THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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Cumbrian firm on top of the world after Rally Germany success

TANAK LANDS DREAM RESULT FOR M-SPORT

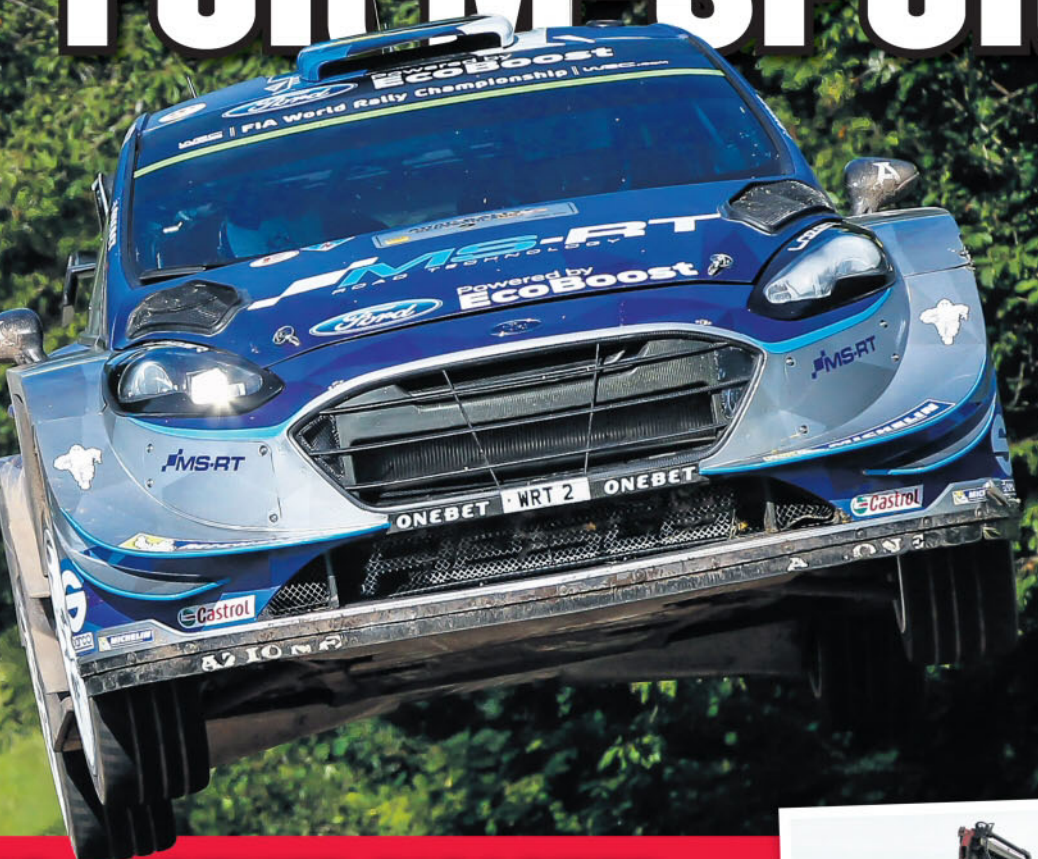
By David Evans

A dominant display from Britain's M-Sport World Rally Team at last week's Rally Germany has put the Cumbrian squad back in charge of both the drivers' and manufacturers' World Rally Championship title races.

M-Sport's Ott Tanak took a stunning first asphalt win in Saarland and that result, allied to Ogier's third place, was enough to move the team 64 points clear of Hyundai at the top of the table. Ogier is 17 clear in the drivers' race after his Belgian rival Thierry Neuville was forced to retire with suspension damage on Saturday morning.

Britain's Kris Meeke suffered a torrid event, ruining his chances of a German win when he crashed on the opening stage. He returned but retired again with a cooling issue on Saturday afternoon.

Full story, p20





ALL THE ACTION FROM WRC RALLY GERMANY

PLUS ANOTHER DISASTER FOR KRIS MEEKE LEAVES CITROEN MAN ON THE BRINK



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MN RUNS THE RULE OVER TRACK TYRES

WE FIND OUT THE TOP CLUB-LEVEL PERFORMERS P16

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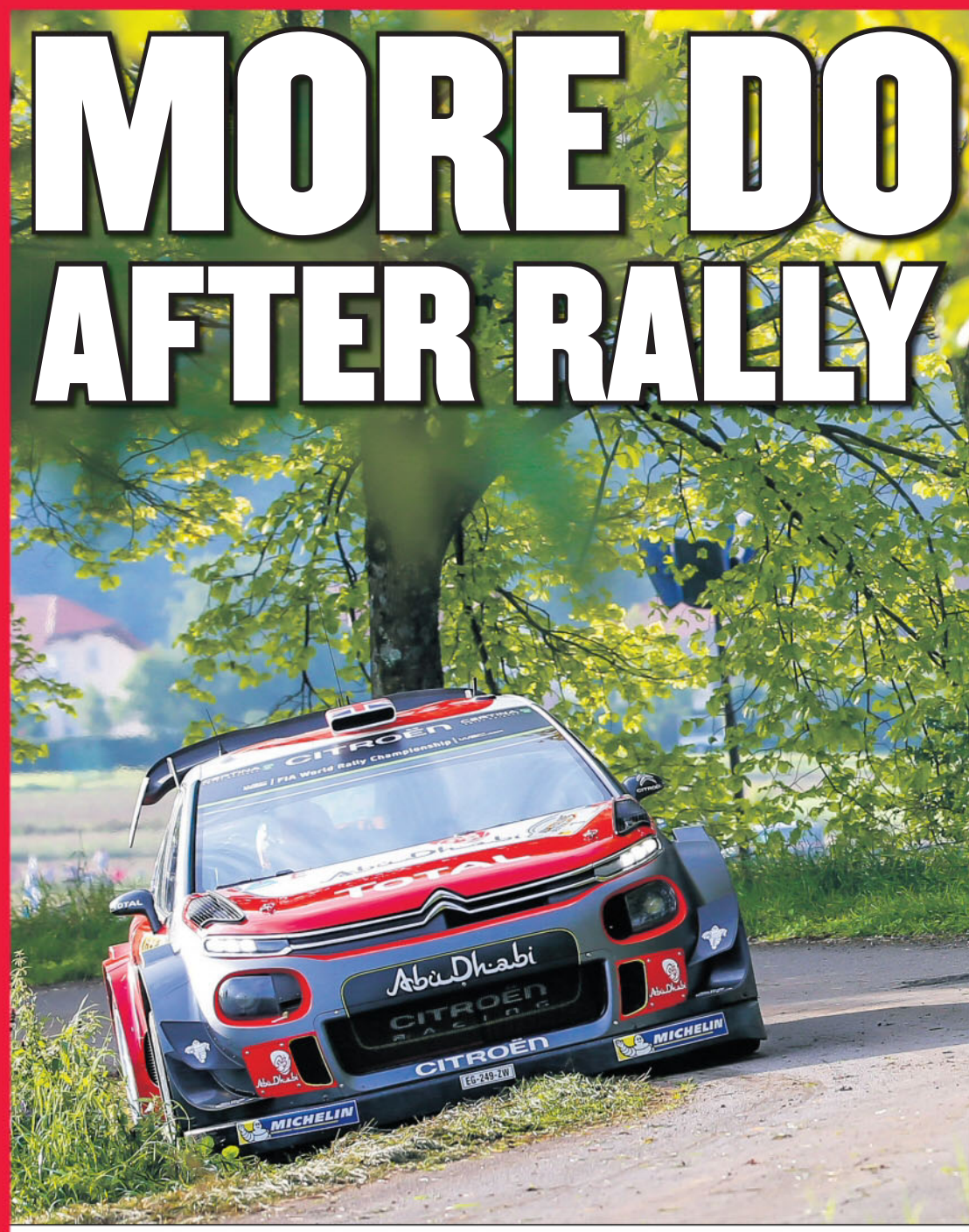
Wanted: A little luck to come Kris Meeke's way at some point. And preferably lasts longer than the first stage. Apply: *MN*

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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

Under-fire Citroen ace faces nervous

MORE DO AFTER RALLY



By David Evans

Kris Meeke will have to wait until the start of next month before he knows more about his future in the World Rally Championship.

The Northern Irishman ruled himself out of the running for a second 2017 win when he broke a suspension arm on his C3 WRC on the opening stage of Rally Germany. Citroen team principal Yves Matton said Meeke's place in the squad for the next round in Spain would be discussed and agreed before September 5, when entries have to be lodged for the Salou-based event.

Meeke's mistake compared starkly with the performance of team-mate Andreas Mikkelsen, who finished a close second on only his third outing in a C3 WRC.

On the subject of the Saarbrucken incident, Meeke told *MN*: "I handbraked the car [at the hairpin right] and the back slid as I expected, but the front gripped more than I thought it would and it just caught the edge of the concrete with the steering open. It was my mistake."

The Rally Mexico winner had nothing to add on what he expected from the future.

He said: "I said what I had to say in Finland: when you get dropped there's obviously people in the structure who don't support you and, unfortunately, I don't know who those people are."

Matton admitted Meeke's mistake hadn't forced a change of approach from Citroen.

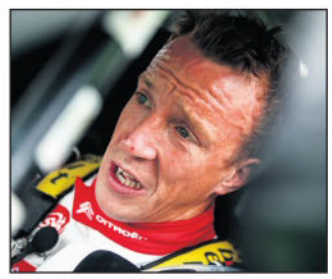
"We don't tell [yet] who will be driving our cars in Spain," he said. "The only driver we confirm will be Stephane [Lefebvre]. But this is not different from what we say before the rally. I don't say he [Meeke] won't be there. Before the start of this rally we decide to take the time to nominate our drivers until September 5 – what has happened here does not change that.

"Kris said himself he made a stupid mistake, these were his words – but I have to say it was a stupid stage. If it was not Kris [making the mistake] then it could have been somebody behind him. We can see how narrow this stage is when we see you need a narrow R5 car to be fastest [Jan Kopecky won the street test in a Skoda Fabia R5].

"It's always disappointing to lose a car like that, but the situation was abnormal [because of the nature of the stage]. I am much more frustrated that this mistake didn't allow him to do his proper rally. When you come in tricky conditions [after what happened], it's difficult to have the motivation and to take the risk when you know it will bring you nothing."



Matton: unsure of his line-up

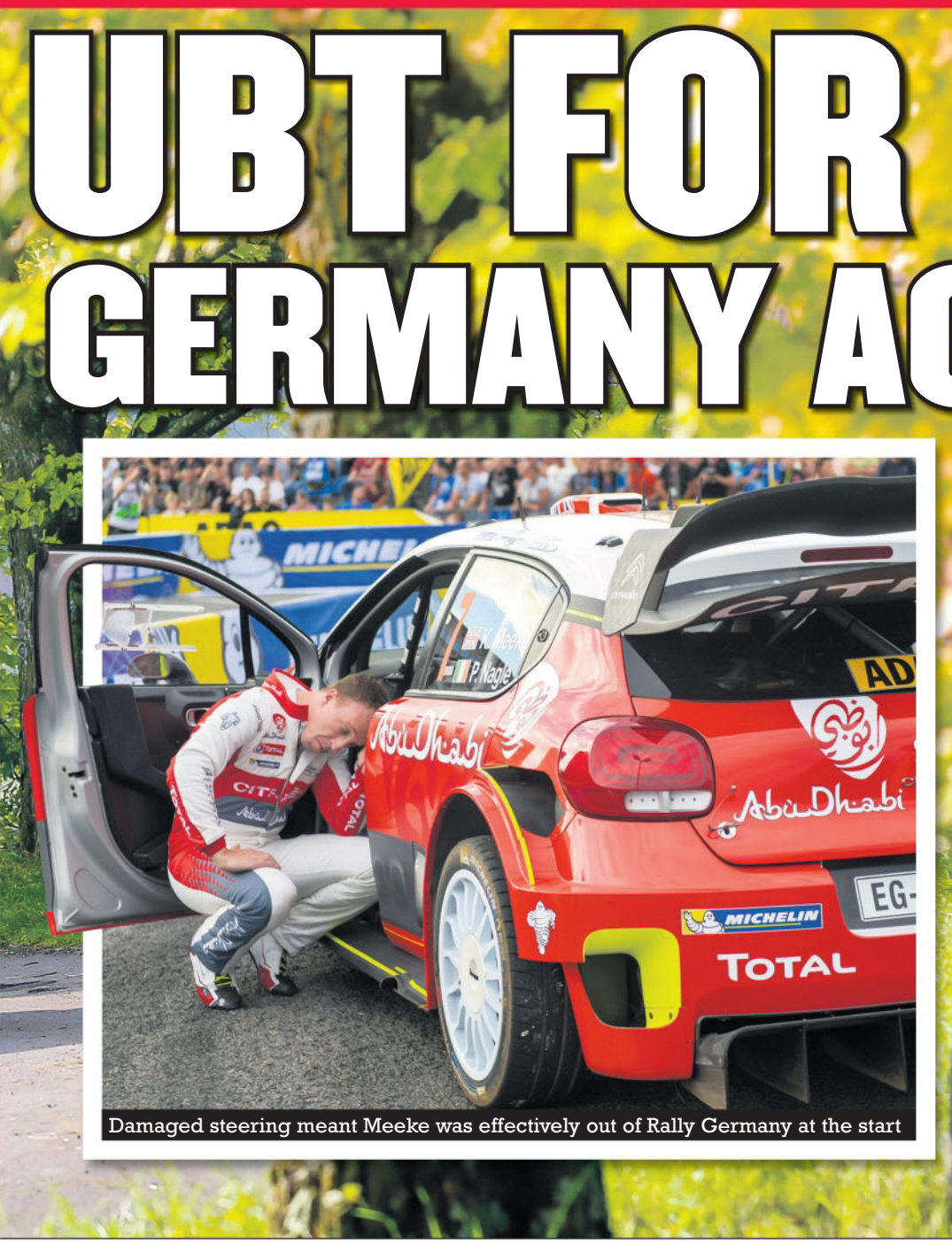


Meeke: admitted his mistake

Photos: mcklein-imagedatabase.com

wait to find out about his future

UBT FOR MEEKE GERMANY ACCIDENT



Damaged steering meant Meeke was effectively out of Rally Germany at the start

Matton admitted his focus was more on 2018 and organising his team for next season rather than on the next three rallies. Asked if Meeke remained part of those plans, he replied: "He has a contract and he is part of the team."

The final decision on Meeke's future is, however, out of Matton's hands. PSA Peugeot Citroen boss, Carlos Tavares, will decide who drives for the Versailles team.

Who, if not Meeke?

Mikkelsen's drive and his existing relationship with Citroen puts him in a strong position for further C3 action this year.

