seriously damaged their championship hopes.

It didn't give Jackson any breathing space. As soon as one BMW and Subaru had disappeared from his wheeltracks, a

mirror image appeared in the form of Tordoff and Plato.

Once clear of team-mate Neal, the soft-tyred Shedden raced up to the back of the queue for the lead but was not able to make any progress. It was four of the top drivers fighting cleanly and closely. No positions swapped, but it was a nail biter:

"There was no way they were having that race from me," said Jackson. "It was hard work but I was able to get a gap on the others in sector one, but they were all over me in the last two parts of the track."

"I was relieved when I saw Collard go off because he had the soft tyres, but the others gave me a real work out."

Behind Shedden, Neal capped a solid weekend with fifth ahead of Austin and Morgan, who had raced side-by-side with the Toyota prevailing. Moffat, a lacklustre Jordan and Goff, who had been nerfed off the track in the early scraps, completed the top 10 finishers.

As much as Jackson was delighted with a win, Tordoff's second place was perhaps the most significant result of the weekend. It has given him a slight edge at the top of the points and with just nine races remaining.

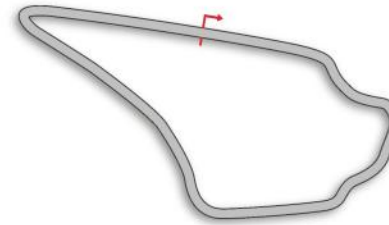
Tordoff said: "This weekend couldn't have gone a lot better. It's only Oulton Park where we scored higher than here."

"Two seconds and a fifth place on a BTCC weekend is a great weekend."

"I would happily have taken that ahead of the weekend. We've maximised our rear-wheel-drive advantage. Things are looking good, we're fast, the car is reliable, carries the weight well and we'll need this to mount a serious title challenge." ■

RACE FACTS

Photos: Jakob Ebrej



KNOCKHILL

Where: Fife, Scotland
First BTCC round: 1992
Lap length: 1.27 miles
Qualifying lap record: Jason Plato 51.521s (88.83mph) 2016
Race lap record: Colin Turkington 51.982s (88.04mph) 2016

RESULTS

Round: 1 Laps: 27

Weather: Sunny, dry

POS	Q	DRIVER	CAR	TIME
1	1	Jason Plato	Team BMR Subaru Levorg (S)	25m30.213s
2	4	Jack Goff	WSR BMW 125i M Sport (S) ¹⁰	+0.503s
3	5	Colin Turkington	Team BMR Subaru Levorg (S) ⁵	+1.003s
4	2	Tom Ingram	Speedworks Motorsport Toyota Avensis (S) ⁷	+2.375s
5	3	Sam Tordoff	WSR BMW 125i M Sport (S) (66kg)	+2.781s
6	6	Andrew Jordan	Motorbase Performance Ford Focus (S) ⁸	+4.034s
7	10	Dave Newsham	Power Maxed Racing Chevrolet Cruze (S)	+5.265s
8	7	Matt Neal	Team Dynamics Honda Civic Type R ³	+7.605s
9	11	Gordon Shedden	Team Dynamics Honda Civic Type R ⁴	+8.143s
10	9	Rob Austin	Handy Motorsport Toyota Avensis	+8.357s

11 (13) Ash Sutton (Triple Eight Racing MG6) (S) +9.206s; 12 (15) Mat Jackson (Motorbase Performance Ford Focus) (33kg) +10.160s; 13 (12) Aiden Moffat (Ciceley Motorsport Mercedes-Benz A-Class) +11.295s; 14 (16) Martin Depper (Eurotech Racing Honda Civic Type R) (S) +11.346s; 15 (14) James Cole (Team BMR Subaru Levorg) (S) +11.495s; 16 (19) Jake Hill (Team Hard Toyota Avensis) +12.307s; 17 (18) Rob Collard (WSR BMW 125i M Sport) (75kg) +12.581s; 18 (17) Josh Cook (Triple Eight Racing MG6) (S) +13.652s; 19 (20) Michael Epps (Team Hard Toyota Avensis) +14.484s; 20 (24) Hunter Abbott (Power Maxed Racing Chevrolet Cruze) +14.863s; 21 (26) Daniel Welch (Welch Motorsport Proton Persona) (S) +15.114s; 22 (8) Adam Morgan (Ciceley Racing Mercedes-Benz A-Class) (15kg) +15.991s; 23 (31) Ollie Jackson (AmD Tuning Audi S3 Saloon) (S) +16.692s; 24 (27) Michael Caine (Team Hard Toyota Avensis) +18.868s; 25 (29) Stewart Lines (Maximum Motorsport Ford Focus) +19.479s; 26 (30) Mark Howard (Team BKR VW CC) (S) +21.057s; 27 (28) Alex Martin (Team Parker Racing Ford Focus) -1 lap; R (22) Jeff Smith (Eurotech Racing Honda Civic Type R) (S) 19 laps/damage; R (21) Warren Scott (Team BMR Subaru Levorg) (S) 17 laps/spin; NC (23) Aron Smith (Team BKR VW CC) 13 laps/fauly earth wire; R (25) Matt Simpson (Speedworks Motorsport Honda Civic Type R) (S) 9 laps/wishbone damage.
Pole position: Plato 51.521s (88.83mph). **Winner's average speed:** 80.75mph. **Fastest lap:** Turkington 51.982s (88.04mph).
Lap leaders: Plato 1-27. (S) = soft tyre.

Round: 2 Laps: 27

Weather: Sunny, dry

POS	Q	DRIVER	TIME
1	8	Neal ⁸ (S)	25m42.020s
2	5	Tordoff ⁵	+1.249s
3	1	Plato ¹	+2.340s
4	3	Turkington ³	+2.830s
5	17	Collard	+2.836s
6	12	M Jackson (S)	+3.640s
7	2	Goff ²	+4.175s
8	6	Jordan ⁶	+4.756s
9	9	Shedden ⁹	+5.554s
10	13	Moffat (S)	+6.706s

11 (22) Morgan (S) +10.914s; 12 (10) Austin +13.192s; 13 (16) Hill (S) +15.079s; 14 (7) Newsham (27kg) +18.598s; 15 (28) J Smith +19.576s; 16 (18) Cook +25.630s; 17 (25) Lines (S) +32.399s; 18 (27) Martin (S) +33.788s; 19 (31) Simpson +34.434s; 20 (21) Welch +35.408s; 21 (15) Cole +35.538s; 22 (20) Abbott (S) -1 lap; 23 (26) Howard -1 lap; R (30) A Smith (S) 25 laps/oil leak; R (4) Ingram (48kg) 25 laps/damage - black and orange flag; R (19) Epps (S) 24 laps/accident; R (29) Scott 20 laps/accident; R (23) O Jackson 15 laps/turbo wastegate - fumes in the car; R (11) Sutton 9 laps/damage; R (14) Depper 0 laps/accident; NS (24) Caine 0 laps/injured back.
Winner's average speed: 80.14mph. **Fastest lap:** Morgan 52.045s (87.94mph). **Lap leaders:** Plato 1-22; Tordoff 23; Plato 24; Neal 25-27. (S) = soft tyre.

Round: 3 Laps: 27

Weather: Sunny, dry

POS	Q	DRIVER	TIME
1	1	M Jackson ⁶	25m19.259s
2	5	Tordoff ²	+0.236s
3	4	Plato ³	+0.804s
4	9	Shedden ⁹ (S)	+1.297s
5	6	Neal ¹	+2.256s
6	12	Austin (S)	+3.933s
7	11	Morgan	+4.328s
8	10	Goff ¹⁰	+8.875s
9	8	Jordan ⁸	+9.316s
10	7	Goff ⁷	+10.196s

11 (14) Newsham +11.386s; 12 (25) Ingram +11.590s; 13 (21) Cole +11.896s; 14 (20) Welch +12.758s; 15 (13) Hill +16.117s; 16 (30) Depper +17.215s; 17 (19) Simpson +21.381s; 18 (24) A Smith +24.587s; 19 (28) O Jackson +27.894s; 20 (26) Epps +30.503s; 21 (18) Martin +31.271s; 22 (17) Lines +31.513s; 23 (23) Howard +47.219s; 24 (3) Turkington (48kg) +47.874s; 25 (27) Scott -1 lap; R (22) Abbott 14 laps/damage - overheating; R (16) Cook 8 laps/damage; R (2) Collard (S) (39kg) 8 laps/accident; R (15) J Smith 6 laps/accident; R (29) Sutton 0 laps/accident; NS (31) Caine (S) 0 lap/injured back.
Winner's average speed: 81.33mph. **Fastest lap:** Shedden 52.339s (87.44mph). **Lap leaders:** M Jackson 1-27. (S) = soft tyre.

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

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Sam Tordoff	231
2	Matt Neal	222
3	Rob Collard	199
4	Gordon Shedden	191
5	Mat Jackson	188
6	Colin Turkington	183
7	Jason Plato	178
8	Andrew Jordan	171
9	Jack Goff	170
10	Tom Ingram	163

11 Adam Morgan 158; 12 Ash Sutton 126; 13 Josh Cook 115; 14 Rob Austin 97; 15 Aron Smith 88; 16 Aiden Moffat 63; 17 Jake Hill 49; 18 Jeff Smith 48; 19 Daniel Lloyd 36; 20 Martin Depper 27; 21 Hunter Abbott 24; 22 Daniel Welch 21; 23 Michael Epps 19; 24 Dave Newsham 16; 25 James Cole 10; 26 Warren Scott 7; 27 Matt Simpson 4; 28 Alex Martin 3;

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Sutton	314
2	Epps	290
3	Simpson	248
4	Smiley	183
5	Howard	176
6	Fletcher	126

INDEPENDENTS

POS	DRIVER	PTS
1	Jordan	296
2	M Jackson	271
3	Ingram	257
4	Morgan	240
5	Austin	219
6	A Smith	175
7	Moffat	156
8	Hill	145
9	J Smith	134
10	Depper	115

11 Epps 110; 12 Abbott 101; 13 Welch 88; 14 Simpson 78; 15 Lloyd 75; 16 Martin 61; 17 O Jackson 56; 18 Stewart Lines 46; 19 Newsham 34; 20 Chris Smiley 32; 21 Kelvin Fletcher 22; 22 Mark Howard 17; 23 Michael Caine 9.



Rob Austin was strong again

BTCC REPORT: KNOCKHILL

DRIVER ANALYSIS BY MATT JAMES



COLIN TURKINGTON **7/10**

Team BMR Subaru Levorg

A last-gasp jump to third in the opening race was superb and clean, while his race two fight with Plato would have seen a lesser driver take his team-mate off. His race three clash with Collard was a bitter way to end up.



JASON PLATO **9/10**

Team BMR Subaru Levorg

It was an exemplary weekend from Plato. Superb pole was followed by his first victory of the campaign in race one after a controlled drive, and he had his elbows out in race two for a hard won third place. Another podium in the finale meant he was the top points-scorer.



GORDON SHEDDEN **6/10**

Yuasa Honda Civic Type R

It was a weekend of pedalling uphill for the local hero. Saturday marred by turbo problems, and Sunday's highlight coming in the race three battle to finish behind the top three. Was frustrated at a lack of straight-line speed. "It is what it is," he said.



MATT NEAL **7/10**

Yuasa Honda Civic Type R

A superbly opportunistic move from the three-time champion to strike while his soft tyres were at their prime in race two was the mark that he is still a serious player in the championship battle. He backed that up with fifth position in race three after an eighth place in the opener.



TOM INGRAM **6/10**

Speedworks Avensis

Front row start but the tyres faded in race one. He was unlucky to miss out on a podium in the opener with a last-gasp overtake by Turkington, but there was bigger drama when he was flagged off the track with a battered car in race two. Race three climb to 12th from the back was strong.



ANDREW JORDAN **5/10**

Motorbase Ford Focus

A struggle for Jordan which started with a driveshaft failure in the opening free practice session and things never really improved from there. Sixth on the grid, and he finished in that place in the opener. Was in the middle of the battles and dragged his car to eighth in race two and then reached ninth in race three.



ROB AUSTIN **6/10**

Handy Toyota Avensis

Another strong weekend as he was able to hit the ground running after qualifying in the top 10. Raced sensibly to 10th place in the first race but was afflicted by a leaking radiator in race two and dropped back to 12th place. A great climb to sixth spot in the last race with some good passing.



SAM TORDOFF **8/10**

WSR BMW 125i M Sport

This was the kind of weekend that could prove to be a pivotal point for the title. Qualifying third with 66kg of ballast was the bedrock of his charge to a fifth (with the soft tyres) and then two second place finishes was extremely mature. Could easily have been shunted out of race three, but drove on his wits.



MAT JACKSON **8/10**

Motorbase Ford Focus

The Motorbase team was struggling over practice and qualifying and Jackson was down in 15th on the grid. His fight up to 12th in race one was unspectacular but climbing to sixth in race two, with his typical incisive overtakes, set him up for race three glory. It was well deserved and merits his marks here.



ROB COLLARD **5/10**

WSR BMW 125i M Sport

Tough one for Collard at a track he loves. Pinged for track limits in qualifying and started 18th. His 75kg of ballast took him to 17th, but the climb to fifth in race two seemed to have rescued something for the points leader coming in to the event. Clumsy contact with Turkington in race three was a nadir.



JOSH COOK **4/10**

Triple Eight Racing MG6

Cook himself reckoned he was good for four points. "Well, I turned up..?" he said after three pointless races largely down to contact. Was consistent, but never near the sharp end and weekend ended in the gravel after contact.

DAVE NEWSHAM **5/10**

Power Maxed Chevrolet

Hadn't even sat in the car before the weekend, which is a vastly different machine. Started 10th and raced up to seventh in the opener. Was on the rough end of some of his rivals thereafter for 14th and 11th. Solid performance.