"Everything is open with him," said Matton. "The approach is the same as the past: we do one rally and then we discuss. I cannot tell you will it be one rally, more than one rally? We have to talk, but he has done a good job. Andreas has shown it's possible to play in first place with this car here."

A delighted Mikkelsen was giving little away about his plans for the rest of the season, saying: "I want to do all the last rallies this year – will that be with Citroen? I don't know. The priority is to be fighting for the championship next season."

Speculation suggests Citroen is Mikkelsen's strongest possible option for the rest of this year and into 2018. Toyota is understood to be ramping up its effort to land Ott Tanak and Michel Nandan remains committed to his drivers for next season, even if team manager of the Korean squad, Alain Penasse, pointed out that a 2018 contract didn't necessarily reserve a seat in the team.

Matton confirmed that he had also made initial contact with Sebastien Ogier.

"I had some discussion with him," Matton said. "It was the first discussion to see what is the situation for both of us. I am also talking with some other drivers. At the moment, it's only to find the constraints and wishes from everybody. After that we need a second level of discussions."

Ogier said he would only be interested in a deal done at the right level.

"If the option is only half-good then I would stay at home with my son," said the reigning world champion. "At the moment, I would say we have more than two good options. One thing I want is to sort this out before the end of September."

What about Loeb?

Following his asphalt test for Citroen earlier this month, Matton confirmed he is now looking for a suitable date to get Sebastien Loeb in a C3 WRC on gravel. Matton has his doubts, however, that the nine-time champion could be tempted back to the WRC.

"It's quite difficult to find a date for a gravel test," said Matton. "His diary is quite busy now! His feedback on asphalt was interesting and we would like the same from him on gravel. He comes to the car fresh and he can give us a global view on it. Will he come back? This is too early. We cannot answer that question after one day of testing where there was no comparison with the other driver."

Matton ruled out a Loeb return for marketing purposes, saying: "This type of driver wants to be there if they think they can win, only to be there to make the show doesn't make any sense for him."

MEEKE'S ROLLERCOASTER 2017



Two rolls in Argentina was a real low point for Meeke this season

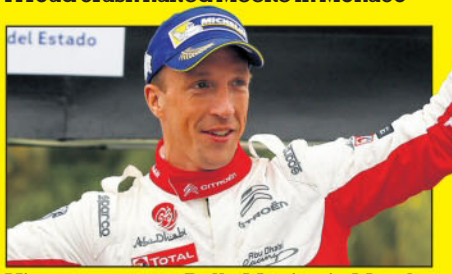
Monte Carlo Rally – retired, road accident
Second, then crashed on SS4. Returned and retired when somebody drove into the C3 WRC on the road to Monaco



A road crash halted Meeke in Monaco

Rally Sweden – 12th
Struggled to get on the same wavelength as a C3 which apparently had a mind of its own

Rally Mexico – 1st
Made the most of a preferable place on the road to win despite a final-stage dash through a spectator car park



Victory came on Rally Mexico in March

Tour of Corsica – retired, engine problem
Fastest on every stage on day one but was forced out by an engine problem

Rally Argentina – retired, crashed... twice
Rolled, came back and rolled again



Damage in Italy forced Meeke to retire

Rally of Portugal – 18th
Led early on then damaged suspension later on day one. Sensible weekend brought the car home

Rally Italy – accident damage
Led early on then rolled in stage five

Rally Poland – benched

Rally Finland – 8th
Struggled to find confidence on an event he dominated last season

Rally Germany – retired, engine woe
Broke suspension at superspecial stage on Thursday night, then retired with cooling problem on Saturday night



German run spoilt by first-stage crash

HOW THE WRC TITLE RACE IS HOTTING UP PAGE 13

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RACING NEWS

F1 ROUND-UP

Renault to grow

Renault Sport F1 boss Cyril Abiteboul says his team must recruit more staff and build bigger facilities if it is to become a force in F1 again. Renault recruited after taking Lotus over in late 2015 to re-establish its factory team for 2016. It added over 80 staff that year, but Abiteboul insists more are needed: "We have grown a lot in the engineering/technical area, and what needs to happen now is growth that is compatible with engineering potential – like the design office, in production, where we are almost too small and almost delaying what aero is capable of producing. That will happen once we have completed an extension of our building [in Enstone]."

Feel the Force

Force India is another squad keen to up its workforce, with chief operating office Otmar Szafnauer saying the team is planning a big recruitment drive for 2018. Force India finished a career-high fourth in last year's Constructors' Championship and has scored 101 points from 11 races so far this term, 27 up on its tally at this stage last year. "We've got our next steps mapped out already," said Szafnauer. "We're now near 400 personnel, and we should go to 425-430. It's more important to have the right people in the right places."

F1 eSports

F1 will run its first eSports series, using Codemasters' new game. Qualifying will start in September, with the 40 fastest going into a live semi-final at the Gfinity Arena in London in October, before the top 20 will fight it out in a grand final at the Abu Dhabi GP.

Two-seater work

Mike Gascoyne has been tasked with updating F1's two-seater fan experience car. F1's new bosses, Liberty Media, have embraced the concept as a way of getting fans closer to the F1 experience. The current two-seater was originally designed by Gascoyne 20 years ago and is based on a Tyrrell 026. The updated car is set to feature at every race next season. "We want the cars to have a more modern look," said Gascoyne. "We're certainly going to put a modern aero package on it. We're going to make two new chassis, because we want to incorporate changes to improve driver fit, and get bigger passengers in too, as well as make them more comfortable and safer."



F1's two-seater set for revamp

Photos: LAT

RED BULL BACKS VETTEL FOR TITLE

Mental strength will be key for Seb's fifth crown, says Marko



By Rob Ladbrook

Red Bull advisor Helmut Marko has backed Sebastian Vettel to claim a fifth world title this year, saying the German's mental strength will give him an edge over Lewis Hamilton.

With F1 set to resume business at Spa-Francorchamps this weekend after the summer, Vettel will head to Belgium with a 14-point advantage over Mercedes' star Hamilton.

Ferrari has enjoyed a vast performance increase this year, with the Scuderia able to challenge or beat Mercedes on pure pace at each of the events so far.

This year's title fight looks set to be a head-to-head between Vettel and the two Silver Arrows drivers – with Valtteri Bottas in third, just 19 points adrift of Hamilton and 33 off Vettel.

Marko, who oversaw Vettel's four titles between 2010-2013 when he raced for Red Bull, said he was backing Vettel for a fifth crown.

When asked who would win this year's title, Marko said: "I believe in Vettel, because I know his mental strength – and Ferrari has raised its game this year. Ferrari was clearly the stronger car in the first half of the season and only due to various circumstances could they not materialise all their chances.

"Seb will use this summer break to come back stronger. That's how I know him. Don't forget we've been 60 points behind heading into the break before and still won the title with him!"



Marko (left) has tipped Vettel

While Marko has tipped Ferrari for the drivers' title, Christian Horner insists Red Bull now has the tools to out-score its Italian rival over the remaining races.

Red Bull has made solid progress to establish itself as the third-fastest team this term, and has trimmed the deficit to Ferrari and Mercedes in recent races. However, Red Bull is still third in the Constructors' Championship – 173 down on Mercedes and 134 off Ferrari.

"From a championship point of view, I think the gap between us and the Mercedes and the Ferraris is too big to haul back," said Horner. "But I would like to at least outscore Ferrari, certainly in the second half of the year.

"And if we can get into a situation to challenge for podiums and the higher places on the podium a couple of races between now and the end of the year, that is a realistic and aggressive target for us."

Horner also put the team's early season struggles down to a lack of correlation in its windtunnel testing, saying the team was "led astray" by many of its results.

"To solve any problem you have to break it down and analyse it and the tech guys here did a great job," he added. "It wasn't until Barcelona that we were able to introduce the first sort of [upgrade] package that addressed our issues. But I think we're going in a good direction now."

Toro Rosso cools on talks to run Honda engines

Toro Rosso will not run Honda engines next season after talks between the team and the Japanese brand collapsed last week.

Honda is keen to supply a second team, and recently had a potential deal with Sauber cancelled. Honda feels having a second team running its power units can aid its progress with main partner McLaren.

Toro Rosso, which is running Renault engines this year, had been in talks with Honda about a deal for 2018 onwards, but it is believed those have now ceased as both parties could not agree on the financial aspects of the deal.

Without a second team, Honda's future in the sport is unclear, with McLaren publically stating it is reviewing its options. However, both Ferrari and Mercedes have made it clear they are unwilling to supply McLaren with engines in 2017, leaving Renault as its only option.

F1 would be "senseless" to not give Leclerc a seat

Charles Leclerc's Formula 2 team boss believes there will be no "sense" in Formula 1 if Leclerc doesn't get a seat in the championship next year.

Prema Racing team head Rene Rosin reckons that Ferrari-backed Leclerc is doing everything to mark himself out as a rising star this year.

The 19-year-old Monegasque is 50 points clear in the F2 standings. He has tested for Ferrari in Hungary in a current-spec F1 car and he took part in four Friday practice sessions with Haas last season. He has been linked with a race seat at Sauber next year as part of the Swiss team's continued Ferrari partnership.

Rosin said that Leclerc, along with other Prema drivers like Pierre Gasly and Antonio Giovinazzi – who Prema ran to first and second respectively in GP2 in 2016 – deserved a shot at the top table.

"Drivers like Antonio, like Pierre, like Charles should be in F1 because they deserve it," he said. "How Charles is managing this year is something really incredible so he really deserves a chance.

"I think that they [Ferrari] have to put him in the [F1] car, otherwise what's the sense of F1 either if we are not able to promote the best drivers in the field?"

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'How much difference do the right tyres make?'
***MN* samples track rubber, p16**



Photos: Jakob Ebrey, LAT

BUTTON MUST BE READY

Super GT regulars warn Briton won't get an easy ride



Button to make GT debut



Button will race Honda NSX-GT

Drivers who have competed in the ultra-competitive Japanese Super GT series have warned Jenson Button about underestimating the drivers in the series ahead of his championship debut.

Button, 37, will drive a Team Mugen Honda NSX-GT in the Suzuka 1000km, where he will be joined by regular Mugen drivers Hidekah Mutoh and Daisuke Nakajima.

The championship provides a number of challenges to drivers, with four different tyre makers and three works programmes. Yokohama, Bridgestone, Dunlop and Michelin provide tyres while Honda, Lexus and Nissan all have factory efforts.

The current Super GT series leader James Rossiter is well-known to Button, the two tested together at BAR (later Honda) in Formula 1 in 2005-'06.

"I've been speaking to Jenson a lot about Super GT and he came out a few times last year," said Lexus driver Rossiter, who shares with ex-F1 man Kazuki Nakajima. "I spoke to him a bit [after his first test] and he said that it was much more challenging than he was expecting.

"They are super-fast cars, with super-high grip, and in qualifying with the new tyres you get one shot, and if you don't do it on lap one you look a bit silly and you don't get lap two. That's that.

"The other thing Jenson found interesting is sharing a car. Compromising set-up and seating position, there are so many different things he's going to experience."

Another driver familiar to Button and competing in Super GT is Heikki Kovalainen, who couldn't score a podium in his first year, finishing 13th in the points. He won the title in 2016, but this year he has fallen back to seventh.

"The margins are always small," said Kovalainen, "which tells you most of the guys are driving at the limit of the cars.

"Anyone going over there or looking over there should not underestimate the level of competitiveness.

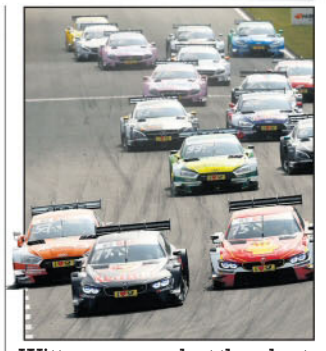
"I quite quickly found that I needed to work on every small detail to be able to beat these guys."

Button, who contested 306 grands prix before stepping back from F1 this year, said: "After driving an NSX Concept-GT at the Honda Racing Thanks Day last December, I became interested in racing in Super GT.

"I spoke with Honda and they have given me the chance to race at the Suzuka 1000km.

"As an F1 driver and a member of Team Mugen, I will push to win."

Motorsport News' sister publication *Autosport* will be showing the race on its website, *Autosport.com*.



Wittmann won, but then lost

Wittmann exclusion opens DTM battle

BMW DTM driver Marco Wittmann was excluded from his first win in 2017 at Zandvoort last weekend after the organisers were unable to take a 1kg fuel sample from the car, blowing the DTM title race wide open.

Wittmann, the reigning champion, won the second race by 0.8s, having fended off Audi's Mike Rockenfeller.

But following the technical irregularity the car was held in parc ferme and Wittmann was stripped of victory.

Rockenfeller was promoted to claim his first series victory since 2015, with the outcome also jumping Audi to a top-four lockout.

Prior to the ruling Wittmann was just seven points shy of series leader Mattias Ekstrom in his bid to defend the title.

Now Wittmann is eighth in the standings with six races remaining.

In the opening race, ex-F1 driver Timo Glock converted pole to his first victory of the year.

Wittmann was second, just 0.1s behind Glock, in an all-BMW top three.

Hanley gets FIA WEC seat in LMP2 with Manor, Stevens back to Blancpain

Ben Hanley will join Manor for the next round of the FIA World Endurance Championship in Mexico City in September.

The former Renault development driver will make a one-off appearance driving one of the team's ORECA-Gibson 07 in the LMP2 class, sharing with Jean-Eric Vergne and silver-rated driver Matt Rao.

Hanley, 32, will be making his fourth WEC start this season following on from outings with TDS, DragonSpeed and G-Drive in each of the past three rounds.

● Fellow Briton and ex-Manor Formula 1 driver Will Stevens will return to WRT Audi for the Blancpain GT Series Sprint Cup round in Hungary. He will drive alongside Marcus Winkelhock and then contest the Sprint Cup finale at the Nurburgring in Germany in September.



Hanley will handle Manor's WEC LMP2

Norris grabs Euro F3 points lead

McLaren-Honda Formula 1 team protege Lando Norris moved to the top of the Formula 3 European Championship standings with two wins at Zandvoort in Holland last weekend.

Norris, who made his official F1 testing debut in the the 2017 McLaren-Honda in Hungary last month, won the opening race by nine seconds following a safety car restart when David Beckmann's upside-down car had to be recovered from the gravel trap.

Closest championship rival Maximilian Gunther, who led the standings coming into the weekend, took a brace of third places and a sixth across the three races. He now trails Norris by 11 points with nine races to go.