ASH SUTTON **4/10**

Triple Eight Racing MG6

The MG man dragged the car to 13th on the grid and banked 11th in the opener, but that was as good as it would get after two damaging races in the second and third encounters. This was a weekend to get through for both MG boys.

ADAM MORGAN **4/10**

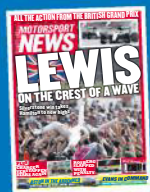
Ciceley Mercedes A-Class

Morgan was raging after being ferried off the track on the opening lap of the opening race by Neal. Neal got a slap on the wrist, but it wasn't enough for Morgan to get his points back. From there it was a recovery for 11th and seventh.

JACK GOFF **5/10**

WSR BMW 125i M Sport

Goff needed to bounce back, and after second in race one he looked set to gain a huge haul of points. It went south. He was muscled down to seventh in race two and worse was to follow when he was dumped down the field in race three.



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'Burns prevented a Wrigley clean sweep'
Ginetta GT4 Supercup, below



Photos: Jakob Ebrey

Cammish continues march towards title

Porsche Carrera Cup GB

By Stephen Lickorish

Dan Cammish scored another double win as title rival Dino Zamparelli struggled for a second weekend in a row.

Knockhill was one of the few circuits Cammish didn't dominate at last year as he relied on an error from Josh Webster to triumph.

But there were no such problems this time for the Redline driver as he led every lap in Scotland. Throughout both races he had team-mate Charlie Eastwood behind but the Scholar was unable to keep pace with the reigning champion.

Tom Sharp completed the podium in the opener but the main feature of the race was Stephen Jelley's surge up the order. Despite still feeling the effects from his massive shunt at Snetterton two weeks ago, the Team Parker racer climbed up to fourth spot.

The second race included a thrilling battle between Sharp and Tom Oliphant for the final podium place, which was eventually resolved in favour of Sharp.

There was no such excitement for Zamparelli – he could only manage a brace of sixth places.

Wrigley misses out on quadruple victory

Ginetta GT4 Supercup

By Stephen Lickorish

A collision with Carl Boardley and Callum Pointon in the finale prevented Tom Wrigley claiming an unprecedented four wins at Knockhill.

The runaway points leader was aided by the absence of key rival Jamie Orton, whose wife was expecting a child.

Wrigley had to work his way through the field to win the opener – the third race from Snetterton that was postponed after the BTCC shunt delays.

His path to victory was aided by Will Burns crashing into leader Tom Hibbert at Scotsman. This promoted Wrigley to third and he soon dispatched Reece Somerfield and Boardley to triumph.

Race two was more straightforward for Wrigley as he was able to pull out a small gap from Burns to win, while Mark Davies snatched third with a better run out of the final hairpin than Ben Green.

The third race was largely uneventful until a crash between Fraser Robertson and Mike Newbould brought out the red flags with Wrigley, Burns and Green the top three.

Burns was finally able to end Wrigley's stranglehold of the meeting in the reverse grid finale, with Hibbert's strong weekend being rewarded with a second place. Wrigley ended up seventh after his contact – his first race off the podium this season – but maintains a 93-point lead over Burns in the title race.

Photos: Jakob Ebrey

TREGURTHA JUMPS AHEAD IN TITLE RACE

HHC Motorsport driver stars as false starts cause confusion

Tregurtha won final contest

Ginetta Junior

By Stephen Lickorish

'Jumped start' were two very common words at Knockhill last weekend for the Ginetta Juniors. Four frontrunning drivers were hit with penalties for this reason in race two – and they had a significant impact on the result of a crazy race.

Seb Perez was leading Stuart Middleton at the start of a frenetic encounter when drivethrough penalties were dished out to the duo for over-eager starts. As they continued to fight, with Perez forcing Middleton off the track on lap three, the real leader was Daniel Harper.

But he too was embroiled in

a ferocious battle with Will Tregurtha that continued even after Seb Priaulx had dived past both of them in the same manoeuvre with two laps to go. Their fight eventually ended with them both going off at Clark's on the penultimate lap. This appeared to leave a disbelieving Priaulx with his first ever win from Geri Nicosia and Harper.

But that had all changed the following morning. Instead it was Nicosia who took his maiden win with Dave Wooder and Tom Wood completing the podium. It transpired Priaulx and Harper had both misjudged their getaways – while Perez didn't and was incorrectly penalised (*see Racing News*).

That wasn't the end of the jumped starts, however, as poleman Lewis Brown was also guilty in the finale.

This meant Tregurtha's move on Connor Grady into the hairpin turned out to be the race-defining pass as the pair finished first and second. Nicosia took another podium after more drama when Wood spun and Middleton and Perez collided trying to avoid him.

Despite this, Middleton fought back past Jordan Collard and Wooder to claim fourth.

Another two words that were common in Scotland were 'maiden win' as Perez joined Nicosia (and very briefly Priaulx) in the winner's circle with a

commanding performance in the opener.

With Priaulx making a poor start from pole, Perez shot into the lead and was untroubled to the flag. His margin over Middleton was 4.5s – gargantuan in Ginetta Junior terms.

"I was really fortunate that Seb [Priaulx] had been battling with Stuart and I thought 'I'm just going for it' as I knew Stuart would be quick," said Perez. "I'm over the moon."

After a bruising weekend, it's no surprise that the one driver who generally avoided the incidents (and jumped starts) was points leader Tregurtha. Therefore, he has now extended his advantage to 36 over Middleton.

RACE DATA

Ginetta Junior (12 laps) 1 Seb Perez (JHR Developments); 2 Stuart Middleton (Douglas Motorsport) +4.570s; 3 Sebastian Priaulx (JHR); 4 Daniel Harper (Douglas); 5 William Tregurtha (HHC Motorsport); 6 Geri Nicosia (JHR). Fastest lap Middleton 1m02.038s (73.52mph). Pole Priaulx. Starters 17. **Race two (12 laps)** 1 Nicosia; 2 Dave Wooder (TCR) +1.914s; 3 Tom Wood (Elite Motorsport); 4 Tregurtha; 5 Connor Grady (TCR); 6 Lewis Brown (HHC). FL Harper 1m01.796s (73.80mph). P Perez. S 17. **Race three (12 laps)** 1 Tregurtha; 2 Grady +2.920s; 3 Nicosia; 4 Middleton; 5 Jordan Collard (TCR); 6 Wooder. FL Middleton 1m01.472s (74.19mph). P Brown. S 17. **Points (after 17/25 rounds)** 1 Tregurtha 454; 2 Middleton 418; 3 Wooder 351; 4 Brown 333; 5 Harper 304; 6 Nicosia 295.

RESULTS

Porsche Carrera Cup GB (31 laps) 1 Dan Cammish (Redline Racing); 2 Charlie Eastwood (Redline Racing) +2.116s; 3 Tom Sharp (IDL Racing); 4 Stephen Jelley (Team Parker Racing); 5 Lewis Plato (Team Redline); 6 Dino Zamparelli (GT Marques). Class winners Euan McKay (IN2 Racing); Peter Kyle-Henney (Parr Motorsport). FL Cammish 50.074s (91.08mph). P Cammish. S 20. **Race two (31 laps)** 1 Cammish; 2 Eastwood +2.673s; 3 Sharp; 4 Tom Oliphant (Team Redline); 5 Alessandro Latif (GT Marques); 6 Zamparelli. CW McKay; Mark Radcliffe (Intersport). FL Cammish 50.143s (90.96mph). P Cammish. S 20. **Points (after 12/16 rounds)** 1 Cammish 239; 2 Zamparelli 195; 3 Eastwood 179; 4 Oliphant 147; 5 Sharp 143; 6 Jelley 132.

Ginetta GT4 Supercup (23 laps) 1 Tom Wrigley (Rob Boston Racing); 2 Carl Boardley (Carl Boardley Motorsport) +0.920s; 3 Mark Davies (TCR); 4 Ben Green (SuperGreen Racing); 5 Reece Somerfield (Privateer); 6 Colin White (CWS 4x4 Spares). CW White. FL Boardley 52.686s (86.57mph). P Tom Hibbert (Privateer). S 14. **Race two (17 laps)** 1 Wrigley; 2 Will Burns (Douglas Motorsport) +0.844s; 3 Davies; 4 Green; 5 Hibbert; 6 Callum Pointon (TCR). CW White. FL Wrigley 51.985s (87.73mph). P Wrigley. S 14. **Race three (18 laps)** 1 Wrigley; 2 Burns +4.269s; 3 Green; 4 Hibbert; 5 Davies; 6 Boardley. CW Chris Ingram (Douglas Motorsport). FL Wrigley 51.858s. P Wrigley. S 13. **Race four (26 laps)** 1 Burns; 2 Hibbert +2.820s; 3 Green; 4 Boardley; 5 White; 6 Ingram. CW White. FL Burns 52.484s (86.90mph). P Davies. S 14. **Points (after 14/23 rounds)** 1 Wrigley 457; 2 Burns 364; 3 Boardley 267; 4 Jamie Orton (Triple M Motorsport) 261; 5 Davies 240; 6 Hibbert 236.

British F4 (20 laps) 1 Alex Quinn (Fortec Motorsports); 2 Devlin DeFrancesco (Carlin) +0.461s; 3 Zane Goddard (Double R); 4 Jamie Caroline (Fortec Motorsports); 5 Luis Leeds (Arden); 6 James Pull (Carlin). FL Max Fewtrell (Carlin) 50.266s (90.81mph). P Petru Florescu (Carlin). S 16. **Race two (17 laps)** 1 Leeds; 2 Goddard +0.467s; 3 Fewtrell; 4 Quinn; 5 Pull; 6 Ayrton Simmons (Arden). FL Leeds 49.814s (91.56mph). P Leeds. S 16. **Race three (24 laps)** 1 Goddard; 2 Leeds +5.815s; 3 Quinn; 4 Sennan Fielding (JHR Developments); 5 Fewtrell; 6 Rafael Martins (Arden). FL Goddard 50.232s (90.80mph). P Quinn. S 15. **Points (after 21/30 rounds)** 1 Fewtrell 232; 2 Leeds 227; 3 DeFrancesco 214; 4 Fielding 210; 5 Pull 210; 6 Petru Florescu (Carlin) 202.

Aussies rule as Florescu brawls

British F4

By Stephen Lickorish

A moment of madness from Petru Florescu has blown the British F4 title fight wide open.

The points leader's exclusion from the Knockhill meeting after brawling with Carlin team-mate Devlin DeFrancesco following a collision between the pair in race two (*see Racing News*) means it's Max Fewtrell who now leads the standings.

Florescu was a comfortable winner in the opener but his expulsion meant that Fortec's Alex Quinn inherited victory from DeFrancesco. Another title contender, Sennan Fielding, was also ruled out of the first race after being hit by Luis Leeds at the hairpin.

Leeds was the main beneficiary of Florescu's fighting with two podiums allowing him to rise to second in the points. The Arden Aussie won race two after he

and compatriot Zane Goddard pulled away from the pack.

Behind, Jamie Caroline had almost all of the other cars in tow with Florescu and DeFrancesco unable to find a way through. Caroline continued to defend robustly even when a 10-second time penalty for a jumped start was announced.

Inevitably with so many cars running so close together there was contact with Florescu and DeFrancesco colliding across the startline and bringing the race to a premature end.

Quinn had pole for the finale and led away at the start but Goddard made an excellent getaway to climb to second into the first corner. Then Quinn ran slightly wide at the hairpin and Goddard snatched the lead and romped away to a dominant win. Leeds also passed Quinn at the same corner to seal second place.



Leeds and Goddard were the leaders in two races



Florescu's exclusion gave Quinn opening win

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RACING REPORTS

THRUXTON: CSCC BY JAKE JONES

AUGUST 13/14

Photos: Steve Jones



Butterfield ran out as winner of both Jag races



Spiers (left) topped the Classic K field

JAGS STAR ON THRUXTON VISIT

Both Jaguar Saloon and GT Championship races were dominated by the Lister Jaguar of Thomas Butterfield with winning margins of 7s.

Colin Philpott claimed pole for race one and was looking to add to his tally of three wins this season, but a poor start gave Butterfield a free pass into Allard for the lead. Ian Drage followed close behind in second. Ultimately Butterfield was untroubled throughout but the recovery from Philpott, who had dropped to fifth at the start, was sublime. By the midway stage the XJS was running in fourth behind Kevin Doyle and Drage, the latter losing out to the former a few laps before. Philpott seized third from Drage with a forceful brake-locking manoeuvre into the chicane. He claimed second late on when Doyle had a tankslapper at Brooklands and spun onto the grass, with Drage completing the podium.

Race two was more straightforward as Butterfield took a lights-to-flag victory, leaving Philpott and Drage to squabble over second. The XJS driver had again lost out to his rival at the start but a carbon copy of his race one pass into the chicane meant the podium was unchanged.

Ian Hall won two of the three

Special Saloons and Modsports races over the weekend. Polesitter Paul Sibley was unable to keep Hall's Darrin behind and had to settle for second in race one. He made amends in race two, surviving late pressure from Ian Stapleton to win from pole. Hall was out of contention courtesy of a 10-place grid drop success penalty for his efforts in the opening round, but race three was an intense encounter as he dived with Thomas Carey for the win. Having trailed Hall for the majority of the race, Carey shot up the inside at Allard late on. He looked to have secured the win but ran over the grass at the complex, allowing Hall to secure his second victory of the weekend.

Richard Wheeler won the shortened **Swinging Sixties** race after a red flag interrupted the session. Raymond Barrow initially looked favourite for the win until Mike McBride rolled into the Armco at Goodwood after collecting the spinning Jim Gathercole. Fortunately no one was hurt and once the race was restarted Wheeler's Elan was dominant as he cruised to victory 35s ahead of Barrow.