Norris took a double to move into the F3 points lead

Gunther's Prema team-mate, Briton Callum Illot, dominated the second race to lead home a British 1-2-3-4 of Jake Hughes, Norris – who was dropped from pole for a yellow flag offence in qualifying – and Harrison Newey, son of Red Bull's Adrian.

Norris was back on the top step of the podium in race three courtesy of a lights-to-flag victory ahead of Carlin team-mate, Ferdinand Habsburg.

THE FASTEST NEWS ROUND-UP





Hunter-Reay endured a horrible accident

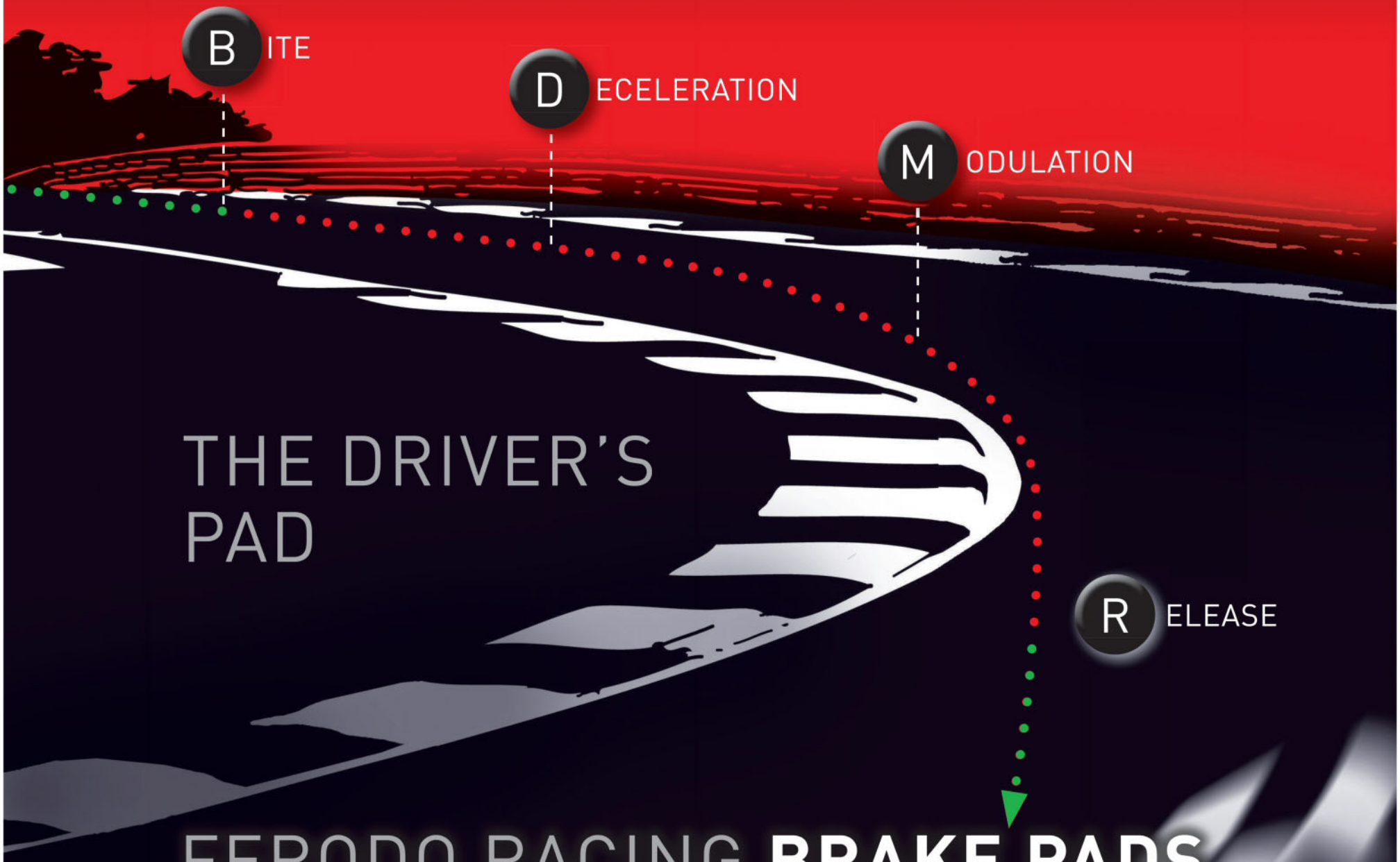
A huge qualifying crash preceded the Pocono IndyCar race last weekend, in which Team Penske took a 1-2 led by Will Power. Ryan Hunter-Reay suffered a 139g crash in qualifying and was nearly ruled out for the race with hip and knee injuries, but he recovered to finish in eighth place… Kyle Busch took his 40th NASCAR Cup Series victory with a win at Bristol, where he denied rookie Erik Jones his breakthrough victory. Joe Gibbs Racing driver Busch swept around the outside of Jones with 55 laps remaining for his sixth win at the oval. Busch also won the XFINITY and Truck Series races in a clean sweep last weekend… **A Supercars record was set as Jamie Whincup took the 106th race victory of his career at Sydney Motorsports Park. Whincup and Craig Lowndes were previously tied on 105 wins until the former overtook Shane van Gisbergen with 10 laps remaining for victory…** Red Bull Formula 1 junior Pierre Gasly took his maiden win in Japan's Super Formula Series at Motegi, following in the footsteps of current McLaren-Honda driver Stoffel Vandoorne. Gasly gained the lead from Kamui Kobayashi and kept a 15-second advantage to the chequered flag… **Juan Pablo Montoya will enter next year's IMSA SportsCar Championship with Team Penske, which is fielding the new Acura ARX-05 DPi racecar in the series. His team-mate will be former Pro Mazda champion Dane Cameron when the series begins with the Rolex 24 at Daytona in January 2018…**

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SELECTED RANGE NOW AVAILABLE THERMALLY BEDDED

"We have no cause for concern over JHR"

F4 plans unchanged, below



Photos: Jakob Ebrey

JHR DRIVERS FIND NEW TEAMS



Priaulx has moved to HHC Motorsport

Ginetta Junior points leader Seb Priaulx has moved to the title-winning HHC Motorsport squad for the rest of the season after his previous team, JHR Developments, was suspended.

The 16-year-old was one of eight drivers to be affected by Ginetta's decision to suspend JHR from both Juniors and the GT4 Supercup for the rest of the season while the manufacturer investigates its conduct.

Priaulx was one of three Junior drivers excluded from the Thruxton meeting in May with Ginetta suspecting his engine to be illegal, but JHR successfully appealed this at the National Court. Ginetta was dissatisfied with that investigation and last week opted to suspended the team, leading to the moves.

"It's been weird but I'd like to thank Ginetta for helping a lot," Priaulx told *MN*. "HHC are a really great team – I can't wait to get started with them. It's been quite difficult but I need to try and move on now. Steve Hunter [JHR boss] has been really good too and let me have my car.

"It's not great to change teams but I've got my mechanic, Jordan, and HHC seem really welcoming. I'm really clear in my mind and just want to focus on returning to winning."

While scholarship driver Adam Smalley will also join Priaulx at HHC, Tom Gamble – who is currently second in the standings – will instead join Elite Motorsport. Priaulx says it is beneficial that the pair are no longer in the same team.

"It's not a bad thing we are in different teams as there might have been a little bit of friction in the team if we were both going for the title," he said. "I can now focus on my job."

Two more ex-JHR drivers, Matt Luff and Finley Green, will use the pre-Rockingham test this week to decide on which team to join.

HHC boss Charlie Kemp said the new drivers should settle in quickly: "A Ginetta Junior is a Ginetta Junior and once they get happy in the team and everyone gets to know each other it should work well."

JHR's two GT4 Supercup racers, George Gamble and Seb Perez, have both joined Rob Boston Racing for the final three meetings this year.

JHR has also been competing in British Formula 4 this season but, despite the Ginetta investigation, the single-seater series is perfectly happy with the team continuing to race.

Championship promoter Sam Roach said: "They have been with us for two-and-a-half years now and are welcome in our paddock. We have never had any cause for concern."

MN has been unable to contact JHR team boss Hunter.

Bushell aiming to tie up Clio title early

Renault UK Clio Cup points leader Mike Bushell is this weekend aiming to become the first driver since Dave Newsham in 2010 to secure the title with four rounds still to go.

The Team Pyro racer heads into the Rockingham races with a 98-point lead at the top of the standings. If he can extend that to 136 by the end of the weekend he will leave Corby as champion.

Bushell says he will not change his approach with the title now in sight and is just pleased to be in this position.

"More than anything it's a reassuring thought that the hard work I've been putting into this year has really been paying off," he said. "Just to have the possibility of winning it with two weekends left – I've done well to get to that point! I'm still going to go there and attack.



Mike Bushell can wrap up this year's Clio Cup crown

"I've got to have another perfect weekend to win the title. I've got it in my mind if I'm at the magic number of 69 points ahead by the end of Silverstone I will be happy."

Eastwood docked points for clash

It has been confirmed that Porsche Carrera Cup GB points leader Charlie Eastwood has been docked three points for forcing Redline team-mate Dan Cammish off the road in the second race at Knockhill earlier this month.

The incident resulted in Cammish retiring from the race after colliding with the barriers out of Clark's. Eastwood's lead has been cut to 10 points over Dino Zamparelli after the penalty – that had yet to be confirmed as *MN* closed for press last week – to the 10-place grid drop he has for the next race.

Clio champ Glew gets GT win on race return

One-time British Touring Car racer and 2009 Renault UK Clio Cup champion Phil Glew made a one-off return to the cockpit last weekend at Zandvoort – and won a GT4 European Series Northern Cup double with his protege, Charlie Fagg.

Fagg, who celebrated his 18th birthday on Friday, started the series with a Sean Walkinshaw Racing Nissan 370Z before quitting the team.

He raced the Ebor GT Maserati GranTurismo MC GT4 to two class wins in last month's British GT round at Spa, before Glew joined him at Zandvoort.

"I'm still on very good terms with SWR," said Fagg. "But the main reason we left was because I lost my team-mate Romain Sarazin [Nissan GT Academy member] after Brands Hatch and we couldn't find a replacement."

The first win came despite a drive-through for Glew when he knocked the leading BMW of Ricardo van der Ende into a spin. Fagg had charged back onto the tail of the lead battle when the top duo collided, putting him in front. Fagg led race two from the start before Glew completed the job.

"I've looked after Charlie since he started in Ginetta Jrs, and to see his progression has been fantastic," said Glew.



Glew made a racing return in Maserati, and took two wins

Fagg is now eyeing the European Southern Cup finale at Barcelona in the Maserati. "It would be great to have British, Northern and Southern wins in the same season!" he said.

Fagg will make his British GT3 debut in the finale at Donington Park in a JRM-run Nissan GT-R alongside Ben Green.

JUNIOR REPORTER

STEPHEN LICKORISH

"The timing of the JHR decision is surprising"



It is one of the most surprising stories of the year so far. JHR Developments' suspension from Ginetta categories was certainly a bombshell when the news broke late last Monday afternoon.

It is one thing for a driver to be excluded from a championship but for a whole team to be chucked out is fairly unprecedented in UK motorsport. And this is not just *any* team.

Until last Monday, JHR ran more drivers in Ginetta series than any other outfit.

Its drivers included the top two in the Junior standings. It also had a long history in both Juniors and the GT4 Supercup, with its drivers winning both titles in the past.

But that association is over now.

The controversy all started at Thruxton as Ginetta later excluded three of the JHR Junior drivers after suspecting their engines had been tampered with.

While JHR was successfully able to appeal the decision at the National Court, Ginetta still believes the team acted in an unsporting way. And that has led us to the questionable situation where we are today.

The timing of all this is somewhat surprising. It has taken four weeks from the appeal decision being confirmed for the suspension to happen, with just three meetings of the season to go. Could it not have either waited until the end of the season in just over a month's time, or have been dealt with during the summer break?

Then there's the legality question. Nowhere in the series regulations or MSA Blue Book does it say that championship organisers have the authority to suspend teams during the year when wrongdoing is yet to be proved.

And finally there is the issue of the investigation itself. Ginetta has said no action will be taken against any of the former JHR drivers. But if it finds JHR guilty and one of the team's ex-racers does end up winning the championship then surely it will be a tainted victory?

There is also a worrying picture from Knockhill where no more than one JHR driver featured in the top six in the speed traps during any session.

The only ones to have come out of this with any credit are the drivers themselves. As points leader, Seb Priaulx has borne the brunt of the focus, but dealt with the initial exclusion incredibly well. He and many of the other JHR racers have just accepted the situation and got on with their job.

Now the game of musical chairs is over we are set for a fascinating end to the season.

The title battle is delicately poised with Priaulx leading former team-mate Tom Gamble by three points, with Douglas duo Kiern Jewiss and Dan Harper not far back and HHC's Tom Wood is also just about still in contention.

It would be good if the focus can now be with the on-track action rather than events away from it.

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RACING NEWS

IN BRIEF

Mussi to Mini

British GT4 race winner Fulvio Mussi made his first outing of 2017, deputising for Simon Walton in the Mini Challenge Cooper Class at Oulton Park last weekend. While Walton was at Brands racing his Audi TT, Mussi took over his Cooper and won both races. "I've only done about six races in the last four years and ended up winning all of them!" said Mussi. "I did some coaching with Simon and his son and he offered me this drive. It felt like half the engine had gone missing compared to the Ginetta G55 GT4 I last drove, but was great fun."

Ross to Clios

JJ Ross is set to make his Renault UK Clio Cup debut at Rockingham this weekend. The 2015 Fiesta champion will make what is currently just a one-off appearance in a car entered by his father, Bob, that JJ has raced in a variety of different categories over the past year. It has also been confirmed that British and Northern Irish karting champion Jack Young will contest the new Junior series with the MRM team. Another of the drivers contesting the series, Max Marzorati, has taken delivery of his Renault Retail Group UK-backed Clio from Renault Formula 1 driver Jolyon Palmer.

Sowery to Lambos

BRDC British Formula 3 race winner Toby Sowery made his debut in the Lamborghini Super Trofeo at Fuji last weekend. The 21-year-old McLaren Autosport BRDC Award finalist was racing in sportscars for the first time and took two podiums sharing a Lazarus Huracan with Polish racer Artur Janosz. The pair were third in the opener and second in race two.

Gough returns

Former National Formula Ford 1600 champion Stuart Gough returned to the series at Silverstone last weekend. He currently sits ninth in the Mini Challenge standings but has withdrawn from the series. "We're selling the Mini and if my sponsor can't find the money for British GT [next year] then we'll look to do [Formula Ford] for a season," he said. He was back driving his winning Van Diemen RF92 and took a best finish of ninth.