A red flag stoppage also befell the **Open Series** when Dominic

Malone lost control of his BMW and crashed into a marshal's post. Polesitter Christian Pittard eventually won the race despite a poor getaway. Tommy Field initially held a sizeable lead until the red flag and he was back in the lead a few laps after the restart. However, Pittard's Caterham was too quick for the Vauxhall Tigra and he finished second.

Nigel Ainge and Danny Cassar won in **Tin Tops** despite a 30s success penalty. The Honda Integra got a bad start in the hands of Ainge but worked its way up to third prior to the stops. With the order settled, Cassar, now at the wheel, was in the lead staying there until the flag. Richard Wheeler was disqualified from second for not responding to black flags, while the excellent William Hardy retired with a terminal engine issue.

A success penalty also failed to deny John Spiers in the **Classic K** round. Starting from pole he was consistent throughout and, following the stops and his penalty for his win at Brands Indy, he closed down David Holroyd for the lead. Once he got past on the main straight late on the result was never in doubt.

Peter Ratcliff and Jonathan

Mitchell were involved in a tense battle in the **Magnificent Sevens**. Despite a brief safety car interrupting the battle midway through, Ratcliff and Mitchell resumed their fight once the track went green, the former eventually pulling away to win.

Mark Chilton won the **Future Classics** race after a late safety car for the burning Triumph of Jon Fox caught out Mark Lucock, who hadn't stopped. Chilton ran second for much of the race and once Lucock stopped during the safety car period, tumbling down the field, it paved the way for the Porsche to ease to victory.

Piers Reid took an excellent victory in the **New Millennium Series**. Following the stops and success penalties for the main contenders, he trailed the E36 of Lee Spencer. He eventually got past at Allard and the result was secure when Spencer crashed into the barriers at the complex section on the final lap.

Ray West was dominant in the **Modern Classics** round. With a success penalty for favourites David Marcussen and Stuart Hall, the path was clear after the stops for West to claim an untroubled victory.

RESULTS

Jaguar Saloon and GTs (12 laps) 1 Thomas Butterfield (Lister Jaguar); 2 Colin Philpott (XJS) +7.376s; 3 Ian Drage (XJS); 4 Rodney Frost (XJS); 5 Cliff Ryan (XJS); 6 James Ramm (XJS). CW Philpott; Ryan; Simon Blunt (XJS). FL Philpott 1m31.883s (92.30mph). P Philpott. S 25.
Race two (12 laps) 1 Butterfield; 2 Philpott +7.938s; 3 Drage; 4 Kevin Doyle (XJS); 5 Frost; 6 Ryan. CW Philpott; Doyle; Steve Askham (XJS). FL Philpott 1m31.843s (92.34mph). P Philpott. S 26.

CSCC Special Saloons and Modsports (11 laps) 1 Ian Hall (Darrin Wildcat); 2 Paul Sibley (Lotus Elan) +0.610s; 3 Chris Southcott (MG); 4 Ian Stapleton (Alfa Romeo); 5 Daniel Brown (Ford Escort); 6 Piers Grange (Ford Escort). CW Sibley; Grange; Steve Minton (Ford Escort). FL Hall 1m21.192s (104.46mph). P Sibley. S 20.
Race two (11 laps) 1 Sibley; 2 Stapleton +0.652s; 3 Southcott; 4 Hall; 5 Thomas Carey (Honda CRX); 6 Grange. CW Stapleton; Grange; Tim Cairns (MG). FL Danny Parker-Morris (Peugeot 309 GTi) 1m20.399s (105.49mph). P Sibley. S 20.
Race three (10 laps) 1 Hall; 2 Carey +0.790s; 3 Stapleton; 4 Sibley; 5 Brown; 6 Grange. CW Carey; Grange; Dan Minton (Ford Escort). FL Carey 1m21.451s (104.13mph). P Stapleton. S 19.

Swinging Sixties - Groups 1 & 2 (13 laps) 1 Richard Wheeler (Lotus Elan); 2 Raymond Barrow (Chevrolet Camaro) +35.187s; 3 Dave Thompson/Jon Wolfe (TVR); 4 Harry Wyndham (Jaguar E-Type); 5 Simon Lane (Chevrolet Camaro); 6 Clive Tonge/Vaughn Winter (Mini Cooper). CW Barrow; Wyndham; Tonge/Winter; Peter Chambers (Ford Cortina); Charles Tippet (BMW); Iain Daniels/Ben Gough (Marcos GT); David Cornwallis (BMW). FL Wheeler 1m30.299s (93.92mph). P Lane. S 30.

Open Series (9 laps) 1 Christian Pittard (Caterham CSR); 2 Tommy Field (Vauxhall Tigra) +1.908s; 3 Jonathan Mitchell (Caterham CSR); 4 Mark Smith/Arran Moulton-Smith (BMW M3); 5 Steven Boyle/Ashley Haigh-Boyles (Caterham R300); 6 Gary Tootell/Lewis Tootell (R300). CW Field; Smith/Moulton-Smith; Boyle/Haigh-Boyles; Stephen Mansell/Wil Arif (Caterham Roadsport); Richard Bateman (Ford Cortina). FL Field 1m22.913 (102.29mph). P Pittard. S 39.

CSCC Tin Tops (27 laps) 1 Nigel Ainge/Danny Cassar (Honda Integra); 2 Carl Chambers (Peugeot 306) +23.828s; 3 Colin Simpson/Steven Simpson (Peugeot 206); 4 Tom Mensley (Renault Clio); 5 Mark Livens (Honda Civic Type-R); 6 Ryan Colvey/Robert Chase (Renault Clio). CW Mensley; Steve Papworth (Ford Fiesta); Mathieu Fowler (Honda Civic); Nick Mellor (Peugeot 205); Toby Harris/Lisa Selby (Ford Puma); Alan Breck (Honda Civic Type-R). FL Ainge/Cassar 1m25.920s (98.71mph). P Ainge/Cassar. S 25.

CSCC Classic K (98 laps) 1 John Spiers (TVR); 2 David Holroyd (Lotus Elan) +1m18.537s; 3 Harry Wyndham (Jaguar E-Type); 4 Allen Tice/Chris Conoley (Marcos); 5 Michael Gray/Kallum Gray (Jaguar E-Type); 6 Jack Rawles (Austin Healey). CW Holroyd; Wyndham; David Thompson/Jon Wolfe (TVR); Brian Lambert (MG); Steve Chapman (Triumph); Josh Sadler/Gideon Hudson (Lotus Elite). FL David Garrett (Lotus Elan) 1m31.418 (92.77mph). P Spiers. S 28.

CSCC Gold Arts Magnificent Sevens (24 laps) 1 Peter Ratcliff (Caterham C400); 2 Jonathan Mitchell (Caterham CSR) +3.781s; 3 Christian Pittard (CSR); 4 Colin Watson (C400); 5 Graham Charman (Caterham Superlight); 6 Mike Aikens (CSR). CW Watson; Charman; Carl Naim (Caterham R300); Stephen Mansell/Wil Arif (Roadsport); Rick Potter/Alex Potter (Supersport); Mark Horton (7); Lee Morey (Westfield); Stephen Storey (Blackbird). FL Ratcliff 1m22.108s (103.29mph). P Mitchell. S 34.

CSCC Advantage Motorsport Future Classics (24 laps) 1 Mark Chilton (Porsche 928); 2 Tony Maryon (Porsche 944) +4.990s; 3 Stephen Scott-Dunwoodie (Ford Sierra); 4 Miles Masarati (Porsche 911); 5 Tim Bates (Porsche 911); 6 Brian Lilley/Aaron Tucker (Ford Sierra). CW Maryon; Scott-Dunwoodie; Masarati; Bates; Graham Scarborough (Ford Capri); Dan Rogers/Rhys Jenkins (Mazda MX-5); David Bryant (Toyota); David Hall (Vauxhall); Tony Crudington/Alexander Vincent (Triumph). FL Bill Lancashire/Howard Lancashire 1m27.843s (96.55mph). P Lancashire/Lancashire. S 33.

CSCC New Millennium and Nextac Dunsfold Puma Cup (27 laps) 1 Piers Reid (BMW M3 E46); 2 Daniel Wylie (M3 E46) +4.860s; 3 Dean Cook (TVR); 4 Mark Anderson/Carl Grimley (M3 E46); 5 Mark Smith/Arran Moulton-Smith (M3 Evo); 6 Jamie Sturges (SEAT). CW Cook; Sturges; Riku Garner/Phil Gardner (Renault Clio); Phil Barrett/George Barrett (Ford Focus); Dennis Hays/James Grange (Ford Mondeo); Luke Johnson (Ford Puma); Gary Robinson (VW Golf). FL Smith/Moulton-Smith 1m23.327s (101.78mph). P Lee Spencer/Rick Kerry (BMW M3 E36). S 27.

CSCC Modern Classics (26 laps) 1 Ray West (BMW M3); 2 Andrew Szymanski/Barry O'Neill (BMW M3 E36) +5.616s; 3 David Marcussen/Stuart Hall (M3 E36); 4 David Hornsey/Steve Miller (Porsche 911); 5 Edward Leigh (M3 E36); 6 Nicholas Olsen (Lotus Esprit). CW Szymanski/O'Neill; Olsen; Alan Broad/James Broad (Boscher); Richard Hayes (Toyota); Marcus Dudley (Ginetta); Robert Fellowes/Andrew O'Connell (Porsche 968). FL Marcussen/Hall 1m25.885s (98.75mph). P Marcussen/Hall. S 26.

DONINGTON PARK: MSVR BY DAN MASON

AUGUST 13/14

Photos: Mick Walker

The dominance of Bentley and Jordan Witt in the **GT Cup** suffered a rare challenge from Audi at the MSVR meeting at Donington Park.

Victorious in all but two races this season, Witt looked set to continue the trend with pole position and a convincing lights-to-flag brace of victories on Saturday in the Bentley Continental GT3.

The 50-minute final encounter would produce a new 2016 winner; however, the Audi R8 of Nigel Hudson and Adam Wilcox sealing honours in a race delayed by an off for Neil Huggins' Lamborghini Gallardo.

A 75s success penalty and safety car interruption hindered Witt in the shortened race, leaving former Lotus Elise champion Wilcox to chase down and pass the Lotus Evora of Gareth Downing for JMH Automotive's first win of the season. Aaron Scott fought from the back of the grid to snatch a last-lap podium finish after a spin for the AF Corse Ferrari of John Dhillon. Witt's fifth spot was enough to hold a three-point series lead over Tom Webb's BMW.

An oil leak cut short Richard Chamberlain's weekend in the Porsche 935, prompting Witt to say: "I felt I needed him there to push me."

While one Porsche endured troubles, those competing in the **Porsche Club GB** series thoroughly entertained onlookers. Peter Morris was twice victorious after a fine defensive display in both outings,

resisting pressure from the charge of championship leader, Mark McAleer: "I'm back on form," said Morris, who claimed a 30th class win at his home circuit. "I've got a fresh engine now, which has helped after a bad start to the season."

McAleer's title push was helped by son Jake, who grabbed the second S Class win from his father's main rival, Andy Toon, the series leader forced to avoid a spinning Mike Johnson in the opening race.

A battling trio of wins moved James Littlejohn and Tony Wells into a clear **Radical European Masters** championship lead, despite being chased hard all weekend by RAW Motorsport's Alex Kapadia and Manhal Allos.

After a strong race one win, Littlejohn fended off Kapadia's late surge in the second before a drivethrough penalty for Allos gave Wells breathing space to complete his narrow treble. "Their penalty was a godsend," said Littlejohn. "We stayed out as late as possible to avoid giving them an advantage."

It was a rollercoaster weekend for Ben Cater in JMT **Monoposto F3, 2000 and 2000 Classic**. Taking race one honours thanks to an early pass on Chris Hodgen, a fire in qualifying meant he would be absent in race two, which was won by Hodgen after a three-way tussle with Simon Tate and Tony Bishop.

Jason Timms did the double in the



Witt won twice, then Audi flew

second Monoposto championship race with his Moto 1400 Dallara F311, albeit aided by the race one exclusion of brother Jeremy. The 1600 class was dominated by Geoff Fern's VanDiemen who grabbed the honours in both races.

Richard Bromley's BMW E36 M3 claimed a hard-fought **Trackday Championship** win, while Henry Curtis battled to **Trackday Trophy** success in his Peugeot 205GTi after a lengthy dice with Darren Johnson and Alex Hodsall. There were 15 cars competing for success in the **MSVR All-comers**, both races won comfortably by the Radical SR3RS of Barry Liversidge ahead of the similar car of David Frankland in both.

RESULTS

GT Cup (17 laps) 1 Jordan Witt (Bentley Continental GT3); 2 Gareth Downing (Lotus Evora GT3) +45.715s; 3 Nigel Hudson (Audi R8 GT3); 4 Tom Webb (BMW M3 E46 GTR); 5 Andrew Baker (Porsche 997 GT3 Cup); 6 Mike Sellar (Porsche 997 GT3 Cup). CW Webb; Sam Webster (Ginetta G55); Jeff Wyatt (Lamborghini Gallardo Super Trofeo LP570-4). FL Witt 1m29.679s (99.85mph). P Witt. S 19.
Race two (17 laps) 1 Witt; 2 Downing +55.929s; 3 Hudson; 4 Webb; 5 Paul Bailey (Ferrari 458 Challenge); 6 Neil Huggins (Lamborghini Gallardo Super Trofeo LP570-4). CW Webb; Bailey; Webster. FL Witt 1m29.393s (98.53mph). P Witt. S 18.
Race three (16 laps) 1 Hudson/Adam Wilcox; 2 Downing +10.506s; 3 John Dhillon/Aaron Scott (Ferrari 458 GT3); 4 Baker; 5 Witt; 6 Stewart Proctor/Steve Gray (McLaren 650S Sprint). CW Baker; Proctor/Gray; Webster/Stanley. FL Witt 1m28.919s (100.70mph). P Witt. S 19.