King switches over

F1000 racer Bryony King will finish this season in the Mini Challenge Cooper Class after making her debut in the category at Oulton Park last weekend. King had started the year in the rebranded Formula Jedi category, but will now race an Excelr8-run Cooper. "I enjoyed single-seater, but wanted to learn something new," she said after taking a best finish of sixth in race two.

Owens back to Minis

Mini driver Endaf Owens made his first start in a Miglia for six years at Oulton Park last weekend. The outings marked the first time 2011 Miglia champion Owens had raced one of the cars since his title-winning campaign. He was ruled out of race one after a collision but finished second in race two. "First time out for six years and I was absolutely bricking it beforehand," said Owens, who now races in Honda Civics. "Race one didn't go to plan, but we got the car ready and race two was much better! I've missed the Miglias, but it was just a bit of fun as a one-off."

Photos: Jakob Ebrey

FILES: TCR UK COULD OVERTAKE BTCC

TCR Germany champion reckons new series has massive potential



Files (1) is reigning TCR Germany champ

By James Newbold

Reigning TCR Germany and Middle East champion Josh Files believes that the newly-announced TCR UK will usurp the British Touring Car Championship as the UK's biggest national tin-top series in three to four years.

Masterminded by Marcello Lotti, TCR is a cost-capped formula that has rapidly gathered momentum since its 2014 launch, and the UK series has already caught the attention of a number of BTCC teams, including Motorbase Performance and Team Hard.

BTCC series director Alan Gow said that the BRSCC-run UK championship was "not even on my radar", but Files is confident that it will be a success.

"It only needs a few teams to get behind it and a few drivers to get behind it that don't have the budget to do BTCC and you'll soon get big grids," he said.

"Drivers will start coming away from BTCC into TCR UK and ultimately it won't be long, I think in three or four years maximum it will become the BTCC.

"The nice thing is you can take the same car from the UK to Germany and the next weekend do TCR International – the cars are all the same, so from that perspective it's greater value for money.

"The cars now already are faster, cheaper to maintain and cheaper to buy, so I don't really understand what the value is of BTCC apart from TV."

Files anticipates grid sizes will increase as the year goes on, mirroring the growth of TCR Germany, which has swelled to 40 car grids after a modest start last year.

"People have to be open-minded to it. The inaugural year is always difficult, and I imagine they will probably get 14 cars for the first year, but it was no different to TCR Germany," he added.



Files is a fan of the TCR concept

JSCC champion Milner to race in Britcar Endurance

Ginetta GT5 Challenge racer and 2016 Junior Saloon Car champion Katie Milner will compete in the Britcar Endurance Championship for the first time at Donington Park next month.

The 17-year-old will make the step up to a Porsche 997 GT3 car alongside former team-mate, Ollie Willmott, who has raced the car this season.

Milner, who is eighth in the Ginetta GT5 Challenge, briefly tested the Porsche earlier in the year at Silverstone.

"I was quite surprised when I tested the car, there's quite a few higher demands: big braking zones and more power out of the corner but in a way I found it easier to drive," she said.

"It's going to be the first time experiencing a GT car [in a race], and that's my ambition [ultimately]. It will be good to get experience around circuits in a GT car and I think we will definitely look at doing some more races."



Milner's raced in GT5 Challenge

Pull refuses to give up on BRDC British Formula 3 title

James Pull has vowed to continue fighting for the BRDC British Formula 3 championship despite trailing his Carlin team-mate Enaam Ahmed by a considerable margin.

The 17-year-old sits second in the standings but is 106 points back with only 190 points still available.

"I'm still going to go in trying to win the championship, that's the right mentality to go into a race weekend," said Pull, who has taken 12 podiums throughout the year but has yet to take his maiden win.

"It does look out of reach but you never know what can happen, he [Ahmed] could have a disastrous weekend, I don't wish that upon him, but you never know what can happen.

"I'm still trying to win the title but if it gets to the point of being impossible to win then I'll settle for second."

Ahmed, who has taken 10 wins from 18 races already this season could wrap up the championship at Snetterton this weekend.

"I'm going to go for the win, the only way to win the championship is by winning races," he said. "I'm going to push like hell. I've not been thinking about the championship."



Ahmed (l) leads Pull by 106 points

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'Neal took his first win, but Smith got the title'

Mini Festival from Oulton Park, p25



Photos: Gary Hawkins, Richard Styles, Oliver Reid, Eddie Kelly

Drivers avoid injury after Oulton shunts

Mini Challenge racers Aaron Reeve and Mark Wakefield were fortunate to escape injury in two big accidents at Oulton Park last weekend.

Reeve was airlifted to hospital for checks after rolling his Open Class Mini Cooper S at Cascades after being clipped by the spinning Ben Dimmack in the day's final race. He was released with bruising.

Wakefield went off at Knickerbrook while working his way through the order. His car hit the barriers and then he was collected by both Rob Smith and Ray MacDowall at speed.

Wakefield returned to the garage, but was taken to hospital for checks after complaining of pain in his arm. He was released with bruising.

"When the rain came it really unsettled the car and I slipped onto the grass and it was like ice," said Wakefield. "I whacked myself on the rollcage and have a lot of bruising and some swelling, but nothing's broken. We're trying to get a new car out for the last round."

Champion Smith will race on in Minis

New Mini Challenge JCW champion Brett Smith will continue in the championship for the remainder of the year, despite already sealing a move into the British Touring Car Championship.

Smith wrapped up the JCW crown at Oulton Park last weekend with two races still to run at Donington Park in September.

He secured it with a second place finish in race one and a fourth place finish in race two. It is his first car racing title.

Smith will deputise for his injured father Jeff for the remainder of the BTCC season aboard his Eurotech Honda Civic, and had been expected to duck out of Minis to focus on that programme.

"I'll finish the Mini season alongside the BTCC," said Smith. "I don't go racing just to win things I go racing because I love it so I want to do as much as I can.

"After this title I'll be talking to dad about getting into a Civic alongside him in next year's BTCC too."



The reverse circuit was a challenge

KNOCKHILL GOES INTO REVERSE AFTER 20 YEARS

The Knockhill Racing Circuit was used in reverse for the first time in 20 years by the Scottish Motor Racing Club last weekend.

The Scottish circuit had safety alterations completed in 2012 to gain acceptance for using its 1.3-mile track in an anti-clockwise direction, but had previously only held bike race meetings and some car events organised through its own Knockhill Motor Sports Club (KMSC) on the format.

Drivers competing at last weekend's SMRC meeting were positive about the track, with many of Knockhill's corners presenting a new challenge given the changes in camber and kerbs.

Former Mini Challenge champion and winner of the Porsche GT3 Cup Challenge, Oliver Mortimer, said: "It's all-new to me this reverse direction. I've been racing here since 2002 but it was the first time I'd run it in reverse.

"I picked the track up quite quickly but I would say it's more technical and quite challenging in reverse.

"There's a lot more room for error over the lap. I think it's great."

Former Scottish Legends champion Ben Mason felt that while the track may not have as many opportunities for overtaking: "It feels faster than normal and going down through Clark's and uphill to McIntyres and Duffus is awesome."

Debate over 24 Hour 2CV race length



The 2CV 24 hour race did only run for 24 hours after a vote

The final decision on the duration of the 2CV 24 Hour race at Snetterton was only made a fortnight before the event after drivers were asked to vote on the length of the race.

Conflicting views on whether the regular UK Classic 2CV Championship cars should extend their running by half an hour to boost media coverage had been a topic for months.

Leading up to the event, drivers had been polled on their views, which confirmed a standard 24-hour distance was preferred.

The rationale behind extending the length of the race was a direct result of invitational entries gaining more coverage as overall race winners, as opposed to the British championship, according to club chairman Meyrick Cox.

Despite his endeavors, several 2CV drivers voiced their concerns and frustration in the weeks leading up to the Snetterton event.

Recently-crowned double-champion Lien Davies said: "I didn't care about driving for another half an hour, but when it comes to the reporting, the focus should be on us instead of the Belgians."

Also competing during the 24-hour race was former Legends champion Oli Poyser, who had his first race in 11 years when he joined Team Rebellion, finishing third in class.



MacLennan leads fellow Cliff Dempsey racer Jamie Thorburn

Problems for MacLennan in FF1600 title bid

BRSCC National Formula Ford 1600 Championship driver Neil MacLennan has endured a difficult week after losing an appeal to have a win reinstated, and then having a race he was due to start from pole cancelled.

MacLennan took victory during the second race at Knockhill earlier in the year but was excluded after passing a lapped car under yellow flags.

His appeal earlier this month failed, but if successful would have put in him in the lead of the championship heading into last weekend's meeting at Silverstone.

"We did everything we could but it was out of our hands," he said. "At the end of the day if you pass under a yellow flag then that's that."

He failed to score a podium finish during the weekend.

To make matters worse, the Cliff Dempsey Racing driver had been due to start on pole for a postponed race from Castle Combe, which was to be held at Silverstone.

But as 100 per cent of the competitors didn't agree to the rescheduling, the race was cancelled and the time used instead for a 25-minute practice session.

Team owner Cliff Dempsey said: "Obviously it was handy to have a practice session as it gave us a chance to prepare for qualifying.

"But I'm very annoyed we didn't have the Combe race because we're lying second in the championship and Neil was on pole."

A number of single-seaters performed demonstration runs at Brands Hatch during its new Deutsche Fest event at the weekend. They included the ex-Takuma Sato Jordan EJ12 (chassis 01) – now owned and driven by Barry Walker – and which took Sato to fifth place in the Japanese Grand Prix at Suzuka in 2002. Also on show was a World Series by Renault car in Lotus F1 livery, driven by Jon Reakes, as well as an ex-Erik Comas F3000 car. All cars lapped Brands on Sunday.



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HISTORICS

'Kubota will drive three Lotus cars'
Busy Gold Cup ahead, below



Photos: Paul Lawrence, LAT

DOWN THE PUB WITH DAVID FRANKLIN

Age: 71 **Lives:** Portishead
Former hillclimb champion

Goodwood is a favourite
"I've been competing for 52 years. I'm doing all three Goodwood events this year. I drove a Ferrari 275GTB at the Festival of Speed to mark 70 years of Ferrari. That's one of the best hillclimb courses in the country: it's a seriously good hill and a proper challenge."

He completed a quite unique double
"We won the British hillclimb and sprint championships in the same year in 1978. Nobody else has done it, although dear old Roy Lane tried very hard for many years. We had a March 772 with a BMW M12 engine, which I bought direct from March. We used to compete abroad quite a lot with it and would do three or four events a year in Switzerland and France. It was a brilliant time."

He started in 1965
"The first meeting I ever did was the Dyrham Park hillclimb in April 1965 and I have one fantastic memory of that day. I turned up in the paddock with a bog-standard Hillman Imp because I worked for the Rootes distributors. Ron Fry turned up with his transporter with his Mini Cooper S on the top and a brand new Ferrari 250LM underneath! Would you believe, 40 years later I raced that car for its Italian owner and we went to Classic Le Mans and Monza. It was the car I idolised in 1965."

Shelsley is a favourite
"I love going to Shelsley Walsh and try to go at least once a year. I love the atmosphere there and the chance to catch up with friends. It took me several years to get an entry when I first started. I've taken one or two exotic Ferraris along over the years, but last week I did it in the road car. I held a hill record in a Ferrari 212 for about six months until Richard Jones snatched it away in his Brabham."

He's a Ferrari man
"I was asked to test a Ferrari for someone in the early 1990s and it mushroomed from there. I've been so fortunate to get to drive some lovely cars. We're doing the Kinrara Trophy race on Friday night in the dusk at Goodwood. I'm doing it with Frank Stippler in a Ferrari 250SWB, so no pressure there, really! I'm hoping I'll do the start when there is more daylight. Ferraris just have this magic about them."



Franklin: Ferrari fanatic

PRODRIVE SUBARU FOR BTRDA HISTORICS

Andrew Fenwick to prepare Legacy for Historic Cup assault



Legacy will feature in the BTRDA division

By Paul Lawrence

Andrew Fenwick is building a Subaru Legacy to period specification for 2018 when he plans to run the four-wheel-drive turbo car in the BTRDA Historic Cup.

Recent changes to the FIA cut-off dates for historic rally cars have moved the end date to 1990 for what is being called Category 4b. The move, adopted by the MSA for use in the UK, opens up historic rallying to the four-wheel-drive turbocharged cars of the late 1980s. "I'm building a 555 Subaru Legacy," Fenwick told *MN*. "I believe the BTRDA is having a historic class next year, called H4, for any vehicle registered before December 1990. Ford Sapphire Cosworths, Mitsubishi Galants and Subaru Legacies are all eligible. You're allowed a 38mm restrictor, so you're going to get bags of power out of a Legacy.

"I've managed to find the Group A running gear, an engine that still has the original ECU and it gets dyno tested this month."

Fenwick, better known for his pace on asphalt events in the UK and Europe, has rallied WRC cars including a Subaru. Recently he has campaigned a Proton Satria S2000 in Belgium.

The regulations for the Mintex MSA British Historic Rally Championship prohibit the use of four-wheel-drive cars.

Howard Wilcock, of the BTRDA, said the new category was taking shape: "We've not finalised our regs yet, but in principle, these cars should be allowed. We've tried to have the regulations open enough to accept any MSA or FIA legal historic rally car."



Rover Vitesse cars will feature in Gold Cup pitstop race

Touring car series join forces at Gold Cup

Three touring car race series, spanning 1960 to 2000, will feature at this weekend's Oulton Park Gold Cup as the Super Touring Trophy, Historic Touring Car Challenge and the HSCC Historic Touring Car Championship share the same bill.

Four of the weekend's five touring car races run on Monday, including the Oulton Park debut for the HTCC from Motor Racing Legends. The 50-minute pitstop race features cars from the 1970s and 1980s and is topped by the Rover Vitesse of Steve Soper and Chris Ward.

Italian ace Gianfranco Brancatelli (Ford Sierra RS500) heads the Super Touring grid while the Pre '66 pack includes Minis for Sam Tordoff, Jonathan Lewis and Chris Middleton.

Pond Maestro returned to rally-ready spec

The MG Maestro used by Tony Pond during the 1987 MG Maestro Challenge will return to forest stages on the Woodpecker Rally on September 2.

The celebrity car for the Maestro Challenge was driven by Pond as well as Damon Hill and Malcolm Wilson. It was then rallied by Pablo Raybould but has spent nearly two decades in storage. Now BL Motorsport has re-prepared the car in the colours from when Pond won his class on the 1987 Manx Rally. Trevor Godwin will drive it on the Woodpecker.

"We want to take it into the forests," said Godwin. "It should be a good post-historic car and we'd like to see what it can do."

Mixed surface test for R.A.C. Rally

A rare mixed-surface special stage will feature on the opening leg of the Roger Albert Clark Rally in Wales on Friday, November 10.

Stage five, being called Epynt, will start with 2.5 miles of asphalt, followed by 4.5 miles of gravel. The stage will start at the western end of the Burma Road and head to the Llandeilo'r Fan triangle before switching to gravel by joining the stage known as Route 60.

"Stages that mix a significant portion of asphalt and gravel mileage are very rare nowadays, and this one has been designed to give crews a taste of stages that were much more common in the heyday of the original RAC Rally," said rally manager Colin Heppenstall.

The other Friday stages will include two spectator-friendly stages at Shelsley Walsh, two 14-mile stages in Radnor and the Gwibedog stage near Epynt.

Surtees and Broadley honoured at Oulton

The lives and racing careers of John Surtees and Eric Broadley will be jointly honoured during the Oulton Park Gold Cup event this Monday.

Mike Whitaker, best known for his success in period TVRs, will run some rapid demonstration laps in his Lola T70 Spyder, a car created by Broadley and raced when new by Surtees.

The T70 is a very original car running in Team Surtees colours and was driven on a parade lap by Lord March at the Goodwood Members' Meeting in the spring.

Surtees, who died in March aged 83, was a three-time winner of the Oulton Park Gold Cup.

IN BRIEF

Smith in F2 outing
An excellent entry of 23 cars for the Historic Formula 2 races at Oulton Park includes Irish ace Darwin Smith, who will be making his first Historic F2 appearance of 2017 in his March 722. Also in the Oulton Park field is period F2 racer James King from America, F2 newcomer Julian Stokes (Tecno) and drivers from Germany, France, Sweden and Australia.

Power at the Palace
Motorsport will return to Crystal Palace over the Bank Holiday weekend (Sunday and Monday) with around 100 cars each day competing over a sprint course in the grounds of the former south London race track. Leading entries include the ex-Mike Wilds F3 Ensign LNF3 of class record holder Fyrth Cross and the five-litre Pilbeam MP43 sports-racer of David Seaton.

Busy for Kubota
Japanese Historic F1 racer Katsu Kubota will race three different Lotus cars over the weekend of the Oulton Park Gold Cup. The long-distance commuter and Lotus collector will race a Lotus 20/22 in Formula Junior, a Lotus Cortina in Historic Touring Cars and will share a Lotus 23B with local ace Andy Middlehurst in the Guards Trophy.

History at Mondello
Action on two and four wheels will feature in Sunday's inaugural Historic Racing Festival at Mondello Park. The first event of its kind in Ireland is based around races for Historic Racing Cars, Pre '55 cars and Future Classics as well as races for period motorbikes on the national layout of the County Kildare track.

Brownes in force
Three members of the Browne rallying family from Kent will compete in the Crystal Palace sprint this weekend. Chris will enter his regular Ford Escort Mk1 RS1600 while his son Josh, in his first full season of competing, will run his Escort Mk2. Meanwhile, Chris's wife Ali Cornwell-Browne, usually his co-driver on rallies, will enter a 1973 Jaguar E-type.

Elfin back on track
Australian Richard Nitschke should be back on-track at Oulton Park after his rare Elfin Catalina was damaged at Croft three weeks ago. The Australian-built Formula Junior has been repaired in Huntingdon after parts were borrowed from a car based in Australia and air-freighted to the UK.

BHRC on the Island
Sixty historic cars are among the capacity 150-car entry for Rally Isle of Man next month. BHRC title contenders Nick Elliott and Jason Pritchard are joined by Ryan Barrett, Rob Smith and Guy Woodcock at the head of the field.



Barrett will battle in BHRC

RACING REPORTS: MINI FESTIVAL ACTION FROM OULTON PARK PAGE 25

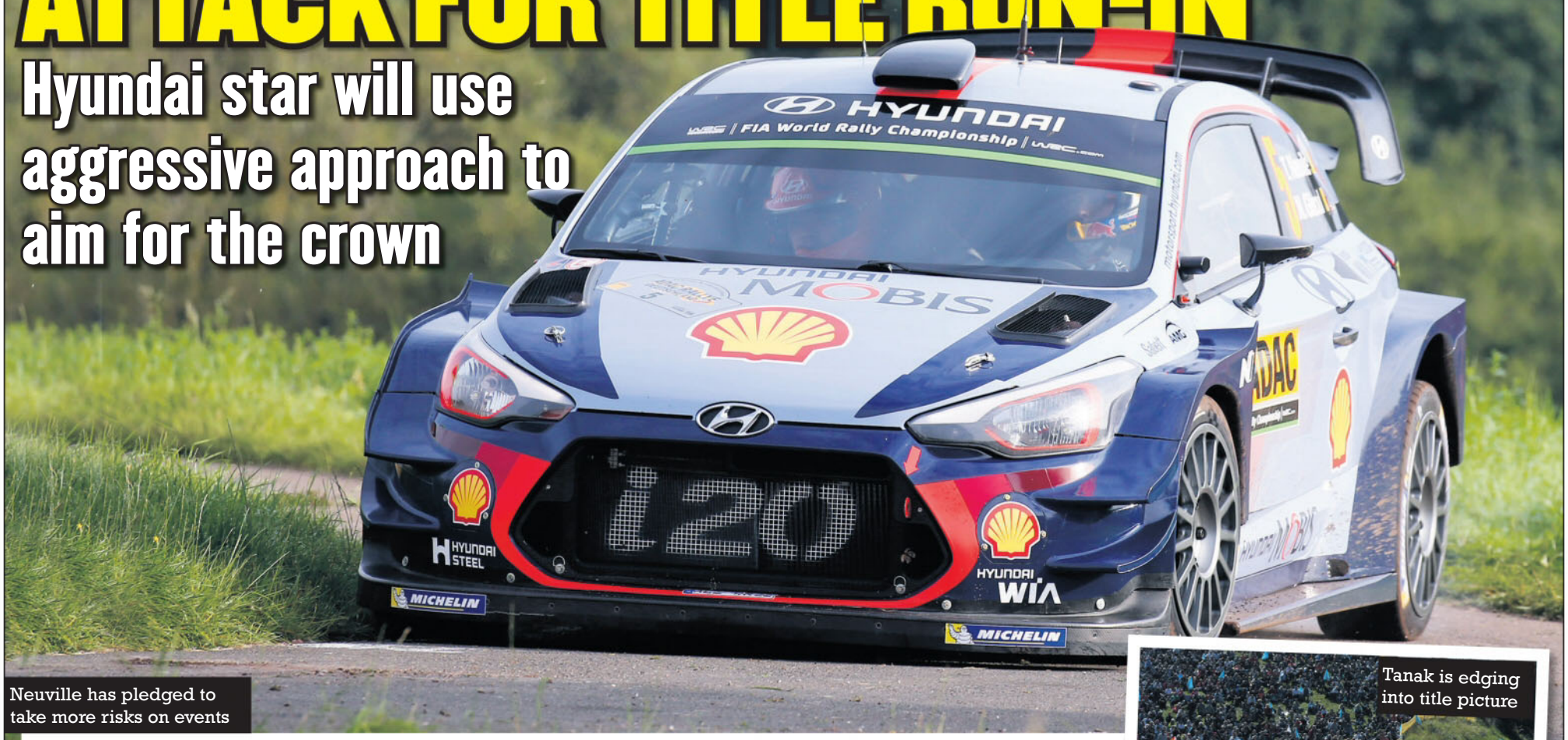
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RALLY NEWS

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NEUVILLE PROMISES MAXIMUM ATTACK FOR TITLE RUN-IN

Hyundai star will use aggressive approach to aim for the crown



Neuville has pledged to take more risks on events

By David Evans

Hyundai driver Thierry Neuville will throw caution to the wind in an effort to win this year's World Rally Championship.

The Belgian retired from last week's Rally Germany when his i20 Coupe WRC suffered transmission and suspension damage on the first run through Saturday's Arena Panzerplatte stage. That retirement has dropped him back behind Sebastien Ogier in the championship race – the Frenchman is back on top by 17 points with three rounds remaining.

For Neuville, his task is straightforward in Spain, Britain and Australia and he's sure victory from two of those events would be enough to land him his dream.

"It's not going to be easy," he said, "but I'm still positive and still optimistic. But what I need in the last three rallies is a more aggressive approach. I have finished second a couple of times in the championship and I don't care [about this again]. I want to win. For the coming events our approach will be much more aggressive taking more risks and trying to catch back some points."

Asked by *MN* how that aggression might manifest itself, Neuville replied: "We have to take more risk. We have to win races. OK, when you take more risk, it can suddenly end. It will be a more fine line for us now. Until now we have focused on staying ahead of Ogier in rallies, it's not about focusing on him now; it's not about what Ogier does, it's about winning. This could depend on the tyre choice, if the weather makes a chance to gamble, then maybe this is the option. For the driving we have a small margin now and that will be a bit smaller from here until the end of the season!"



Retirement in Germany hurt bid

Neuville added that it was vital for him to maintain his motivation – and for the team to find some performance evolutions before the end of the year.

"I like all three of the rounds left in the year," Neuville said. "I have to continue to enjoy and keep the motivation high: this is the main thing – this [retirement] could influence the motivation a bit, but I won't give up. I want to fight until the end of the year.

"We would like some evolution for the last events. I know we should get some improvements… hopefully we can improve on the aero and in the engine, hopefully we can make a step in the power in time for Spain or GB."

Team principal Michel Nandan confirmed the team was working towards improvements to the car in time for Spain.

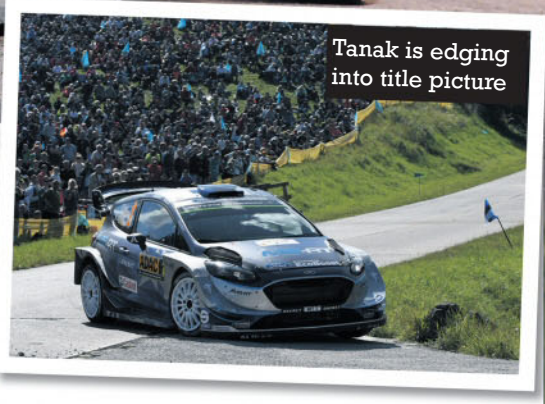
"Like he said, it's in the aerodynamics and the engine," Nandan told *MN*. "We already made an improvement on the engine in the reliability with a change to the exhaust manifold in Finland and now we're looking at the injectors and combustion, these are more performance aspects which will also help in the driveability of the car."

Happy to be back at the top of table, Ogier admitted he'd hoped for even more from this event.

"Of course this result is good for the championship," he said, "but I have to admit I hoped for a little bit more. It's always difficult when you see a rival stopping. Mentally it was quite strange and I knew it would be a big risk to try to take more points.

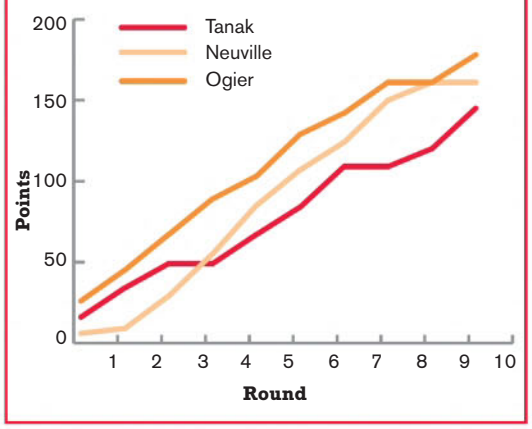
"It would have been really hard to try to beat Ott [Tanak] here, he was really strong. I took two more points in the powerstage and that helped, but seeing Thierry not so fast and not taking any [bonus] points then I knew it would take a lot of risk to take the maximum from the powerstage. You never know, at the end of the year, these two points could be the ones that really count."

Tanak's second win means he is just 16 behind Neuville and 33 off team-mate Ogier. The Estonian said he was ready to fight to the end for the title: "While there's a chance, I won't stop pushing. It's definitely not over yet!"



Tanak is edging into title picture

RACE FOR TITLE



HOW TANAK GAVE A MASTERCLASS IN GERMANY PAGE 20



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'Graeme Bell topped the Dukeries Rally'

National reports, p24



POLAND AXE CONFIRMED



Poland will be dropped from next year's World Rally Championship with Turkey replacing it in a 13-round run.

Poland's demise was at the heart of discussions during last week's WRC Commission meeting, with the FIA's firm line on spectator safety ruling the Mikolajki-based event out. The FIA highlighted significant and numerous spectator safety breaches at the June event – a rally which had already been on a final warning in 2016.

WRC Promoter's Oliver Ciesla said he was sad about the loss of Poland, telling *MN*: "We regret to lose Poland, it is a hugely important market and a great development in the last years of the WRC – but for safety reasons the FIA took the decision not to go again next year. But I want to say clearly that this is not for safety failures for the responsibility of the organiser, it is a consequence of the ill-disciplined spectators. We have to react in relation to safety, but also in fairness to the drivers."

Turkey is expected to run in September next year, which leaves nothing in July – and a Croatian event running at the height of the tourist season is not possible. Discussing the proposed calendar in more detail, Ciesla said: "We propose 13 events with the first six dates confirmed. We have two more events we are in discussion with: Croatia and New Zealand. Croatia seems entirely feasible, but we cannot find the date in the holiday season. It was not possible to reorganise the entire second half of the season to squeeze [Croatia] in.

"Regarding New Zealand, the costs of this as a 14th event is not what they [the teams] would support. This means, for next year, New Zealand is not likely to be on the calendar. When we see the passion with which the New Zealand organisers fight for this, we would really love to come – not least for their great stages – but it seems the economics are just not coming."

The first six rallies next year will remain in the same order (Monte Carlo, Sweden, Mexico, Corsica, Argentina and Portugal), but in the second half of the year, Wales Rally GB and Catalunya are likely to switch, moving Britain's round to the start of October.

● Another significant change discussed at the Commission meeting is the potential for the manufacturers allowing a third car to score points from four nominated drivers. Such a move would force teams with serious title aspirations to employ a fourth driver. This change, along with the final calendar, will be discussed and potentially ratified at next month's meeting of the World Motor Sport Council.

Ostberg calls on the FIA to open up the current World Rally Car homologation process

Leading WRC privateer team principal Morten Ostberg has called on the FIA to make significant changes to the homologation process in order to safeguard the series' future.

Ostberg's Onebet Jipocar World Rally Team runs his son Mads' Ford Fiesta WRC and the Norwegian has significant experience of running cars both at world and domestic level. He says simple changes to the procedure of regulating cars to compete in the WRC could make a real difference for the future.