Porsche Club (15 laps) 1 Peter Morris (Porsche 996 C2); 2 Mark McAleer (Porsche 996 C2) +0.196s; 3 Mike Johnson (Porsche 996 C2); 4 Kevin Harrison (Porsche 996 C2); 5 Paul Winter (Porsche 996 C2); 6 Richard Ellis (Porsche 996 C2). CW Andy Toon (Porsche Boxster S). FL Ellis 1m42.408s (87.43mph). P Morris. S 15.
Race two (15 laps) 1 Morris; 2 J McAleer +0.488s; 3 Harrison; 4 Ellis; 5 Winter; 6 Chris Dyer (Porsche 996 C2). CW Jake McAleer (Porsche Boxster S). FL Ellis 1m42.849s (87.06mph). P Morris. S 15.

Radical European Masters (39 laps) 1 James Littlejohn/Tony Wells (SR8 RX); 2 Alex Kapadia/Manhal Allos (SR8 RX) +12.473s; 3 Jeremy Ferguson/Andrew Ferguson (RSC Spyder Turbo); 4 Marcello Marateotto/Marco Cencetti (SR3 RSX); 5 Brian Harvey/Tom Harvey (SR3 RSX); 6 Peter Tyler/Tom Gladdis (SR3 RSX). CW Marateotto/Cencetti. FL Kapadia 1m28.148s (101.58mph). P Littlejohn/Wells. S 14.
Race two (34 laps) 1 Wells/Littlejohn; 2 Allos/Kapadia +0.578s; 3 J Ferguson; 4 Jim Booth (RXC Spyder Turbo - Works); 5 Stuart Moseley/Riccardo Dona (SR3 RSX - Nielsen); 6 Jani Hjerpe (SR3 RSX - Nielsen). CW Moseley/Dona. FL Kapadia 1m28.326s (101.37mph). P Wells/Littlejohn. S 14.
Race three (37 laps) 1 Littlejohn/Wells; 2 Allos/Kapadia +2.503s; 3 Booth; 4 Marateotto/Cencetti; 5 Dona/Moseley; 6 A Ferguson. CW Marateotto/Cencetti. FL Littlejohn 1m28.011s (101.74mph). P Littlejohn/Wells. S 14.

JMT Mono Championship - F3/2000/Classic (10 laps) 1 Ben Cater (Dallara F301); 2 Chris Hodgen (Dallara F304) +1.721s;

3 Tony Bishop (Dallara F302/4); 4 Simon Tate (Dallara F302); 5 Russ Giles (Dallara F302); 6 James Drew-Williams (Lola). CW Nigel Davers (Mygale); Robin Dave (Vauxhall Lotus). FL Cater 1m29.534s (99.56mph). P Hodgen. S 26.
Race two (10 laps) 1 Hodgen; 2 Tate +1.170s; 3 Bishop; 4 Drew-Williams; 5 James Densley (Formula Renault); 6 Dawe. CW Dawe; Kevin Otway (Van Diemen F4). FL Hodgen 1m30.755s (98.66mph). P Hodgen. S 25.

JMT Mono Championship - 1800/1600/Moto 1400/Moto 1000 (10 laps) 1 Jason Timms (Dallara F311); 2 Richard Gittings (Jedi Mk6) +9.616s; 3 Jonathan Reed (Jedi Mk VI); 4 Andrew Gordon-Colebrooke (Dallara); 5 Cato Poulsen (RF1000); 6 Richard Moorcroft (Jedi Mk VI). CW Gittings; Alex Forns (Van Diemen RF99); Geoff Fern (Van Diemen RF89). FL Jeremy Timms (Dallara F399) 1m29.346s (100.22mph). P Jason Timms. S 27.
Race two (10 laps) 1 Jason Timms; 2 Jeremy Timms +1.631s; 3 Gittings; 4 Gordon-Colebrooke; 5 Reed; 6 Omar Gazzaz (RF1000). CW Gittings; Chris Levy (Van Diemen RF89); Fern. FL Jason Timms 1m29.307s (100.26mph). P Jason Timms. S 26.

MSVT Trackday Championship (23 laps) 1 Richard Bromley (BMW E36 M3); 2 Simon Clark (Porsche Boxster S) +3.190s; 3 James Britton (BMW M3); 4 Ryan Steel (Citroen Saxo); 5 Darren Goes (SEAT Cup); 6 George Wright/Jack Wright (Porsche 944). CW Clark; G Wright/J Wright; Warren Allen (Ginetta G27R); Neil House/Andy Tate (Renault Clio); Oliver O'Neill (Ford Fiesta). FL Goes 1m47.425s (83.35mph). P Bromley. S 32.

MSVT Trackday Trophy (24 laps) 1 Henry Curtis (Peugeot 205GTi); 2 Darren Johnson (Renault Clio) +2.904s; 3 Alex Hodsall (Honda Integra); 4 James Clink (Renault Clio); 5 Martin Amery/Keith Gibbs (Mini Cooper S); 6 Neil House/Andy Tate (Renault Clio). CW Johnson; Clink; Colin Tester (Ford Puma); Christopher Broad/Roger Everett (Ford Fiesta Zetec S). FL Curtis 1m49.599s (81.73mph). P Curtis. S 28.

MSVR All-Comers (10 laps) 1 Barry Liversidge (Radical SR3 RS); 2 David Frankland (Radical SR3 RSX) +24.456s; 3 Luke Armiger (MDV Tigra); 4 David Tilley (Hart Sports Racing); 5 Michael Smith (SEAT Leon Supercopa); 6 Ian McDonald (Radical SR1). FL Liversidge 1m35.313s (93.94mph). P Liversidge. S 15.
Race two (7 laps) 1 Liversidge; 2 Frankland +11.165s; 3 Armiger; 4 Smith; 5 McDonald; 6 Darren Johnson (Renault Clio). FL Liversidge 1m36.013s (93.26mph). P Liversidge. S 15.

RACING REPORTS

SILVERSTONE: BARC TRUCK FESTIVAL BY JASON NOBLE

AUGUST 13/14

Photos: Scott Mitchell



Smit was class of the division one truck field



Legends leader Mickel continued good form

SMIT STARS WITH THREE TRUCK WINS

The highlight of the British Truck Racing Championship was the division two trucks, with six closely fought encounters.

Frans Smit was the class of the field taking three wins from five races. He could have claimed a fourth victory had an ECU issue not ended his race one duel with Adam Bint prematurely, allowing Bint to win by an impressive 23s from Ryan Colson. Andy Lovenberry had altered his tyre pressures in a bid to find the optimum set-up, but was visibly struggling for grip in race one. He admitted going from "hero to zero" when he spun from the lead on the exit of Brooklands and plummeted down the order.

Lovenberry was leading much of the second race, but a brave dive up the inside into Luffield by Smit meant the Dutch driver stood on the top step of the podium. Redemption at least came in the non-points race six for Lovenberry. Smit followed up his race two victory with a pair of wins in races three and

four; passing championship contender Bint in the dying stages of both.

Not to be outdone, in the final race Bint made several classy moves around the Brooklands-Luffield complex to pass first Smit, then Marco Donk and Colson to win his second race of the weekend.

Smit was arguably the fastest on both days, but his part-campaign this year meant it was Bint who was all smiles by Sunday evening. "We have got to keep confident and keep earning the points. It's really good close racing and that's what everyone wants to see," he reflected.

In the **division one** category, Ryan Smith followed up his quickest efforts in practice and qualifying to enjoy a faultless race one win, crossing the line 4.433s ahead of Stuart Oliver.

The reversed grid second race was closer all round with Luke Garrett, Simon Reid, reigning champion Mat Summerfield and eventual winner Shane Brereton all trading the lead.

Luke Taylor enjoyed a maiden win in a

shortened race three following an early red flag for the stranded Oliver, who had spun at Luffield.

Summerfield held off a charging Smith in race four before Oliver won a quiet fifth race, making it five winners from as many races. Summerfield again won the non-championship finale.

The odds looked stacked against championship leader John Mickel in the **UK National Legends Cars Championship** when he was drawn to start at the back of the first race. A three-car spin going into Luffield on the opening lap involving Mickel added to his woes, but crucially he managed to keep going.

After a brief safety car period the Horsham driver fought through the field, reaching the podium positions by half race distance and trading the lead with Robert King for the remainder of the race. The result went in favour of King as the pair went three abreast with third-placed Connor Mills across the finish.

Mickel held on to the win in the second heat ahead of Paul Simmons and Stephen Whitelegg. The Saturday finale resumed the battle between Mickel, King and Mills, with the trio crossing the line in the same order as race one.

King continued his storming form with a win in Sunday's first heat ahead of Mills. Mickel had been running in third before retiring with a propshaft failure, but bounced back to win races five and six, beating King's points haul in fourth and third.

Former British Touring Car Championship driver Lea Wood claimed two out of three **Pickup Truck Racing Championship** wins as title leader Freddie Lee had to work hard to pick up points. Lee rapidly reeled in Paul Jones' lead in race one and it was soon Lee and Wood contending for the win, seemingly changing the lead into Brooklands every lap. Wood held on to win that duel.

In race two Wood made steady

progress from his third row start to grab a lead on lap six that he wouldn't relinquish. Lee could only manage eighth after early contact with Antony Hawkins.

Wood almost didn't make the start of the final race having still been up on jacks for clutch repairs just seconds before the green flag lap. It was all about Wood and Michael Smith at the front with the pair teasing each other with numerous lead changes that finished with a Smith victory.

The first **Mighty Mini Championship** race was a three-horse battle between Steven Dawson, Louise Inch and Adrian Tuckley, settled in favour of Inch in the Super Mighty Mini category.

Inch, Tuckley, Ian Slack and Steven Dawson seemed to be magnetically attached in the second race such was the closeness of their fight, but Dawson held on to take the win.

Sam Tomlinson and Stuart Coombs claimed the Mighty Mini class honours.

RESULTS

British Truck Racing Championship division two (13 laps) 1 Adam Bint (Volvo Aerodyne 12000); 2 Ryan Colson (Foden Alpha 12000) +23.105s; 3 Marco Donk (Volvo VM 12000); 4 John Bowler (Foden 4x2 M11 Cummins 12000); 5 Andy Lovenberry (Renault Premium); 6 Brian Burt (Volvo White 14000). Fastest lap Frans Smit (Scania T112 12000) 1m17.930s (75.78mph). Pole Lovenberry. Starters 10.

Race two (13 laps) 1 Smit; 2 Lovenberry +4.494s; 3 Bint; 4 Bowler; 5 Donk; 6 Paul McCumisky (Volvo FM12 12000). FL Smit 1m17.216s (76.48mph). P Burt. S 9.

Race three (13 laps) 1 Smit; 2 Bint +0.916s; 3 Lovenberry; 4 Colson; 5 McCumisky; 6 Bowler. FL Smit 1m16.571s (77.12mph). P McCumisky. S 10.

Race four (13 laps) 1 Smit; 2 Bint +0.393s; 3 Colson; 4 Lovenberry; 5 Bowler; 6 McCumisky. FL Smit 1m16.731s (76.96mph). P Burt. S 9.

Race five (13 laps) 1 Bint; 2 Donk +1.089s;

3 Colson; 4 Lovenberry; 5 Smit; 6 Bowler. FL Bint 1m16.987s (76.70mph). P Donk. S 8.

Race six (17 laps) 1 Lovenberry; 2 Bint +27.012s; 3 Colson; 4 Bowler; 5 Smit. FL Smit 1m16.353s (77.34mph). P Bowler. S 6.

British Truck Racing Championship division one (14 laps) 1 Ryan Smith (Man TGA 12000); 2 Stuart Oliver (Volvo RH13 12000) +4.433s; 3 Steven Thomas (Man TGX 12000); 4 David Jenkins (Man TGX 12000); 5 Shane Brereton (Man TGA Euro 6 12000); 6 Mat Summerfield (Man TGX 12000). FL Smith 1m13.190s (80.68mph). P Smith. S 12.

Race two (13 laps) 1 Brereton; 2 Thomas +0.758s; 3 Oliver; 4 Smith; 5 Summerfield; 6 Jenkins. FL Brereton 1m14.041s (79.76mph). P Ben Horne (Man TSA 12000). S 13.

Race three (11 laps) 1 Luke Taylor (Renault Premium MKR 13000); 2 Jenkins +0.857s; 3 Summerfield; 4 Smith; 5 Thomas; 6 Oliver. FL Oliver 1m13.828s (79.99mph). P Oly Janes

(Buggrya-Freightliner Big-Boy-16 12000). S 12.

Race four (14 laps) 1 Summerfield; 2 Smith +0.311s; 3 Janes; 4 Jenkins; 5 Thomas; 6 Brereton. FL Smith 1m12.873s (81.04mph). P Janes. S 12.

Race five (14 laps) 1 Oliver; 2 Brereton +3.769s; 3 Thomas; 4 Smith; 5 Summerfield; 6 Jenkins. FL Smith 1m13.008s (80.89mph). P Steve Powell (Man 12000). S 13.

Race six (17 laps) 1 Summerfield; 2 Jenkins +0.844s; 3 Simon Reid (veco Stralis 13000); 4 Michael Oliver (Scania 12000); 5 Horne. FL Jenkins 1m13.977s (79.83mph). P Horne. S 6.

Legends Cars (10 laps) 1 Robert King (Legend 34 Ford Coupe 1250); 2 John Mickel (Legend 34 Ford Coupe 1250) +0.030s; 3 Connor Mills (Legend 34 Ford Coupe 1250); 4 Paul Simmons (Legend 34 Ford Coupe 1250); 5 Stephen Whitelegg (Legend Coupe 1250); 6 Will Gibson (Legend 34 Ford Coupe 1250). FL Mickel 1m09.035s (85.54mph). P Mike

Bourner (Legend 37 Dodge Sedan 1250). S 12.

Race two (8 laps) 1 Mickel; 2 Simmons +0.528s; 3 Whitelegg; 4 Nathan Anthony (Legend Sevan 1250); 5 Matt Allen (Legend 34 Ford Coupe 1250); 6 Gibson. FL King 1m08.657s (86.01mph). P Mickel. S 12.

Race three (10 laps) 1 King; 2 Mickel +0.080s; 3 Mills; 4 Whitelegg; 5 Simmons; 6 Anthony. FL Whitelegg 1m09.239s (85.29mph). P Mills. S 12.

Race four (8 laps) 1 King; 2 Mills +0.062s; 3 Simmons; 4 Gibson; 5 Anthony; 6 Allen. FL Allen 1m08.838s (85.79mph). P Anthony. S 12.

Race five (8 laps) 1 Mickel; 2 Whitelegg +0.287s; 3 Mills; 4 King; 5 Gibson; 6 Allen. FL Whitelegg 1m08.692s (85.97mph). P Mike Schlup (Legend 34 Coupe 1250). S 12.

Race six (10 laps) 1 Mickel; 2 Simmons +0.134s; 3 King; 4 Whitelegg; 5 Mills; 6 Sean Smith (Legend 34 Ford Coupe 1250). FL King 1m08.483s (86.23mph). P Schlup. S 12.

Pickup Trucks (16 laps) 1 Lea Wood; 2 Freddie Lee +0.217s; 3 Michael Smith; 4 Paul Tompkins; 5 Lee Rogers; 6 Paul Jones. FL Wood 1m03.936s (92.36mph). P Lee. S 14.

Race two (16 laps) 1 Wood; 2 Scott Bourne +2.499s; 3 Tompkins; 4 David O'Regan; 5 Mark Willis; 6 Mel Collins. FL Collins 1m04.135s (92.08mph). P O'Regan. S 14.

Race three (20 laps) 1 Smith; 2 Wood +0.296s; 3 Antony Hawkins; 4 Lee; 5 O'Regan; 6 Jones. FL Jones 1m03.861s (92.47mph). P Rogers. S 14.

Mighty Mini (16 laps) 1 Louise Inch; 2 Adrian Tuckley +0.978s; 3 Ian Slark; 4 Scott Kendall; +0.178s; 3 Geneccand; 4 Stuart Kestenbaum (Van Diemen RF79); 5 Matthew Wrigley (Merlyn 11a/20); 6 Guthrie. FL Lingwood 1m14.926s (88.93mph). P Medeiros. S 26.

Race two (15 laps) 1 Lingwood; 2 Village +0.178s; 3 Geneccand; 4 Stuart Kestenbaum (Van Diemen RF79); 5 Matthew Wrigley (Merlyn 11a/20); 6 Guthrie. FL Lingwood 1m14.926s (88.93mph). P Medeiros. S 26.



Inch edged clear in opening Super Mighty Mini battle

SILVERSTONE: BRITCAR BY CHRISTOPHER SHARP

AUGUST 13

Adriano Medeiros scuppered his chances of extending his championship lead in **Classic Formula Ford 1600**.

Having held off Mike Gardner to win by just under a second in race one, Medeiros formed up late on the grid for race two. He overtook the field on the formation lap to start on pole instead of starting from the back and was disqualified for the rule infringement.

Topping off a miserable afternoon for Medeiros, he also earned a 10s penalty as a result of a clash with Gardner, who spun out of the race early on. With that, Nigel Lingwood took the race two win post-race and now leads the championship. Matthew Wrigley took Class B honours in

both races ahead of Ian Jeary and Kevin Howell.

Ferrari Challenge drivers Bonamy Grimes and Charlie Hollings narrowly missed out on victory in race one of the **Dunlop GT & Production Championship**, losing by just 0.4s of a second to the 458 GT3 of Calum Lockie and David Mason. Lockie's advantage over Grimes had been over a lap at the pitstops but, after handing over to Hollings, the Challenge car chased down the Mason-driven GT3 all the way to the chequered flag. Two laps down in third came Whitebridge Motorsport's Aston Martin GT4 piloted by Chris Murphy and Jonathan Cocker, who also took the third step on the podium in race two.

Sadly, the podium was seen by neither of the Ferraris, with the Lockie/Mason car saving fuel and tyres for the Enduro and the Grimes/Hollings machine retiring with a gearbox malfunction. The race win went to Mike Moss and David Cooper in their ageing BMW M3 E46.

Phil Hanson and Nigel Moore extended their lead in the **Dunlop Endurance Championship** with a dominant victory. After initially falling behind the Ferrari 458 GT3 of Lockie and Mason, they fought back to win with a crushing two-lap victory over the Ferrari 458 Challenge driven by Mike and Anthony Wilds – who also won Class 2. Key to their victory was the decision to pit under the two safety

car periods, caused by the MacG Racing Taranis of Jonny MacGregor and Ben Sharish shattering a wheel and the Synchro Motorsport Honda Civic of Martin Byford/Daniel Wheeler crashing into the spinning Porsche 997 of Mark and Peter Cunningham.

Class 3 was a close contest early on but, despite a strong challenge from the Whitebridge Motorsport Aston Martin GT4 of Jonny Cocker and Chris Murphy, the Bespoke Cars Racing Porsche 997 Cup of Marcus Fothergill, David Benett and Adam Dawson took the win.

Mike Moss, David Cooper and Ashley Bird's BMW M3 took Class 4 victory. The Byford/Wheeler Honda Civic did finish the race 43 laps down and won Class 5.

RESULTS

Classic Formula Ford 1600 (17 laps) 1 Adriano Medeiros (Van Diemen RF80); 2 Mike Gardner (Crosle 32F) +0.864s; 3 John Village (Crosle 32F); 4 Nigel Lingwood (Van Diemen RF80); 5 Gislain Geneccand (Crosle 32F); 6 Scott Guthrie (Crosle 32F). FL Medeiros 1m13.490s (90.66mph). P Medeiros. S 26.

Race two (15 laps) 1 Lingwood; 2 Village +0.178s; 3 Geneccand; 4 Stuart Kestenbaum (Van Diemen RF79); 5 Matthew Wrigley (Merlyn 11a/20); 6 Guthrie. FL Lingwood 1m14.926s (88.93mph). P Medeiros. S 26.

GT and Production (43 laps) 1 Calum Lockie/David Mason (Ferrari 458 GT3); 2 Bonamy Grimes/Charles Hollings (Ferrari 458 Challenge) +0.384s; 3 Christopher Murphy/Jonathan Cocker (Aston Martin Vantage GT4); 4 Peter Challis (Porsche 997 Cup); 5 David Benett/Marcus Fothergill (Porsche 997 Cup); 6 Mike Moss/David Cooper (BMW M3 E46). CW Grimes/Hollings; Murphy/Cocker; Moss/Cooper. FL Lockie/Mason 1m05.017s (102.84mph). P Lockie/Mason. S 14.

Race two (40 laps) 1 Moss/Cooper; 2 Benett/Fothergill +18.252s; 3 Murphy/Cocker; 4 Rob Hudson/Adriano Medeiros (BMW M3 E46); 5 Del Shelton (BMW M3 E46); 6 Neil Gartham/Rob Young (BMW M3 E46). CW Benett/Fothergill; Hudson/Medeiros; Jack Wright/Colin Wilcott (Porsche 997); 7 Steve Burke/Mark Gillham (Nissan 350Z). FL Murphy/Cocker 1m09.902s (95.32mph). P Lockie/Mason. S 12.

Dunlop Endurance (121 laps) 1 Phil Hanson/Nigel Moore (Audi R8 LMS); 2 Anthony Wilds/Mike Wilds (Ferrari 458 Challenge) -2 Laps; 3 Leyton Clarke/Simon Atkinson (Ferrari 458 Challenge); 4 Calum Lockie/David Mason (Ferrari 458 GT3); 5 Bonamy Grimes/Charles Hollings (Ferrari 458 Challenge); 6 Marcus Fothergill/David Benett/Alan Dawson (Porsche 997 Cup). CW Wilds/Wilds; Fothergill/Benett/Dawson; Mike Moss/David Cooper/Ashley Bird (BMW M3 E46); Martin Byford/Daniel Wheeler (Honda Civic Type R). FL Lockie/Mason 1m04.416s (103.44mph). P Lockie/Mason. S 13.

AND THE WINNERS ARE...

'Cook didn't look like losing'
Ferrari Classic action



'Barnes led after Bremner's off'
Caterhams at Oulton



BRANDS HATCH: AMOC/FESTIVAL ITALIA BY BRIAN PHILLIPS

AUGUST 13/14

Photos: Gary Hawkins, Mick Walker

BMW THRILLERS AS BRANDS PLAYS HOST TO NEW FESTIVAL



Card took Kumho BMW win in AMOC element

Wins for Kumho BMW drivers James MacIntyre-Ure and championship leader James Card helped rescue a lacklustre AMOC event from the doldrums.

Boasting a 30-car field, this championship and a well-supported Equipe GTS double-header saved the day.

Track organisation was in MSVR's capable hands, but the Aston Martin race involvement was very poor, with a grand total of eight AM participants. Two of these were drivers having a second race.

MacIntyre-Ure won the first BMW race from Card and Daniel Wylie, but the order at the chequered flag had been significantly different. Son and father Jamie and Jim Cannon were both hit with 30s out of position startline penalties and Jamie also incurred a 5s track limits penalty, dropping them from first and third to seventh and eighth respectively. Another quartet had 30s added for passing under the yellow flags waved

to protect a car parked at Paddock. Unofficial observation suggested it would have been quicker to list those who did not offend.

Card made a break in race two while the Cannons moved up quickly to hound MacIntyre-Ure, who retired when his car's engine lapsed onto five cylinders. Card's advantage shrank as he paced with lapped traffic and eased his pace slightly on an oily track, but he remained out of Jamie Cannon's reach, with Jim not far back.

Tom Smith won both **Equipe GTS** races in his MGB and avoided some exciting racing taking place behind. William Penrose (TVR Grantura) missed qualifying but dashed from last to third in race one, just failing to catch second man Chris Ryan (Triumph TR4). Ryan had an epic battle with John Andon's TR4 until Andon outraked Ryan and himself and ploughed into the barriers at Paddock. Rob Cull (Grantura) and Neil Fowler (MGB) were fourth and fifth after rotating together at Paddock.

Ryan was a no-show for race two and Penrose retired with failing brakes after leading. Smith was in charge, although his advantage was cut during a caution period to deal with Graham Bates' upended MGB at Paddock. In a final change, Brian Arculus (Lotus Elite) slithered off at Druids in a bid to pass Robin Ellis for second position in an identical car.

Mike Dowd wore out his BMW GT4's tyres before handing over to owner Jeremy Cooke in the lead of the **Aston Martin GT4 Challenge**. Slightly the slower driver anyway, Cooke slipped to a class-winning third while Tom Black and Chris Kemp contested the lead in their Astons. Kemp was faster, but couldn't make up for a 30s winner's penalty from the previous race. Fifth man Robert Hollyman (Porsche 964) won the AMOC Intermarque section. Cooke made sure he had first go in the pair's shared Shelby Mustang in the **Innes Ireland Cup**, leaving Dowd to take over and powerslide to victory over Tony Bianchi's rumbling Farrallac sports racer, winner of the 1950s Sports Cars classes.

A weak **Allcomers** finale was won by more than a lap by Ollie Taylor's BMW M3. Seven cars started and five finished.

The following day, the focus switched from a classic British marque to Italian thoroughbreds taking part in the first **Festival Italia**. This had a host of off-circuit attractions to draw a big crowd, making the event a surprise hit despite the thin race programme.

First out was the **Alfa Romeo Championship**, won by Andy Robinson despite a shrinking margin as his 156 developed a misfire. George Osborne was second and Chris Snowdon third in his first Alfa race of the year. Sixth overall, David

Messenger won his class from runaway points leader Tom Hill. Andrew Bourke's GTV was a qualifying casualty, having rolled and crashing heavily when his brakes failed at Paddock.

Robinson's car expired in a cloud of steam in race two, and Snowdon outfoxed Osborne in a cluster of traffic to grab the lead, which became a win when the race ended early following a clash at Druids. Messenger won his class again.

Tristan Simpson headed the first **Ferrari Formula Classic** race until backmarkers edged him off at Druids, filling his car with gravel. Richard Cook took over at the front, heading Tim Mogridge and Vance Kearney. Cook never looked like losing the second race, but there was a sting in the tail in a two-lap dash following a caution period. A mistake at Graham Hill Bend cost Simpson second place to Mogridge, but Mogridge almost handed it back by skating wide at the final corner.

Pat Gormley steered Kearney's car to predictably easy **Italy v England allcomers** wins with Simpson a distant second from a pitlane start in race one. Aaron Smith embarrassed a few drivers on the home country's behalf until his Mini Miglia blew up, but Paul Simmonds continued the good work with third overall in both outings with his Miglia.

RESULTS

Kumho BMW Championship (20 laps) 1 James MacIntyre-Ure (E46 M3); 2 James Card (E46 M3) +7.066s; 3 Daniel Wylie (E46 M3); 4 Matt Fielding (M3); 5 Roger Lavender (E46 CSL); 6 Ollie Taylor (E36 M3). **Class Winners** Taylor; Paul Travers (328); Russell Dack (E46 Compact); Max Walton (318). **Fastest lap** Jamie Cannon (1 Series) 51.703s (84.10mph). **Pole** MacIntyre-Ure. **Starters** 30. **Race two (23 laps)** 1 Card; 2 Jamie Cannon +1.522s; 3 Jim Cannon (1 Series); 4 Wylie; 5 Fielding; 6 Taylor. **CW Taylor**; Brian Anderson (E36); Dack; Walton. **FL Card** 52.263s (83.20mph). **P MacIntyre-Ure**. S 30.