"This sport and the World Rally Championship is in a better shape now than it has ever been," said Ostberg Sr. "We have seen some good times through the 1990s, but still this year is even better. If you go back 10 years or so, we had lots of manufacturers, but they are gone – we can't risk that again. Everything is working very well now, but if we were to lose one or two manufacturers then it would be tough. If the FIA could make some changes, I think we could protect ourselves against that.

"What we need is for the possibility of homologation not going through the factory. If we can simplify the homologation procedure and give the private teams the chance to do this process, then I'm sure we can make more cars."

Ostberg pointed to the case of Volkswagen missing out on its much-hyped 2017 Polo R WRC being used this season because agreement couldn't be reached on the homologation process.

"If the car could have been homologated [privately] then it could have been used and we would have had one more of these incredible cars out there," Ostberg Sr said.

He added that rule changes could also help private teams take the step up to take on manufacturer teams.

"Teams like Proton," he said. "They have an R5 car coming, I'm sure that it'll be a good one and I'm sure if you can produce a good R5 car, then you can produce a good World Rally Car, maybe not for the first rally, but you could do it."

Kajetanowicz set for big R5 rivalry

Kajetan Kajetanowicz's hopes of a third-straight European Rally Championship title will come under threat as he faces a field of 36 rival R5 cars at Rally Zlin this week.

The Ford Fiesta R5 driver starts the sixth of eight ERC counters 13 points ahead of rival Bruno Magalhaes. Of the 37 R5 cars due to start, 28 are ERC registered as a demonstration of the popularity of the all-asphalt Czech Republic qualifier.

Kajetanowicz admits he expects support from his fans in neighbouring Poland.

"There are always huge crowds of fans from Poland," he said, "and they turn up the emotions with their strong support. The rallies run so far this season have shown how difficult it is to climb so high and how fierce the competition is."



Kajetanowicz faces big challenge

The toughest competition for Kajetanowicz is likely to come from five-time Barum winner and local hero Jan Kopecky, who starts in a factory Skoda Fabia R5 just four days after finishing second in WRC2 at Rally Germany.

Extra tickets added after Rally GB demand

Wales Rally GB organisers are being forced to make more tickets available on some stages after an early rush on sales for Britain's round of the World Rally Championship.

The organisers of the Deeside-based event have reported a 20 per cent increase in pre-event sales – with the RallyXtra ticket at Sweet Lamb already sold-out. Extra capacity for the Friday stage has now been confirmed.

"We're delighted with the early sales," said event managing director Ben Taylor. "We've really listened to feedback this year and the RallyXtra stages in Sweet Lamb and Cholmondeley are a result of that.

"We were selling hospitality for £220 last season, but a high-end, three-course meal with all the bells and whistles is not necessarily what people wanted. This year, there's still great catering and you still get a superb view of the stage accessed via your own car park, and importantly with your own toilets, but the price has been cut to £120 at Sweet Lamb and £160 at Cholmondeley, and people have responded. It's a bit more rally and a bit less corporate.

"On top of that, I think these new cars and this incredible season have really fired the fans' imagination and they're getting in early."

THE VOICE OF RALLY

COLIN CLARK

"Drivers are emotional and raw at the stop line"



Can anyone tell me what these three famous rally quotes have in common?

"Some stone, up in the a** of Timo." "Tell Corrado three is enough." "Today I have seen there is justice in this sport."

These are quite possibly three of the most memorable lines ever heard in rallying, the first two by the always eloquent Marcus Gronholm and the third by a much younger, but clearly disgruntled, Sebastien Ogier.

And what do they have in common? Well all three were delivered at the stop line of a stage, literally seconds after the crews had passed the flying finish, as the helmets were still being removed and the adrenalin was still pumping furiously through the veins.

Raw, emotional, unbridled and brutally honest.

That's what you get at a stop line; an instant reaction. Man and machine on the edge, through mile after mile of imminent danger and impending disaster, sometimes mastering it, sometimes barely managing it.

There aren't any tyre walls or run-off areas out there on the stages and the magical thing from our point of view is that there certainly isn't an overbearing PR person waiting to control what the driver says at the stop line.

What we get is there is unique.

It's like jumping into Lewis Hamilton's F1 car as he passes the chequered flag and thrusting a mic under his nose. Or running onto the football pitch and diving into the middle of the celebratory group man-hug to get Primo Primadonna's reaction to scoring the winning goal at Wembley. It just doesn't happen in other sports. It's one of the many unique aspects of our sport that makes it so compelling and so dramatically exciting.

So, you can imagine how distressed I was to hear that there are apparently discussions being had by those who write the rules within UK rallying to ban media from stoplines and move us to who knows where on the liaison section.

This is complete madness and, in my opinion, shows a naivety of what happens at stop lines.

The argument seems to be based on safety grounds. Apparently stop lines are dangerous places. And that is correct, anywhere on a rally stage, or a liaison section during a live rally has to be considered a dangerous place.

But here's the thing, the stop line is a managed place. And most importantly, the drivers all expect to stop there! And as long as media folk, like myself, understand the need for expediency then this is the safest and most sensible place to interview crews. It's also by far and away the most rewarding.

Stopping drivers at some random spot on the liaison section is fraught with danger. The only accident I have ever been involved in while interviewing a driver was on a liaison and I can tell you it's an experience I never want to repeat.

So let's forget about this ill-thought-through idea and leave stop lines alone. There are far more pressing safety issue facing our sport than stop line media bans.

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RALLY NEWS

Photos: Jakob Ebrey

CRONIN PLAYS DOWN MANX BRC HOPES

Ulster winner scotches talk of a title challenge as Ahlin leads



Cronin is 24 points behind Ahlin after Ulster

By Jack Benyon

M-Sport driver Keith Cronin has played down his chances of taking a fourth British Rally title on the Isle of Man next month, despite winning the Ulster Rally.

The Ford Fiesta R5 driver is 24 points behind CA1 Sport Skoda Fabia R5 driver Fredrik Ahlin on dropped scores entering the double header, with a joker still to play.

The joker adds five bonus points for a win, four for second, three for third, two for fourth and one for fifth.

If Ahlin can finish second and fourth over the two legs, he'll win the title irrelevant of what Cronin does.

"The championship realistically isn't going to happen for us this year, too many things went against us at the start of the year," said Cronin. "Fredrik can drive around in the Isle of Man, he'd need to not finish a day for us to have any chance of winning the championship. I suppose anything can happen in rallying, we'll just have to wait and see."

Ahlin is in the best position, and is confident after a strong run on the event last year, before he retired with an engine failure.

"We were quick in the Isle of Man last year, so hopefully we can go there and be quick again," he said. "I would rather lead by 24 than be 24 behind. It's a big lead and he [Cronin] needs to win both rounds with the joker and I need to more or less not finish one of the days. Let the best man win.

"We have the same tyres. It's going to be interesting."

Osian Pryce is still in with a chance of winning, but needs both Ahlin and Cronin to hit trouble. The Spencer Sport Ford Fiesta R5 man isn't certain he'll contest the September 14-16 event. "I've had a quick look at the points and it's still possible," he said. "There's so many scenarios and obviously the joker is being played [by Cronin]. It's a bit of a minefield. I'll set aside a night and work out the numbers, there's a few ifs and buts."

Pryce can beat Cronin by winning both legs of the rally, but Ahlin would need poor scores from one or both legs to give Pryce a title shot.



Creighton: title favourite

Junior series set for closest battle

The Prestone Motorsport News Junior British Rally Championship is in for an even closer showdown on Rally Isle of Man.

Five of eight scores are counted, with 50 points on offer at the event. William Creighton leads the series by 13 points over Callum Devine.

Devine retired from the Ulster with alternator failure, helping Peugeot 208 driver Creighton to maximum points.

"The Ulster kept things alive," said Creighton. "If he'd [Devine] have won, it would have made things very tricky. We did Isle of Man last year, it's really fast and we were lucky last year as it was dry. I'm not sure it will be this year as they said that was the first Isle of Man to stay dry for three days."

Oscar Solberg – who finished second on the Ulster – is still in with a chance of the championship if he wins both legs, but he needs Devine to score less than 14 over the two legs, and for Creighton to not score at all.



Solberg: BRC hopes alive

Matt Edwards still hopeful of Manx entry

Matt Edwards is "hopeful" of finishing the British Rally Championship season on Rally Isle of Man, despite engine problems in his Ford Fiesta R5.

Edwards – co-driven by Darren Garrod – suffered a sensor issue throughout the Ulster weekend, and retired on Sunday morning. It was Edwards' second non-score of the year after a rock broke his suspension on the RSAC Scottish Rally in May.

"It was a continuation of the sensor issue we were suffering from all weekend," said Edwards.

"The engine is coming out today [Monday] and going up to M-Sport, I don't know any more than that at the moment.

"I'm hopeful we'll make the Manx. M-Sport have been great. We've given them the data and everything they've asked for."

Edwards can still finish as high as second in the championship in his first full season in the BRC 1 class for R5 cars, in his Swift Rally Team Ford Fiesta. He will, however, need Fredrik Ahlin, Keith Cronin and Osian Pryce to non-score on the two-day event.



M-Sport is checking Edwards' Fiesta

BRC stands by its call to ban cut-tyres on the Manx

British Rally Championship manager Iain Campbell has confirmed that no plan is in place for the Prestone Motorsport News Junior BRC drivers to cut tyres if the Rally Isle of Man is wet enough for the organiser to consider it.

On the Ulster last weekend, there was confusion as the organiser of the Ulster Rally, in conjunction with the FIA, allowed drivers on the event to cut tyres, which isn't normally allowed in the FIA's Regional Rally Regulations.

The BRC upheld that cutting wasn't allowed as adequate wet tyres were available to R5 crews. However, a full-wet tyre specifically for R2 cars wasn't available and therefore the BRC issued a bulletin allowing R2 machines to use cut tyres.

"The R5 cars all have access to wet tyres, nobody makes a real wet for the R2s," said Campbell. "What is classed as a wet for the R2 is the same tread as the dry weather tyres, just softer. The Ulster has a unique type of mud on the road, from a safety perspective it was easier to let the guys cut the tyres.

"It was made for the Ulster. We'll discuss with the organisers [of the Rally Isle of Man] if it needs to be done again."

FORMER RALLY MAN JAMES GRINT BACK TO EUROPEAN RALLYCROSS PAGE 29

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'Tidemand takes WRC2 title'
Germany supports, p22



Photos: Jakob Ebrey, Writtle Photographic, Kevin Money

MANX MIGHT JOIN ITRC



The Rally Isle of Man could form part of the Irish Tarmac Rally Championship calendar in 2018, after it was included on a provisional schedule sent to competitors at the Ulster Rally.

The event last formed part of the calendar in 2008 and is on the proposed eight-event calendar. This year has been a six round billing with the loss of the Circuit of Ireland Rally due to funding issues.

"It's a fantastic event," said Ulster Irish Tarmac Rally Championship winner, Jonny Greer. "For the R5 guys it's probably OK, for the likes of us it's achievable. But for the guys in other categories it's a big chunk out of their season budgets. It's a week off work.

"But if there's deals for ferries and things like that, it's fantastic. It used to be a round a few years ago. If they can get the logistics and some deals sorted it could be great."

Sam Moffett, the championship leader who merely needs to start the last event in Cork to win the championship, added: "It will be nice to bring in extra rounds. They're talking about going to Belgium or somewhere. Hopefully the Circuit comes back in and there's some brilliant events there."

The Circuit of Ireland is still in question for next year, as it relies on a certain level of government funding. The Northern Irish government hasn't sat since January 2017 meaning any budget decisions relating to the Circuit of Ireland are on hold.

Eves takes Modified title with a round to spare after Corolla rebuild

A race against time to get his car ready was rewarded for Kevin Eves, who won the Irish Tarmac Rally Championship Modified class on the Ulster Rally.

Eves had a crash on the previous round, the Donegal International Rally.

He enjoyed a battle with Eugene Meegan's BMW 1M on the Londonderry event before Meegan crashed out.

"We were on the pace relatively well at the start of the year and had two overall wins," said Eves. "We didn't finish Donegal but we are here now, scored points and got what we needed so we're happy.

"The [Ulster] stages were mucky and difficult.

"But it's enjoyable to be sitting here at the end of it after it being so challenging."

Eves' Toyota Corolla needed work done to the front end after the hefty Donegal crash.

In West Cork and Killarney Eves took maximum points, with a third in Galway his only other score.

He now hopes to do the final round, the Cork '20' Rally, before deciding on plans for the 2018 campaign.

IN BRIEF

MN Circuit Rally

Registrations for the Motorsport News Circuit Rally Championship open at 2100hrs on Friday August 25. The series returns with a new event in Knockhill in November, while Michelin is back to offer prizes for the Michelin Cup. A single-make championship for Suzuki Swifts starts this year, the first event is at Oulton Park, the Neil Howard Stages, on November 4.

Cole heads Mewla

Damian Cole will start this weekend's two-day Mewla Rally as car number one for the 60-mile blast through the Epynt Ranges and Builth Wells Showground. Competitive action returns to the Mewla with stages in the showground, and entries are open until 2100hrs this evening. There is a Mini Mewla Rally for Sunday entrants only.

Sunset entrants

Marty McCormack and the man who prepares his cars in the British Rally Championship, Derek McGeehan, have entered this Friday's Sunset Stages Rally. McCormack will drive his usual Skoda Fabia R5 while McGeehan is aboard his Mini John Cooper Works WRC. The event takes place on Friday evening starting at 1915hrs with an estimated finish time of 2245hrs. There's 24 miles of mixed surface stages.

Johnston crash

Aaron Johnston is back at home after a heavy crash on the Ulster Rally. Johnston was co-driving for Jordan Hone on his debut in a Peugeot 208 R2, but the car left the road and rolled with Johnston stuck in the car for a short period. He was taken to Altnagelvin Hospital, and has been advised to rest for two weeks. British Rally Championship Cadet Cup winner Josh Cornwell had been hoping to rent the car for the Isle of Man.

'TiTanak' returns to the stages in the UK with Smith

The car nicknamed 'TiTanak' – which rolled into a reservoir in the hands of M-Sport Ford Fiesta driver Ott Tanak in 2015 – is back competing, in the hands of Peter Smith.

The Swift Caravans owner, which runs the Matt Edwards Fiesta R5 in the British Rally Championship, debuted the car on the Dukeries Rally last weekend where a suspected exhaust problem curtailed his run in the top five.

"We don't know when we will be out again with the car, but we are only going to use it on asphalt," said Smith, father of GT driver Guy. "Donington was just for me to try the car and see where we go from here. I will probably go back to the historics eventually, but want to drive these sort of things while I still can," he added.