Equipe GTS (31 laps) 1 Tom Smith (MGB); 2 Chris Ryan (Triumph TR4) +6.684s; 3 William Penrose (TVR Grantura); 4 Rob Cull (TVR Grantura); 5 Neil Fowler (MGB); 6 Robin Ellis (Lotus Elite). **CW Ryan**; Ellis; Robert Rawe (Austin Healey). **FL Penrose** 58.340s (74.53mph). **P Smith**. S 26. **Race two (29 laps)** 1 Smith; 2 Ellis +6.599s; 3 Richard Lawson (MGB); 4 Pete Foster (Triumph TR4); 5 Robi Bernberg (MGB); 6 Mike Lillywhite (MGB). **CW Ellis**; Foster; Rawe. **FL Penrose** 58.583s (74.22mph). **P Smith**. S 23.

Intermarque Championship/GT Challenge (55 laps) 1 Tom Black (Aston Martin GT4); 2 Chris Kemp (Aston Martin GT4) +5.728s; 3 Mike Dowd/Jeremy Cooke (BMW M3 GT4); 4 Robin Marriott (Aston Martin GT4); 5 Robert Hollyman (Porsche 964); 6 Steve Atkinson (Porsche 968 CS). **CW Dowd/Cooke**; Hollyman; Atkinson; Nicholas King (Aston Martin DB4); Bob Searies/Tony Jardine (Porsche 944 turbo); Gavin Dunn/Tim Mogridge (BMW E36). **FL Kemp** 51.480s (84.47mph). **P Kemp**. S 18.

1950s Sports Cars/Innes Ireland Cup (44 laps) 1 Jeremy Cooke/Mike Dowd (Shelby Mustang GT350); 2 Tony Bianchi (Farrallac Sports Racing) +8.904s; 3 Nicholas King (Ford Mustang); 4 Andy Keith-Lucas (Jaguar XK120); 5 Mike Thorne/Sarah Bennett-Baggs (Austin Healey 3000); 6 Mark Donnor (Jaguar XK120). **CW Bianchi**; Thorne/Bennett-Baggs; Andy Wallace/Nigel Webb (Jaguar MK2); Oliver Harris/Richard Knight (Austin Healey); Barry Dye (Lotus

Elite). **FL Bianchi** 58.037s (74.92mph). **P Cooke/Dowd**. S 15.

Allcomers (33 laps) 1 Ollie Taylor (BMW E36 M3); 2 Dave Griffin (BMW E36 M3) +1 lap; 3 Gavin Dunn/Tim Mogridge (BMW E36); 4 Angus Archer (Porsche 968); 5 Barry Dye (Lotus Elite). **No other finishers**. **FL Taylor** 57.359s (83.05mph). **P Robin Marriott** (Aston Martin GT4). S 7.

Alfa Romeo Championship (22 laps) 1 Andy Robinson (156); 2 George Osborne (75) +0.553s; 3 Chris Snowdon (75); 4 Ray Foley (147 GTA); 5 Keith Waite (75); 6 David Messenger (156). **CW Foley**; Messenger. **FL Snowdon** 54.842s (79.29mph). **P Robinson**. S 21.

Race two (17 laps) 1 Snowdon; 2 Osborne +0.418s; 3 Foley; 4 Messenger; 5 Ron Davidson (164); 6 Tom Hill (156). **CW Foley**; Messenger. **FL Osborne** 55.130s (78.87mph). **P Robinson**. S 20.

Pirelli Ferrari Formula Classic (20 laps) 1 Richard Cook (F355 Challenge); 2 Tim Mogridge (F355 Challenge) +4.003s; 3 Vance Kearney (F355 Challenge); 4 James Cartwright (328 GTB); 5 Chris Butler (328 GTB); 6 Peter Fisk (550 Maranello). **CW Cartwright**; Butler; Richard Fenny (GT4); Charlie Ugo (308 GT4 Dino). **FL Kearney** 54.779s (79.38mph). **P Kearney**. S 17. **Race two (21 laps)** 1 Cook; 2 Mogridge +1.417s; 3 Tristan Simpson (F355 Challenge); 4 Cartwright; 5 Kearney; 6 Tim Walker (328 GTB). **CW Cartwright**; Walker; Fenny; William Moorwood (308 GT4). **FL Cook** 54.846s (79.28mph). **P Cook**. S 17.

Italiano Allcomers versus Inglese Allcomers (17 laps) 1 Pat Gormley (Ferrari 355 Challenge); 2 Tristan Simpson (Ferrari 355 Challenge) +30.012s; 3 Paul Simmonds (Mini Miglia); 4 Ted Pearson (Alfa Romeo Alfaud); 5 Ken Hunt (Mini); 6 Joshua Lambert (Alfa Romeo 147). **CW Simmonds**. **FL Gormley** 54.327s (80.04mph). **P Gormley**. S 13.

Race two (17 laps) 1 Gormley; 2 Pearson +27.373s; 3 Simmonds; 4 David Edge (Ferrari F355 Challenge); 5 John Griffiths (Alfa 147); 6 Lambert. **CW Simmonds**. **FL Gormley** 54.406s (79.92mph). **P Gormley**. S 9.



Osborne leads Snowdon in Alfas



F1 cars ran in Festival Italia

OULTON PARK: BRSCC BY GRAHAM READ

AUGUST 13

Danny Winstanley made a victorious return to the **Caterham Superlight R300-S** championship following a car rebuild, helping himself to a brace of hard-earned wins ahead of pre-Oulton championship leader Aaron Head.

Head, the 2014 Superlight R300 champion, might have taken seven victories from the eight opening R300-S races this season, but the Colchester-based driver made a poor start from third on the grid in the first part of the double header. Winstanley swept into an early lead while Head started his recovery drive, climbing to second place. Despite applying intense pressure, Head had to settle for second place, with Jack Sales completing the podium.

The second contest had to be red-flagged following offs at Druids for Justin Armstrong and Paul Thacker. Following the restart Winstanley could never relax as he was pursued

by Sales and then Head, but held on for his double.

In the opening **Caterham Tracksport** encounter poleman Daniel Bremner sprinted ahead, but championship frontman Anthony Barnes got the better of him on the second tour with Alistair Calvert a close third. Bremner was soon out front again though and following Calvert's retirement he led Barnes to the chequered flag, the winning margin just 0.074s. Barry Moore finished third, more than half a minute adrift of the leading duo.

Next time out Bremner and Barnes again took turns in the lead, but the former's race came to an abrupt end with a trip through the gravel and into the tyres at Knickerbrook. Bremner emerged unscathed, but had to watch new leader Barnes on his way to the spoils.

The current **Caterham Supersport** field, many of who have

raced together since their Academy days, put on two superb displays of clean and close racing. Both events featured multiple leaders, but Jack Brown hit the front in the closing stages first time out and just held off Henry Heaton, William Smith and Andres Sinclair at the chequered flag. Later, Smith took the head of the charging field and held on for victory, leaving Ben Tuck to edge second place from Sinclair by a mere 0.001s!

Daniel Quintero emerged as a double **Caterham Roadsport** winner. The story of the opening event was the fine scrap for the spoils between poleman Quintero, William Lloyd and championship leader Russ Oliviant. Quintero drove a composed race to take the laurels, leaving Lloyd as runner-up after Oliviant had lost second place at Cascades on the penultimate lap. Come the start of the second contest Oliviant made a brilliant getaway from the second row



Winstanley won on his return

to lead into Old Hall for the first time. However, Quintero got the better of him early on, and remained in front.

Peter Spencer consolidated his **Caterham Academy Green Group** championship advantage with a clear-cut victory after turning his P2 starting position into an early lead, which he then maintained. Behind Pete Walters, Steven Tozer and Tom John had their own fine battle for the supporting places. In the subsequent **White Group** encounter Jay McCormack was the winner, although he was kept honest by the chasing Ben Gillias. Spencer Wright completed the podium.

RESULTS

Caterham Superlight R300-S (17 laps) 1 Danny Winstanley; 2 Aaron Head +0.068s; 3 Jack Sales; 4 Stephen Nuttall; 5 Lee Wiggins; 6 Philip Gladman. **FL Head** 1m48.397s (89.39mph). **P Sales**. S 27. **Race two (14 laps)** 1 Winstanley; 2 Head +0.113s; 3 Sales; 4 Nuttall; 5 Jeremy Ellis; 6 Gladman. **FL Head** 1m48.629s (89.20mph). **P Winstanley**. S 25.

Caterham Tracksport (16 laps) 1 Daniel Bremner; 2 Anthony Barnes +0.074s; 3 Barry Moore; 4 Joe Draper; 5 Steve McCulley; 6 Paul Aram. **FL Barnes** 1m55.683s (83.76mph). **P Bremner**. S 17. **Race two (16 laps)** 1 Barnes; 2 Aram +4.845s; 3 Alistair Calvert; 4 Moore; 5 McCulley; 6 Andrew Ebdon. **FL Calvert** 1m56.470s (83.20mph). **P Bremner**. S 17.

Caterham Supersport (16 laps) 1 Jack Brown; 2 Henry Heaton +0.059s; 3 William Smith; 4 Andres Sinclair; 5 Max McDonagh; 6 Ben Tuck. **FL McDonagh** 1m55.044s (84.23mph). **P Smith**. S 31. **Race two (16 laps)** 1 Smith; 2 Tuck

+0.072s; 3 Sinclair; 4 Christian Szaruta; 5 Brown; 6 Timothy Dickens. **FL Smith** 1m54.382s (84.71mph). **P Brown**. S 31.

Caterham Roadsport (10 laps) 1 Daniel Quintero; 2 William Lloyd +0.177s; 3 Russ Oliviant; 4 Alan Cooper; 5 Rui Ferreira; 6 Daniel Martin. **FL Ferreira** 1m58.070s (82.07mph). **P Quintero**. S 21. **Race two (10 laps)** 1 Quintero; 2 Ferreira +0.960s; 3 Rob Watts; 4 Oliviant; 5 Lee Collins; 6 Guy Hawkins. **FL Hawkins** 1m57.198s (82.68mph). **P Quintero**. S 21.

Caterham Academy - Green Group (8 laps) 1 Peter Spencer; 2 Pete Walters +2.837s; 3 Steven Tozer; 4 Tom John; 5 Nick Grahame; 6 Marcus Rawlinson. **FL John** 2m02.037s (79.40mph). **P Walters**. S 26.

White Group two (8 laps) 1 Jay McCormack; 2 Ben Gillias +0.343s; 3 Spencer Wright; 4 Philip Bianchi; 5 James Beardwell; 6 Eric Tiv. **FL Beardwell** 2m01.982s (79.44mph). **P Gillias**. S 25.

RACING REPORTS

MONDELLO PARK: CCC BY LEO NULTY

AUGUST 13/14

Photos: Michael Chester, kartpix.net

BIRTHDAY BOY BURKE BAGS A BRACE



Nobody could stop Burke in Fiesta STs



Byrne won on his return to Global Lights

Ulick Burke took a double Fiesta ST win at Mondello Park. The birthday boy had to defend hard in the closing stages of race one as Kevin Doran piled on the pressure, having fought up from seventh on the grid.

Dave Maguire pipped Murray Motorsport team-mate John Denning to the final podium spot by the tightest of margins in a drag race to the line. In race two, with Burke having pulled clear; Denning had his mirrors full of Maguire for the duration. Brendan Fitzgerald came out tops of a rather physical battle with Doran for fourth.

Darragh McMullen drove superbly to relieve series leader Phil Lawless of the **Fiesta Zetec** lead with Michael Tumulty also grabbing second, relegating Lawless to the third step of the podium. In race two, class returnee Alan Dawson beat poleman Lawless to turn one, but Lawless reclaimed the lead two laps in. When the pair touched at Southside, Dawson emerged ahead once again, with Shane Kenny following him through. Despite Lawless' best efforts, Kenny hung on for second.

On his return to **Global GT Lights**, Jake Byrne won race one as he pleased from Peter Drennan and Bernie Braden. In race two, Byrne again led until he encountered a wayward backmarker. Drennan pounced, and despite a late-race charge from Byrne, hung on for the win with Braden in third. This trio were well ahead of the rest.

James Holman took the first **Irish Legends** race from the impressive former saloon racer Ian Conroy. In race two, Holman had to start from the pitlane after a clash

in assembly sent him back to the paddock. Even so, after the repairs, he charged up to second behind winner Paul O'Brien with Jonathan Taylor in third. In the third race, O'Brien took the honours, just, from Holman and Niki Meredith.

William Harron took a dominant **Ginetta Junior Ireland** win in race one, but brother Samuel had to fight off the advances of the charging Darragh Denning for runner-up spot in the closing stages. In race two, William completed the double despite a mid-race challenge from Samuel. Denning withstood race-long pressure from Morgan Quinn to take third.

Grzegorz Kalinecki took another **Irish Touring Car Championship** win – and in doing so, clinched the 2016 title – with early leader Shane Rabbitt in second. Ian O'Driscoll was adjudged to have jumped the start, leaving local man Pa Hudson to take his debut Production win. In race two, Rabbitt again led away and Kalinecki had to work hard to get by. Rabbitt kept the pressure on however, and when a red flag brought a halt, he was still in touch with the dominant Golf. O'Driscoll took Production honours from Jay O'Reilly and Hudson.

Timmy Duggan was the early **Future Classics** leader but a bit of help from Tommy Byrne helped him rotate at Bridgestone. When the red flags flew towards the end, the order was Byrne from David Hammond and William Kellett. In race two, most of the top 10 broke the barrier time, [a lap time drivers cannot exceed without incurring a penalty] causing confusion. William Kellett took his first win despite crossing the line in sixth!

RESULTS

Fiesta ST (14 laps) 1 Ulick Burke; 2 Kevin Doran +0.898s; 3 Dave Maguire; 4 John Denning; 5 Stephen Kirwan; 6 Brendan Fitzgerald. Fastest lap Burke 1m06.617s (62.12mph). Pole Denning. Starters 17.
Race two (14 laps) 1 Burke; 2 Denning +1.746s; 3 Maguire; 4 Fitzgerald; 5 Doran; 6 Hugh Grennan. FL Burke 1m06.869s (61.89mph). P Denning. S 15.

Fiesta Zetec (13 laps) 1 Darragh McMullen; 2 Michael Tumulty +0.333s; 3 Philip Lawless; 4 Shane Kenny; 5 John Boland; 6 Mark Johnston. FL Alan Dawson 1m11.880s (57.57mph). P Lawless. S 23.
Race two (13 laps) 1 Dawson; 2 Kenny +0.363s; 3 Lawless; 4 McMullen; 5 Tumulty; 6 Trevor Farrar. FL Dawson 1m11.531s (57.85mph). P Lawless. S 23.

Global Lights (15 laps) 1 Jake Byrne; 2 Peter Drennan +0.948s; 3 Mark Braden; 4 Michael Conway; 5 Conor Farrell; 6 Conor May. FL Drennan 59.321s (69.76mph). P Braden. S 10.

Race two (15 laps) 1 Drennan; 2 Byrne +0.831s; 3 Braden; 4 Conway; 5 Farrell; 6 John Murphy. FL Drennan 59.419s (69.65mph). P Byrne. S 10.

Legends (10 laps) 1 James Holman; 2 Ian Conroy +3.400s; 3 Jonathan Taylor; 4 Paul O'Brien; 5 Gordon Brown; 6 Gary Humphries. FL O'Brien 1m03.810s (64.85mph). P Holman. S 8.
Race two (10 laps) 1 O'Brien; 2 Holman +1.041s; 3 Taylor; 4 Conroy; 5 Brown; 6 Humphries. FL Holman 1m03.406s (65.27mph). P Holman. S 8.

Race three (12 laps) 1 O'Brien; 2 Holman +0.042s; 3 Niki Meredith; 4 Conroy; 5 Taylor; 6 Brown. FL Holman 1m03.392s (65.28mph). P Meredith. S 8.

Ginetta Junior Ireland (14 laps) 1 William Harron; 2 Samuel Harron +4.920s; 3 Darragh Denning; 4 Morgan Quinn; 5 Patrick Dempsey; 6 Cameron Fenton. FL W Harron 1m06.302s (62.42mph). P W Harron. S 11.
Race two (14 laps) 1 W Harron; 2 S Harron +3.442s; 3 Denning; 4 Quinn; 5 Dempsey; 6 Fenton. FL W Harron 1m06.390s (62.33mph). P W Harron. S 11.

Irish Touring Cars (15 laps) 1 Grzegorz Kalinecki (VW Golf); 2 Shane Rabbitt (Mazda RX-7) +6.330s; 3 Pa Hudson (Honda Integra); 4 Jay O'Reilly (Honda Civic); 5 Nicole Drought (Honda Integra); 6 Ian O'Driscoll (Honda Civic). Class winners Hudson. FL Kalinecki 1m00.201s (68.74mph). P Kalinecki. S 7.
Race two (12 laps) 1 Kalinecki; 2 Rabbitt +4.370s; 3 Martin Duffy (BMW M3); 4 O'Driscoll; 5 O'Reilly; 6 Hudson. CW O'Driscoll. FL Kalinecki 1m00.584s (68.31mph). P Duffy. S 7.

Future Classics (7 laps) 1 Tommy Byrne (Toyota Celica); 2 David Hammond (Fiat Uno) +0.668s; 3 William Kellett (Nissan Micra); 4 Ken Byrne (Toyota Celica); 5 Aidan Byrne (Vauxhall Chevette); 6 Eoghan O'Brien (Honda Civic). FL Timothy Duggan (SEAT Ibiza Cooper) 1m07.810s (61.03mph). P Adrian Dunne (Citroen Saxo). S 23.
Race two (13 laps) 1 Kellett; 2 Ian Thornton (Fiat Punto) +2.658s; 3 Dunne; 4 Hammond; 5 Brendan Travers (Fiat Punto); 6 Gary Duggan (SEAT Cordoba). FL Dunne 1m08.401s (60.50mph). P Dunne. S 21.

KARTING REPORT

BEARMAN TAKES DOUBLE WIN

Super One: Larkhall

By Graham Smith

Oliver Bearman took the spoils in two hard fought Honda Cadet finals, finally escaping from the pack for a four-second win in Final One after wrestling with Harry Thompson, Lucas Ellingham and Wesley Mason.

In the second final, Ellingham and Bearman broke away with Bearman soon taking up the lead and holding to the chequer. Thompson fell back from third to 20th with mechanical issues whilst Caden McQueen leapfrogged Mason for third.

No one could touch Scott Allen in **KZ1** as he moves to the top of the standings for the British short circuit gearbox crown. Dan Kelly inherited second in the first final when Allen's team-mate Danny Keirle failed to finish the last lap. Starting at the back, Keirle rocketed through to second in the grand final, beating Kelly. Championship leader John Pike had a lacklustre weekend

and fell to third in the standings behind Kelly and Allen.

Although Jenson Butterfield was in charge through the Saturday **MiniMax** heats, Dexter Patterson outwitted him in both finals. Butterfield is ahead in the points table. Tom Canning and Jonny Edgar both came off at the first final start with Canning blackflagged, but he charged through in the second final to beat Edgar for fourth. Lorcan Hanafin was third in both.

Myles Apps enjoyed a lights-to-flag victory in the first **Junior Max** final, but was relegated to third behind Jonathan Hoggard in the second event as Joe Turney ran clear for victory.

Guest driver Mark Ross pulverised the rest in **Senior Max** with double wins, the first over Jack McCarthy and the second over Paul Stewart.

In the **X30 International Qualifiers** Gordon Mutch pipped Max Jeanne in the first Junior final, but was beaten by Oliver Clarke in the second after Clarke overcame a penalty. Matt Davies and Josh Collings shared senior wins.

Results

Honda Cadet final 1 (16 laps) 1 Oliver Bearman (Project One); 2 Harry Thompson (Synergy) +4.23s; 3 Lucas Ellingham (Zip); 4 Wesley Mason (Project One); 5 Caden McQueen (Zip); 6 Archie Swinscoe (BRK). Heat Winners Thompson x2, McQueen. Fastest lap Mason. Pole Thompson.

Final 2 (17 laps) 1 Bearman; 2 Ellingham +0.03s; 3 McQueen; 4 Mason; 5 Alex Eades (BRK); 6 Sam Heading (Project One). FL Mason. P Bearman.

MSA Short Circuit Gearbox British Kart Championship final 1 (26 laps) 1 Scott Allen (Gold/IAME); 2 Dan Kelly (Birel/TM) +3.47s; 3 John Pike (Octane/Modena); 4 Hannah Lang (Tonykart/Vortex); 5 Danny Keirle (Gold/IAME). HW Allen x2. FL Allen. P Allen.

Final 2 (26 laps) 1 Allen; 2 Keirle +3.96s; 3 Kelly; 4 Pike; 5 Lang. FL Allen. P Allen.

MiniMax final 1 (19 laps) 1 Dexter Patterson (Kosmic); 2 Jenson Butterfield (Tonykart) +0.09s; 3 Lorcan Hanafin (Tonykart); 4 Finlay Bunce (Tonykart); 5 Clayton Ravenscroft (Tonykart); 6 Evan Smillie (Gillard). HW Butterfield x2. FL Patterson. P Butterfield.
Final 2 (19 laps) 1 Patterson; 2 Butterfield +0.29s; 3 Hanafin; 4 Tom Canning (Kosmic); 5 Jonny Edgar (Esprit); 6 Smillie. FL Canning. P Patterson.

Junior Max final 1 (20 laps) 1 Myles Apps (Tonykart); 2 William Pettitt (Tonykart) +2.37s; 3 Joe Turney (Kosmic); 4 Jonathan Hoggard (Tonykart); 5 Tyler Chesterton (Tonykart); 6 Tommy Foster (Tonykart). HW Tony Logie (Tonykart); Turney. FL Turney. P Apps.
Final 2 (20 laps) 1 Turney; 2 Hoggard +2.09s; 3 Apps; 4 Chesterton; 5 Pettitt; 6 Mark Kimber (Tonykart). FL Turney. P Apps.

Senior Rotax final 1 (20 laps) 1 Mark Ross (Birel); 2 Jack McCarthy (Tonykart) +2.19s; 3 Paul Stewart (Tonykart); 4 Harrison



Bearman won both of the hotly-contested Honda Cadet finals at Larkhall

Thomas (Tonykart); 5 Josh Skelton (Tonykart); 6 Josh White (Tonykart). HW Ross x2. FL McCarthy. P Ross.
Final 2 (20 laps) 1 Ross; 2 Stewart +0.24s; 3 McCarthy; 4 Thomas; 5 Josh Collings (Alonso); 6 Skelton. FL Collings. P Ross.

Junior X30 International Qualifier final 1 (20 laps) 1 Gordon Mutch (Mad Croc); 2 Max Jeanne (Tonykart) +0.24s; 3 Shane White (Tonykart); 4 Harry McQuillan (Tonykart); 5 Teddy Pritchard (Birel ART); 6 Ethan Pitt (Mach 1). HW Angus Fender (Gold) x2. FL Oliver Clarke (Tonykart). P Fender.

Final 2 (20 laps) 1 Clarke; 2 Mutch +1.26s; 3 Fender; 4 Pritchard; 5 White; 6 Angus Mouldsdale (TBA). FL Clarke. P Mutch.

Senior X30 International Qualifier final 1 (20 laps) 1 Matt Davies (Tonykart); 2 Brett Ward (Mach 1) +0.20s; 3 Josh Collings (Alonso); 4 Dean Hale (Gold); 5 Matthew Hirst (Kosmic); 6 Scott Mackrell (Tonykart). HW Ward; Collings. FL Collings. P Ward.
Final 2 (20 laps) 1 Collings; 2 Davies +1.46s; 3 Hale; 4 Ward; 5 Matt Gilliland (Alonso); 6 Mackrell. FL Gilliland. P Davies.

SPORTING SCENE

Photos: mkpics.net, racepixels.co.uk

Mildenhall has a brighter future



DEAL TO SAVE MILDENHALL

By Matt James

The Mildenhall short oval track in Suffolk has been saved from closure as race promoter Spedeworth is on the verge of taking over the venue.

The track has been under threat of closure for over a year as a local resident filed a noise nuisance complaint and left the venue's owners with a £1.7 million legal bill, which put the track's future in jeopardy.

Current operator, RDC Promotions boss Dave Coventry, told the *East Anglian Daily*

Times that he was now optimistic over the circuit's future now talks on a deal with Spedeworth head Deane Wood were reaching their conclusion.

Coventry said: "Deane is keen to keep it how it is, we have carved out the market and he recognises that. What he brings is the showmanship, he likes to keep everything clean and smooth. Simple things like matching overalls and a more corporate approach. I think it will be a good combination [to work with Spedeworth]."

"Deane has always shown respect for what

RDC have achieved and is buying into what we do, not looking to change everything. The deal is just what Mildenhall Stadium needed."

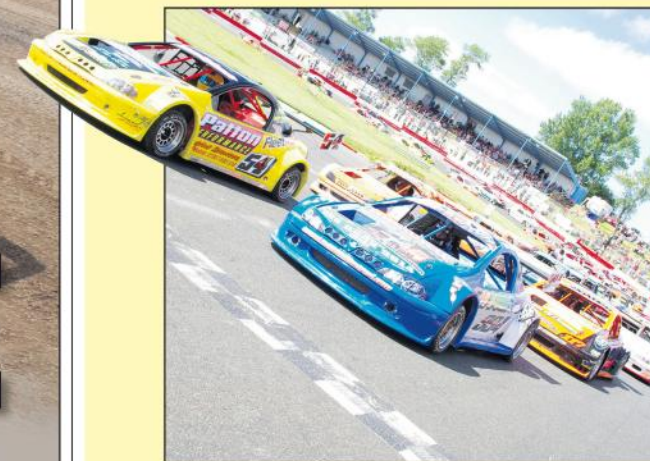
Wood has bought the property from where the residents had launched the noise complaint, which is 800 yards from the venue, to remove that problem.

Coventry added: "We have been able to put our staff's minds at rest, their futures are now secure. It will be business as usual at first, but going forward it will be even more business than usual."

ITV COMMENTATOR

DAVID ADDISON

"What's the future for National Hot Rods?"



National Hot Rod racing always entertains the fans

The recent Hot Rod National Championship Weekender at Hednesford Hills Raceway was chock-full of racing and drama in equal measure.

A whopping 29 races were organised by Paul Gerrard's Incarace team and from my perch alongside encyclopaedic commentator Dave Goddard, neck ache was a problem as one's head swivelled left to right trying to keep up with action throughout the races.

There was a monster entry of over 50 National Hot Rods, 48 Stock Rods and 30-plus Lightning Rods, which delivered action aplenty over the weekend.

The sun shone, the racing was stonking with a tremendous drive by Adam Hylands to win the National Hot Rod National crown and a hero's performance by John Christie to win the NHRPA title. What was not to like?