John Indri also debuted a new car on the event, driving a newly-built 2.5-litre Millington engine Ford Escort Mk2.

Long-time Darrian campaigner Indri had a short period with a Ford Fiesta R5, but has made the switch and withdrew the car which he said was "breathing heavy" and had incorrect springs for the circuit venue.



Smith retired the Ford Fiesta RSWRC with exhaust problems after running in top five



Severn Valley becomes Rallynuts Stages Rally in 2018

Rallynuts Stages on BTRDA calendar

The Severn Valley Stages has been confirmed on the BTRDA calendar for 2018 with series bosses declaring no other changes to its events for next year.

The Builth Wells-based Severn Valley, which has been renamed the Rallynuts Stages Rally, runs on April 14, effectively replacing the Somerset Stages' place as third event on the calendar.

Once again, the Cambrian opens the calendar, with it missing out on a spot on the British Rally Championship, while Trackrod Rally Yorkshire once again provides the curtain closer.

Next year is the 65th running of the Gold and Silver Star championships respectively.

The next round of this year's championship, the Woodpecker Rally on September 2, is set to feature the biggest field this year with over 130 cars expected to start the Ludlow event, which has just nine miles of double usage out of almost 45 miles in total.

GROUP NATIONAL EDITOR

JACK BENYON

"Cronin's year has been better than you think"





Cronin won the Manx in 2010 on way to BRC title

How on earth did everybody forget about Keith Cronin? He's one of the most mercurial people in the British Rally Championship.

Or is he? That's a bit of a myth. Cronin is quiet, one of those drivers you have to catch in the right mood for some insight, but when you catch him on form there's no one better in the series and you're left wondering how he hasn't done more in the discipline.

The reason people discounted Cronin from the Ulster, and this year's title race to boot, is because his year has been totally misunderstood. Massively.

After such a long spell off gravel, he struggled last year, and that's hardly a surprise given he was driving a Citroen DS 3 R5. It's great on twisty asphalt because the chassis is so good, as made obvious by Cronin winning the Irish Tarmac Rally Championship, but the engine lacks the grunt of the leading R5s.

A switch to a Fiesta in 2017 brought high hopes, but learning to trust and lean on the car, as he hadn't been able to with the DS 3, meant a slow start. And don't forget the pace of championship he was coming into, after a year on tar with two gravel events, while the likes of Fredrik Ahlin had been fighting Elfyn Evans in the BRC and Osian Pryce in the World Championship in a hotly fought international junior championship.

Couple that with a lack of gravel running, and a switch to a DMACK tyre which can be difficult to adapt to and lean on itself.

He's easily had more punctures than any other R5 driver this year and far less test miles than his title rival Ahlin, and yet he's still there, in with a shot of taking the glory.

His gravel pace has been far from adrift, albeit lacking to the likes of Ahlin who has usually done a test longer than the event in the build-up, but his asphalt prowess has really shown.

So, can he win the title? Stranger things have happened. He has the speed, but will be met by a militant Ahlin who showed pace as quick as Mark Higgins on this event last year. But Cronin has two starts on the international event, a win and a second. So don't count him out.

I must add a kudos to Colin Clark's column *(page 13 rally news)*. Stop lines are far safer than passage controls for interviewing drivers. We need stoplines for our sport to maintain its excitement value, and it can be a controlled place to do it. Colin and I were restricted to passage controls on last weekend's Ulster Rally and at some of them cars were coming around a blind corner to an abrupt stop. The stopline is a far safer place to conduct interviews.

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INSIGHT: TRACK TYRE TEST

Track day tyres are a great option, but what do you get for your cash? By Rob Ladbrook

GETTING A GRIP



Osborne makes post-run tyre notes

Tyres: They're much more than just black and round.

In fact the rubber on your race car is perhaps the most critical part of it, seeing as it's the only thing keeping your machine in contact with the track at any one time.

For club and track day drivers, there's a plethora of options on the market. From full-bred race tyres that aren't road legal, to track day specials that you can simply bolt on, drive to the circuit, hammer around all day before heading back safe in the knowledge your covers comply with all road laws.

With tyres being such a big part of success, and enjoyment, in the sport, we took three different sets to Snetterton 300 for a test day to see how each performed under pressure.

We used a standard Ford Puma Cup car, run by Rob Sims Racing – a team with over 20 years' race experience – and recruited British GT regular Joe Osborne to do the driving.

The Puma is the ideal template for this test. It's a 1.7-litre, 130bhp production racer running at 1000kg with single-way adjustable Gaz suspension, spec Team Dynamics wheels, and has no camber or castor modifications.

All tyres were tested in identical conditions, and to the each manufacturer's recommended specifications, with Osborne and Sims providing their verdict on the merits of each set from both a driver's and an engineer's view. All ratings were taken after each tyre had undergone a 30-minute stint and a separate qualifying simulation. Each session was run with 25 litres of fuel and the pressure/temp of each individual tyre recorded in the pits.

For more information on MSV's track and test days visit www.msv.com.



Sims (left) and Osborne talk tyres



Darren Crocker is chief engineer



Three sets of tyres were tested on day

NANKANG AR-1





Nankangs gave great stability and feeling

Taiwanese tyre supplier Nankang might be a relatively new name to UK motorsport compared to some of its rivals, but the company has been around since 1940. The AR-1 is its flagship track tyre, and is available in sizes between 13-18 inch and comes only in one compound with a 5.5mm tread depth.

Osborne says:

"Of all the tyres in this test, the Nankangs were a bit of an unknown quantity to me. I've raced on Avons and tested on Toyos, but the AR-1 really impressed me.

"The balance of the tyre was very good from the outset, and stayed very consistent, even after a full heat cycle. The sidewall definitely felt stiffer than the others, so when you turn in to a corner the car was more flat and gave great feedback. You always knew what was going on with the chassis and that feeling never dulled. It's a perfect tyre for an amateur as the car tells you exactly what it's doing and the tyre allows you to get to the limit and not bite you if you over-step it. They also have the performance to please experienced drivers.

"It's hard to over-drive the Nankangs. They loved the punishment and just kept giving. The car would move into understeer when you did push too hard. With a stiffer tyre wall you can also safely take that bit more kerb.

"They felt great straight away and give the best feedback of the three and felt stable on the brakes. You can have a lot of fun on these."

Sims says:

"The Nankang had a hotter shoulder temperature and a cooler centre, indicating that you're getting deflection in the tyre and the sidewalls are taking a lot of the load, that's why this tyre has a good usable footprint. It also has the least cuts of the three we tested, meaning it's about as close to a slick as you can get on the road. It did show a higher wear rate than the other two brands though.

"It's a consistent tyre, and very good for the everyday driver. It's likely that you could drive the Nankang all day from A, to B, to C and it wouldn't change its characteristic much. With the Nankang you could top the tank up and drive until it's empty."

TYRE INFO

Nankang AR-1

Size: 195/50R15
Category: MSA List 1B
Road Legal: YES
RRP: £74 + VAT per tyre



TEST DATA

Track temp: 28.6°C
Cold pressure: 23-24psi front, 26psi rear
Hot pressure: 34-35psi front, 32-33psi rear
Temp range (all tyres): Min: 45°C: Max 76 °C
Best lap time: 2m24.28s

SCORES

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DURABILITY/WEAR ●●●●◐
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Photos: Gary Hawkins

TOYO R888R





Toyo is road-legal, but felt very 'racey'

Anybody who knows tyres will have heard of Toyo and its ultra-successful Proxes range. The R888R is its new cut-slick model, and has been developed to offer better steering feel and response, while also remaining road legal. It is available in sizes from 13-20 inch with a 5mm tread depth.

Osborne says:

"Of the two road-legal sets we tested, the Toyo feels the most like a full race tyre. It's also the softest compound of the three, and was very easy to drive when cold.

"Saying that, it's quite an aggressive tyre and has a bit more compression in the sidewall, so it tends to roll into grip that bit more. As a driver you have to work it to bring it in properly and benefit from the grip.

"You could feel it had more grip at an overall peak, but it definitely dropped off once you surpassed that peak. I think you can over-drive the Toyos as they tend to move into oversteer when you're too aggressive with them.

"The key with it is getting the tyre into its performance window and keeping it there, which teaches you to drive consistently and not overstep the mark. When you do get close to the edge they tended to get a little lazy on turn-in, but you get plenty of warning to back it off and they never fell off a cliff in terms of grip.

"The Toyos were the most fun straight out of the box, and gave great response and a good feel on the brakes."

Sims says:

"The Toyo is a visibly softer compound as after the first run you could see the aggression on the outside shoulders. It's a tyre that you will need to work more. Ideally it needs some camber to get the best out of it and protect the outside edge. Rolling it over you could have a bigger footprint and get even better grip.

"The tyre also works more in a window as you get to peak performance and then drop off. It's more of a race tyre, but it's still a very good test tyre, but likely one you'll do set periods on to control the temperature and pressure. You could also dial oversteer in or out by adjusting the rear pressures accordingly in set-up."

TYRE INFO

Toyo R888R
Size: 195/50R15
Category: MSA List 1B
Road Legal: YES
RRP: £82 + VAT per tyre



TEST DATA
Track Temp: 28.5°C
Cold pressure: 23-24psi front, 26psi rear
Hot pressure: 32psi front, 31-33psi rear
Temp range (all tyres): Min: 43°C Max: 55°C
Celsius **Best lap time:** 2m25.26s

SCORES
GRIP/HANDLING ●●●●●
DURABILITY/WEAR ●●●
PERFORMANCE ●●●●
DRIVING FEEL ●●●●
PRICE/VALUE ●●●●◐

AVON ZZR





Avons have potential to be fastest covers

Avon [for Cooper Tire] has a storied history in UK motorsport, most notably for supplying Formula Ford 1600, Caterham and Historic fields as well as the British GT Championship for over a decade. The ZZR has been designed with pure track performance in mind and comes in sizes from 13-18 inch with a 5.5mm tread depth.

Osborne says:

"I've known Avon tyres for a long time, having raced on their covers for many years in British GT, so I have a good foundation knowledge of how to get the best from them.

"The ZZR is by far the most race-orientated tyre in this test, and as such has the potential to be way up the road in terms of lap times and performance. However, on the non-adjustable Puma, we couldn't quite get the best from them.

"In BGT we always used to run the most camber with the Avons to get the best performance because they've always been constructed with more flex in the sidewall. You'd run a lot of camber to keep the tyre's contact patch as big as possible when it flexes.

"The Puma couldn't use the ZZR to its full potential with no camber adjustment, so on our test the tyre wasn't running on its full contact patch. As such it was the hardest of the three to drive when cold and was also a little snappy on the rear until they came in.

"However, the fact the Avons proved second-fastest running in compromised conditions shows just how good they are, they just need a car with more sophisticated suspension and camber to shine.

"They were also by far the best on the brakes, perhaps because the softer sidewall allowed the car to sit down when I got on the anchors. I could brake later and harder and had much less ABS intrusion when running on the ZZRs. I also had no drop-off at any point."

Sims says:

"On this particular car, with this tread pattern, you're getting a wave across the tyre when the tyre deforms. It's almost like the inside third isn't getting used where you get an S-wave from the shoulder across, and the shoulder gets worked very hard. However, even with that, the wear rate was very good.

"With camber you can play about to settle the tyre down and minimise that wave. These particular tyres are probably a bit too advanced for this type of car and would better suit something with better adjustability. However, the times don't lie and it's clearly a very good race tyre."

TYRE INFO

Avon ZZR
Size: 195/50R15
Category: MSA List 1C
Road Legal: NO
RRP: £110 + VAT per tyre

TEST DATA
Track Temp: 28.6°C
Cold Pressure: 23-24psi front, 26psi rear
Hot Pressure: 34psi front, 33psi rear
Temp range (all tyres): Min: 46°C Max: 68°C
Best time: 2m24.80s

SCORES
GRIP/HANDLING ●●●●
DURABILITY/WEAR ●●●●
PERFORMANCE ●●●●
DRIVING FEEL ●●●◐
PRICE/VALUE ●●●●

Our Ford Puma Cup car, affectionately nicknamed 'Penny', underwent a full refresh before the test using a range of ValetPro products.

After four CSCC club meetings this season – winning once and scoring two more podium finishes in the hands of Hamish Brandon and Robert Ladbrook – racing cars get mucky pretty quickly.

At tracks like Thruxton and Croft, the Puma became a 100mph fly-swat, whilst also picking up grime, glue and tyre marks from pickup and debris.

ValetPro's Advanced Neutral Snow Foam and Blaster loosened the dirt, while a Concentrated Car Wash left a glistening shine, coated with Beading Marvellous wax.

We used the Citrus Tar and Glue remover to erase any rubber marks on both the vinyl graphics and paintwork, before using a spot of Dragon's Breath to shine up the Team Dynamics alloy wheels nicely. A spot of Black to the Future plastics polish brought the dashboard back to a nice, deep black.

Sorted.

Valet PRO
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EPIC CRONIN

Cork driver closes the gap to Ahlin while Pryce suffers. By Jack Benyon



Galvin (l) and Cronin were untouchable... just


Pryce crash came before retirement



Cronin caused a splash in title race

The pre-event favourites billing missed this crew, but there was no doubt who the top asphalt runner in the British Rally Championship was after Keith Cronin and Mikie Galvin judged another perfect rally to lead every single stage of the 133-mile 2017 Ulster Rally.

With the Cork driver already winning in Ypres, there's no doubt of his asphalt pace, especially not as a three-time BRC champion. But the pre-event focus was deflected from him to instead centre on tyres and the BRC title battle between Fredrik Ahlin and Osian Pryce.

The first debate was over cutting. Despite the FIA regional rally regulations being changed to allow wet tyres to be used this year, the Ulster organisers still felt it necessary to allow tyre cutting, but the BRC upheld the regulations and made its runners use homologated tyres only.

The focus was also on Pryce, who after receiving two prize drives in a WRC2 car this year courtesy of cover supplier DMACK, jumped ship and switched to Pirellis just before the start.

A shaky start for Pryce began with a spin in the first and third stages of the loop respectively, with Cronin and Ahlin first and second and seemingly ready to run away with the thing. But what followed was one of the brilliant charges of the season.

After those three nightmare stages, a service followed and Pryce switched to a wet. Cronin and Ahlin, still on DMACKs, stuck to the supersoft 'semi-slick' and it didn't work. The stages around Strabane delivered weather a Mediterranean island would be proud of. One minute; showers. The next; dry as a bone. There wasn't really such thing as a 'correct' tyre choice, more getting to the end of the stage and hoping you haven't lost minutes.



Ahlin survived on wet Tar in second

Anyway, back to Pryce's charge.