Sadly, it seems a lot as the spectator banks were far from full. Come on, oval racing should be the perfect motor racing day out!

You can see it all, you are inches from the fence, races are short and sharp and there are heroes and villains in equal measure. And yet, sadly, the National Weekender was run in front of a modest crowd, which was unfair on the efforts of everyone involved. With a National Hot Rod costing around £40,000 and upwards, each car beautifully presented, and some impressive team vehicles in the pits, this is not a category to look down your nose at. The cars look good, sound impressive and yet for those behind the wheel, racing a National Hot Rod is akin to wetting yourself in a pair of black jeans: you get a warm feeling and no-one sees it.

Why is it not attracting people to watch it?

Not just long circuit spectators, but even oval fans seem to stay away, which is a real worry. If the core audience is dwindling then something is very wrong, and it is doubly worrying when the category looks better than ever and a new-look NHRPA (National Hot Rod Promoters' Association) is working to move the class forward.

Maybe, just maybe, the concept of non-contact racing on ovals needs addressing and ask whether a contact equivalent event (stock cars and bangers, for example) would have attracted more people. Discuss.

So, come and learn. National Hot Rod racing is a hidden gem and its future is in your hands.

BriSCA F1

Green's win earns him a front row final start slot

BriSCA F1

By Colin Casserley

Organiser: Buxton Raceway Where: Buxton Raceway When: August 14 Starters: 41

After a scintillating start to the season that took him to the Superstar grade, Nigel Green has had a dip in form in recent weeks. He recaptured his early season form on Sunday to win the second World Championship semi final at Buxton.

It puts Green on the front row for the final at Coventry on September 3.

Frankie Wainman Jr led from the drop of the green flag with Lee Fairhurst quickly slotting into second. Behind them a first-turn melee eliminated Wainman's son, Frankie Junior Jr, Paul Hines and Mark Gilbank. Green moved into third on lap three and the leading cars held positions until lap 16 when Green eased his way passed Fairhurst. Two laps later Green barged Wainman out of the top spot.

On the final turn, Fairhurst nudged Wainman wide but Wainman held onto second as the duo dragraced to the line.

Green said: "I made a decent start but I didn't have the pace to stay with the leader at the start of the race. As the race went on my pace got better and I began to close in on the lead. I was happy with third, but I wasn't going to sit behind them."

Result

1 Nigel Green; 2 Frankie Wainman Jr; 3 Lee Fairhurst; 4 Danny Wainman; 5 Tom Harris; 6 Paul Harrison; 7 Chris Cowley; 8 Michael Steward; 9 Tom Boyer; 10 John Dowson Jr.

Christie targets title in 20-year-old Fiesta

Hot Rod star John Christie is aiming to qualify for next season's World Final using a 20-year-old car that was previously campaigned by his father, Ormond.

Ormond Christie won the World Final in 1996 and 1997 driving the Ford Fiesta Mk3. The car was mothballed nine years ago, but Christie Jr has revamped the machine and has started campaigning it in the Northern Ireland points contest.

He also won the one-off NHRPA showdown at Hednesford Hills 10 days ago, and he thinks that further

work on the car will make it a contender for another world title, to follow on from the one that he won in 2013.

"I had sold my Vauxhall Tigra and there was the Fiesta sitting in the corner of the workshop," said Christie. "It hadn't been touched for years but I wanted to prove a point. The engine was looked at by tuner Trevor Hill, we put some Gaz shock absorbers on it and away we went. Simon Smith from Autocross has been very helpful, and we are going to take the project forward."

"I will race at home, but I do

want to come over for the main events. I would love to qualify for the World Final again, but it is very competitive."

Christie said that the basics of the car will remain the same but he could look to upgrade the bodywork in the future.

"There is a chance we could put some more modern Fiesta panels on it. We could put the same styling as the World Rally Car. That would make it stand out even more, but it is all down to money," added Christie.



John Christie won at Hednesford Hills

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MN does not always agree with opinions expressed in letters

MN SAYS...

Plato's BTCC landmark

The tin-top world's Mr Marmite celebrates in style

It was almost like it was written in the stars: factory Subaru Levorg British Touring Car Championship driver Jason Plato rolled on to the grid for his 500th round on Sunday lunchtime, there was an inevitability about the result. He went on to claim glory in his landmark event.

He will admit it himself: Plato is a divisive character. He has his fans, and he has his detractors too. But that is precisely what the British Touring Car Championship thrives on and that is why he, along with his arch nemesis, Honda's Matt Neal, have been box office draws in the category for decades now. Neal too will reach his own personal milestone later this season when he tops the 600 races mark.

Despite other drivers taking championships and multiple race wins, there is always a buzz of excitement when these two get together on the circuit, and long may that continue.

After a tough few weeks, when driving standards have been in the firing line after a bumper-crunching Snetterton meeting, two wins by the old masters at Knockhill showed just how it should be done.

Matt James, Editor (Twitter: @MattJMNews)



LETTERS



Motorsport News monsters issue, August 10

Mick Jones

It was with great sadness that I read *Motorsport News's* report that our Mick Jones had passed away (August 10).

It was a reminder that we are witnessing the gradual demise of a generation that were at the birth of a rallying era that will sadly never be repeated, one that created great cars from multiple manufacturers, and heroes, many of which were Brits.

Rallying was a national pastime, the best from abroad migrated to the British Isles for the rallies and the championships. The country responded in their hundreds of thousands to face the long treks into the forests, young and old, and the media couldn't get enough of them and the RAC Rally.

From the generation that lived through those great times, to watch those great Fords. RIP Mick, you're a legend, and tell Roger Clark and Peter Ashcroft we're asking after them too.

Jeff Ledger

Via email

Beating the bogey

I have been interested in the recent debate about bogey times in rallying (*MN*, August 10).

The challenge is in handling the car at speeds of up to 100mph through corners and over crests. That is where the ability of the competitors shines through. Any idiot can drive flat out down a straight line.

What would happen if the rulemakers fitted speed limiters? They could be, for example, 120mph for World Rally Cars, 110mph for European Rally Championship cars and 100mph for national rallying events.

Bogey times would still remain at the same level as they are now. With a reduced top speed, that would mean that stage times would be set with drivers showing their ability through corners, over crests etc. That is where the real skill and excitement lies for the fans.

Mike George

Edinburgh

Matton's moves

Yves Matton is potentially tempting Thierry Neuville back to the Citroen fold, but I'm not so sure that's a match made in heaven given the history.

That aside, Neuville is a fast driver, but possibly not so easy to manage.

Craig Breen is different. Proven, hungry and on form. We should remember his resolve and mental strength after the death of Gareth Roberts in the co-driver's seat. It's a tough call to put the trauma of that event to one side. Fine qualities that can buoy a driver when things aren't going their way and this approach can help a team pull together and triumph in the face of adversity.

Take a look at the drivers like Kris Meeke and Sebastien Ogier: They have the mental strength to focus on the job. There are others like Jari-Matti Latvala whose heads drop and performance nose dives.

Turning to running order (yawn), am I not right in saying that in yesteryear it was the case that car one ran first on the road for the entire rally? Even Ogier seems to have packed up shop on running order. Jost Capito has dragged this up again and his comments about Meeke's win meaning nothing, and at best are plain bad manners. At least Capito will be in F1 soon. Bye bye Jost.

Richard Weaver

Via email

YOUR PICS



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Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Rally fan Ian Reynolds enjoyed his maiden trip to Rally Finland recently



Geoff Bengough's photo from the Epynt Ranges



Robert Ingham was at the Silverstone Classic



Justin Ward's VW Cup photograph



Gordon Shedden's first-lap BTCC drama, taken by Robert Taylor



Neil Ormston's dramatic photo from the Silverstone Classic



Nigel Cole snapped Dave Uren at Wiscombe

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TV GUIDE

After a few weeks of circuit-heavy TV guides, gravel and mud returns to the screens.

The **World Rally Championship** is covered off in our WRC on TV section (see right) so it's national to the fore; the **Harry Flatters Rally**. Held over Eprynt military base – likened to a circuit in the mountains – the quick asphalt produces fantastic action. You can catch two separate programmes on the event, with the **MSA Asphalt Championship** (Friday, 2100-2135hrs, Motors TV) and the **British Historic Rally Championship** (Thursday, 1340-1445hrs, Motors TV) getting standalone shows.

Also marvellously club, the **British Cross Country Championship** was also in action recently (Wednesday, 1925-2030hrs, Motors TV). Leviathans roaring through the forests; what more could you want?

Staying in the UK (circuit fans you can come out from behind the sofa now, the rallying is done) the **British GT championship** has been in action. Catch the action from Snetterton here (Wednesday, 1310-1415hrs, Motors TV).

For something a bit more club, there's a relatively rare chance to catch a glimpse of cars in action at Anglesey Circuit. The **Porsche Championship** was part of a BRSCC meeting at the venue (Friday, 1750-1855hrs, Motors TV).

Sky Sports F1's **Classic Races** shows continue over the F1 break. This week is the 1995 San Marino Grand Prix (Wednesday, 2100-2145hrs, Sky Sports F1).

LIVE TV

DTM: Moscow

- **Race one:** Saturday, 1215-1345hrs, BT Sport 3
- **Race two:** Sunday, 1200-1345hrs, BT Sport 3

IndyCar Series: Pocono

- **Race:** Sunday, 2000-0000hrs, ESPN

F3 Masters: Zandvoort

- **Race:** Sunday, 1310-1520hrs, Motors TV

NASCAR Sprint Cup Series: Bristol



Euro F3 is at Spa

- **Race:** Sunday, 0030-0430hrs, Premier Sports TV

FIA European Formula 3: Spa

- **Race one:** Friday, 1100-1215hrs BT Sport 2
- **Race two:** Friday, 1525-1620hrs BT Sport 2
- **Race three:** Saturday, 1200-1300hrs BT Sport 2

LIVE WRC TV

Rally Germany BT Sport 1 Friday

- **End of day review:** Friday, 2200-2230hrs

Saturday

- **End of day review:** Saturday 2145-2215hrs

Sunday

- SS18: Sunday, 1100-1200hrs
- **Highlights:** Sunday, 2230-2300hrs

Channel 5

- **Highlights:** Monday, 1900-2000hrs



Can Ogier win again?

Harry Flatters is a diverse event



LISTINGS



Ulster Rally is unmissable

RACING FRIDAY-SUNDAY

■ **Anglesey, NWales**
2CV 24-Hours Starts Friday, qualifying from 0900hrs Saturday, racing from 0900hrs Sunday, 24-hour race continues
Admission Adult £12 child free
Web angleseycircuit.com
Contact 01407 811400

SATURDAY

■ **Oulton Park, Cheshire**
Mini Festival: VAG Trophy, Mini Challenge, Mini Seven, Mini Miglia
Starts racing from 1125hrs (qualifying from 0830hrs)
Admission adult £19, under 13 free
Web msv.com
Contact 0843 453 9000

SATURDAY/SUNDAY

■ **Silverstone, Northants**
750MC meeting: Clio 182, Club Enduro, Formula Vee, Locost, Toyota MR2, RGB, Bike Sports, Civic Cup, MX-5 Cup, M3 Cup, Classic Interseries
Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs)
Admission £10
Web silverstone.co.uk
Contact 08704 588260

SATURDAY/SUNDAY

■ **Pembrey, SWales**
VSCC meeting: Welsh Sports/ Saloons, 500cc F3, Team Relay, Seaman Trophies, Pre-War Sports, Garry Whyte Trophy, Novices, High-Speed Trial
Starts Saturday, racing from 1630hrs (qualifying from 1600hrs) Sunday, racing from 1300hrs (qualifying from 0900hrs)
Admission adult

£15, child free
Web barc.net
Contact 01264 882200

SUNDAY

■ **Knockhill, Fife**
SMRC meeting: Mini Coopers, Fiestas, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, BMW Compact Cup
Starts racing from 1100hrs (qualifying from 0900hrs)
Admission adult £13, under 12 free
Web knockhill.co.uk
Contact 01383 723337

RALLYING FRIDAY/SATURDAY

■ **Londonderry, Northern Ireland**
Ulster Rally Starts 1300hrs
Admission free
Web ulsterrally.com

SATURDAY

■ **Walters Arena, Neath**
Red Dragon Rally Starts 1030
Admission TBA
Web ptmconline.com

SPORTING SCENE SATURDAY

■ **Birmingham Wheels, Birmingham**
National Hot Rods
Starts 1830hrs
Admission TBA
Web spedeworth.co.uk

SATURDAY/SUNDAY

■ **Shelsley Walsh, Worcestershire**
British Hillclimb Championship
Starts practice from 0930hrs (both days)
Admission adults £12 (both days)
Web shelsley-walsh.co.uk

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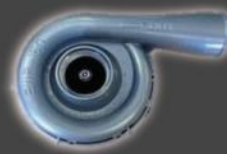
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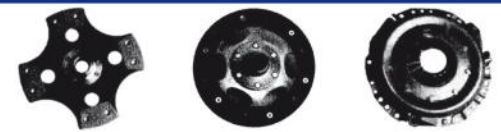
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VAUXHALL CORSA/NOVA 1.4,1.6 16V	£201.39	£121.35	£153.88
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VAUXHALL ASTRA 1.8,2.0 16V 82-92	£188.84	£149.97	£182.57
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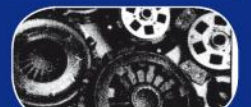


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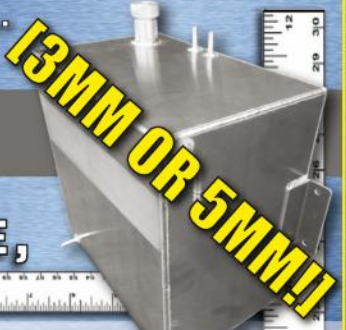


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