It was brilliant. On SS4, he took 12s out of Cronin. On the next, another 6.5s. After the sixth and final stage of Friday's opening day, he and co-driver Dale Furniss were 1.1s behind Cronin.

"That's more like it," said Furniss. Pryce added: "We're happy where we are. At other times this year, I've pushed, had a moment and then lost my nerve and throttled back. In that loop, we were just on it. No throttling back. It felt nice."

It was hard to bet against the Welshman taking the lead the next day as the crews packed away on Friday night. The packing away was almost symbolic of the rest giving up at such a strong showing.

But, not taking anything away from Pryce, with the conditions in Ulster misbehaving – albeit true to history – it could turn around quickly with a similar correct tyre choice as Pryce had made on Friday.

As it happened, tyre choice was irrelevant on Saturday morning. It was a wall. A big, white, stone one. And a Fiesta that went backwards into it.

And it was Pryce.

With 17.4s to the bad, it was "time for something radical" for him.

By that, he meant tyres, and some sort of hybrid crossover.

Hope was not lost.

The following stage, the "something radical" wasn't Pryce's tyres, it was Cronin's. His M-Sport Fiesta had picked up a puncture.

The gap? Four seconds. Now we've got a rally, right? Wrong.

Pryce's radical choice was wrong. He knew it immediately after the first stage and he lost 13 and 16 seconds on the next two tests respectively.

And then the fuel was taken out of his bid completely.

The same issue which robbed Pryce of a first win on the Nicky Grist Stages last time out, robbed him of the chance to take good points in Londonderry as his Fiesta ground to a halt on SS11.

On the side of the road, watching his rival run around the car looking for a fix, Ahlin backed off.

The Skoda Fabia driver was ever-impressive. He'd quietly gone about his business, building on his asphalt pace, which is now arguably close to Cronin, if not on par. He admitted to keeping a bit in reserve to aid finishing and keeping his championship lead.

You'd never have guessed on SS8 though, Saturday's second stage, as he went quickest.

Any hope of him challenging Cronin, if he'd have wanted to, ended on SS10 Rousky, a stage responsible for claiming some of British and Irish rallying's finest. He went off twice, but neither of them were terminal on the stage he crashed out on last year. Ahlin escaped unscathed to run a minute behind Cronin, but a minute clear in second when Pryce went out. The Swede forced himself into submission to nurse the car home.

With all this drama, Cronin almost went unnoticed. But as incredible as his performance was last year, when a gearbox issue robbed him of a chance of challenging Elfyn Evans for the win, he was just as impressive here. The puncture didn't faze him as Pryce closed in. Nothing did. And that's why the title fight on the Manx will be an exciting one as Cronin trails Ahlin by 32 points with 55 on offer.

We're in for a bumpy ride.

Third in the event was Jonny Greer, who made the most of a tight and twisty event where his Citroen DS 3 – usually sub-par compared to the Skoda and Ford – can come into its own with a brilliant chassis. Greer equally was up

Photos: Jakob Ebrey



Creighton has scored on every BRC round and won again


Cornwell has bagged 2018 entry fees with Cadet Cup win

Creighton keeps it together for Junior win

Prestone JUNIOR BRC MOTORSPORT NEWS

A ding-dong battle in the Prestone Motorsport News Junior British Rally Championship ended in drama, as Callum Devine's less than perfect weekend finished with alternator failure on Saturday afternoon.

The Opel Adam R2 driver has won the last two rounds, and although he seemed to have the measure of title rival William Creighton – with whom he was tied on points entering the event – myriad issues including a puncture kept pushing him towards his title rival before the terminal issue.

Another consistent run from Peugeot 208 R2 driver Creighton gave him another strong finish and a second win. An overshoot was his only real problem all weekend as he once again produced a reliable drive well beyond his 18 years.

Creighton leads the series by 13 points on dropped scores with 50 on offer on the Isle of Man. The Juniors differ from the other classes as they count five of eight scores, not six of eight.

The rest of the field was decimated, with Border Counties winner Oscar Solberg taking second as the only other finisher. With a new 'shell on his MH Motorsport Ford Fiesta R2, he produced a much-needed clean drive to score points for the championship.

James Williams (Ford Fiesta R2T) was another driver to non-finish despite quick early times; he ended the event on his side and out of the running. Meirion Evans took out a telegraph pole and finished in a ditch, while gearbox failure halted the similar 208 of Marty Gallagher.

The inaugural Cadet Cup was finally decided after Josh Cornwell came breathtakingly close to sealing the series on the last event, the Nicky Grist. The Fiesta R2 driver has been unstoppable all year, winning every event he's finished and he really should have been competing in the full junior class had budget allowed. The prize of his entry fees paid up for the Junior BRC in 2018 will help his budget for next year.

In BRC 4 the title was settled, with David and son Matthew White taking the honours, succeeding last year's champions Tony Simpson and Ian Bevan. Fiesta R2 driver White is rarely not wearing a smile, and the Barnsley driver has capped off a brilliant first year in R2 machinery. The class was thin, with Gee Atherton the only other entry of the year on the opener at Border Counties.

John Morrison topped a similarly thin National Rally Cup class aboard his Mitsubishi Lancer E9, also taking the championship in the process. There were four entries in the class during the year with Donnie Macdonald taking second in the championship for the second year in a row.


Devine retired his Opel Adam

to the challenge of the narrow roads and had no issues taking the podium and an Irish Tarmac Rally Championship win (*see page 24*).

As Greer had used an unhomologated tyre and forfeited the chance to score BRC points, third went to Marty McCormack. It was his first event back in a Fabia R5 after his huge Ypres crash, easily the biggest of his career as he and David Moynihan rolled end over end.

It was a machine of a different kind causing McCormack a headache, with his family drilling concern losing a machine to mechanical failure. That almost forced McCormack to non-start, but the issue was handled and he delivered a just result.

By the end of the event, he was on it again after a tentative start thanks to the crash. A fastest time through the tricky second run of Barnes Gap proved as much.

It's the BRC's loss that the likeable Northern Irishman won't be competing on the Isle of Man despite moving into fourth in the points.

Desi Henry was just behind in fifth overall, and his difficult season continued where he and Liam Moynihan just didn't have the pace they needed to challenge at the front. A puncture added to their worries, and after missing the Nicky Grist, he lies a fair way adrift in the BRC points.

Among the non-finishers was the ever-impressive Matt Edwards, who had expected a good run with a combination of doing an event in his Ford Fiesta R5 for the second year in a row for the first time, after the Ulster had been his debut in the car the previous year. Hankook had also brought a strong wet, which was expected to work well in the conditions.

Car permitting, he was on it. But a throttle-related issue, which was intermittent, destroyed his challenge. An engine issue ended his charge completely on Saturday morning and third in the championship was lost. The Manx awaits.

Also retiring was Rhys Yates, fresh off his best BRC finish in third on the Nicky Grist. His rally ended in the slowest-speed crash imaginable, but the car wasn't coming out of the ditch. With the conditions so changeable, the crew decided to head back to Chesterfield to prepare for the very different Manx.

There's no doubt the ball is in Ahlin's court heading to the Isle of Man. But Cronin's asphalt pace means no one will be forgetting him before the season closer. Pryce will be there too, the BRC is on for a cracking finale.

RESULTS

British Rally Championship, round 6/8, Ulster Rally, August 18/19

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Keith Cronin/Mikie Galvin	Ford Fiesta R5	2h06m3.8s
2	Fredrik Ahlin/Torstein Eriksen	Skoda Fabia R5	+55.4s
3	Jonny Greer/Kirsty Riddick	Citroen DS 3 R5	+2m08s
4	Marty McCormack/David Moynihan	Skoda Fabia R5	+2m25.5s
5	Desi Henry/Liam Moynihan	Skoda Fabia R5	+2m55.2s
6	Sam Moffett/Karl Atkinson	Ford Fiesta R5	+3m32.7s
7	Joseph McGonigle/Ciaran Geaney	Skoda Fabia R5	+5m46.7s
8	Stephen Wright/Arthur Kierans	Ford Fiesta R5	+7m37.8s
9	Alex Laffey/Patrick Walsh	Ford Fiesta R5	+8m17.9s
10	William Creighton/Liam Regan	Peugeot 208 R2	+12m35.3s

Prestone Motorsport News Junior BRC: Creighton/Regan. **BRC 4:** David White/Matthew White (Fiesta R2). **BRC Cadet:** Josh Cornwell/Tom Woodburn (Fiesta R2). **BRC National Rally Cup:** John Morrison/Peter Carstairs (Mitsubishi Lancer E9). **BRC 1 points:** 1 Ahlin 106; 2 Cronin 74; 3 Osian Pryce (Fiesta R5) 66; 4 McCormack 57; 5 Matt Edwards (Fiesta R5) 54; 6 Rhys Yates 46 (Fiesta R5). **Prestone Motorsport News Junior BRC points:** 1 Creighton 113; 2 Callum Devine (Opel Adam R2) 88; 3 Meirion Evans (208 R2) 68; 4 Oscar Solberg (Fiesta R2T) 65; 5 Marty Gallagher (208 R2) 53; 6 James Williams (Fiesta R2T) 46.



David White survived gear issues to take BRC4 championship



John Morrison steered his Mitsubishi Lancer to National Rally Cup



McCormack bounced back from troublesome Ypres crash



Matt Edwards' Swift Rally Team Ford Fiesta was ill-performing

STAGE WINNERS

SS1 Holly Hill (11.58 miles) Keith Cronin/Mikie Galvin (Ford Fiesta R5) 11m02.4s

SS2 Mary Gray (8.36 miles) Osian Pryce/Dale Furniss (Ford Fiesta R5) 9m06.4s

SS3 Butterlope (4.7 miles) Cronin/Galvin 4m27.1s

SS4 Holly Hill 2 (11.58 miles) Pryce/Furniss 10m59.3s

SS5 Mary Gray 2 (8.36 miles) Pryce/Furniss 8m52.3s

SS6 Butterlope 2 (4.7 miles) Pryce/Furniss, Cronin/Galvin 4m25.6s

SS7 Slievekirk (8.57 miles) Cronin/Galvin 6m05.4s

SS8 Drumnahoe (8.91 miles) Fredrik Ahlin/Torstein Eriksen (Skoda Fabia R5) 8m43.4s

SS9 Barnes Gap (8.91 miles) Cronin/Galvin 8m39.2s

SS10 Rousky (15.88 miles) Cronin/Galvin 14m23.1s

SS11 Slievekirk 2 (8.57 miles) Cronin/Galvin 6m04s

SS12 Drumnahoe 2 (8.91 miles) Desi Henry/Liam Moynihan (Skoda Fabia R5) 8m35.5s

SS13 Barnes Gap 2 (8.95 miles) Marty McCormack/David Moynihan (Fabia R5) 8m59.7s

SS14 Rousky 2 (15.88 miles) Henry/L Moynihan 14m31.2s


Desi Henry struggled but won two stages

RALLY GERMANY



BY DAVID EVANS

M-Sport's ace to the fore after Hyundai's Neuville suffers

TANAK HAN THE PRESS

Deep inside the M-Sport World Rally Team command centre, there's a drivers' room. It was in there around 1500hrs last Friday afternoon when Ott Tanak sealed his first World Rally Championship win on asphalt.

Going into that room, the Estonian was 4.1 seconds behind leader Andreas Mikkelsen and 1.5s ahead of fellow Ford Fiesta WRC driver Sebastien Ogier. Three stages later Tanak was out front, 5.7s up on Mikkelsen. Ogier was almost half a minute down having spent 20 seconds off the road.

Two days later and celebrating his second win in four rallies, following his maiden victory in Sardinia, and Tanak pointed to that room on Friday afternoon.

"That," he said, "that was where we did this."

So, let's rewind and unlock the door to M-Sport's inner sanctum. Outside, clouds that had been gathering and darkening for hours were starting to deliver. The rain was coming. And it didn't stop. Or lift. It got heavier. And heavier.

The room has no windows, but there was no escaping the intensity of the weather as the rain bounced off the roof. As well as the drivers, there was an elephant in the room. And that elephant was called the Michelin Pilot Sport FW3.

FW. Full Wet.

There's no denying it was fully wet outside, but this tyre was a complete unknown quantity.

M-Sport's head of rally engineering Chris Williams explains the reservations. "The problem was that we simply didn't have enough data on the tyre," he said. "Obviously, to find out how good the tyre is, you need the perfect conditions to test it in and we hadn't had a week of heavy rain to get the right picture. How durable would it be? We didn't know."

Michelin? Surely the French firm could offer some insight into what might be had from the softer compound, much more heavily treaded tyre. No. Same deal. And Michelin was really not sure about the mass movement towards its FW3.

The key question centred on the weather. From the time the cars started to arrive in Bostalsee to the point where they were all in service, the weather had changed. How much more would it change? M-Sport's weather co-ordinator Stuart Loudon was in the room being downloaded of every piece of meteorological news he had gathered.

"The atmosphere was definitely a bit tense in there," Loudon said. "The good thing is that there are no windows in there, so you can't see what the weather's doing – it can be quite disorientating if you can see the pouring rain out there; it's hard to imagine that over the hill in the stages 20 to 30 miles away it's bone dry with no rain. For a while, it was like that and that's a bit of a nightmare.

"I was on the phone to the weather crews pretty much non-stop during that hour or so the cars were in. It was raining at start [of SS6], then it would stop, rain in middle then it would stop and rain at the finish then it would stop – it was going in a pattern like this. Then the heavy rain came: bang it was on and pouring down.

"I got some pictures of the rain running down the road and once Ott saw that, he was sure he wanted the rain tyre."

Tanak took three of them and three of the soft compound racer, but this, it turned out was more to placate the team. Ogier wasn't so sure. In the thick of a championship fight, he feared he had more to lose by running the untried and largely untested option. That policy was extended to all aspects of the event once Ogier saw Thierry Neuville's stricken Hyundai i20 Coupe WRC at the side of the road on Saturday morning.

How much had Tanak done on the tyre?

"About six miles," he said nonchalantly as he stepped from beneath the umbrella and back aboard the Fiesta. Turns out, that was all he needed. The weather had dried through the afternoon, but the rain tyres were still bolted on beneath him.

"I should have taken four of them," he said. Spotting Michelin's Herve Jothy at the side of the car he added with a grin, "but he wouldn't let me! They really need to have more faith in their product – maybe I should do some marketing for them… I really had to fight the team a little bit on this one, but it was the right choice. I had a small moment in the last stage where we went off the road a little bit, but I just couldn't see the road in the hairpin. It was no problem."

For the next two days, nothing was a problem. The first run through the 26-mile Panzerplatte stage was a bit nerve-wracking given that it was still damp under the trees, but ultimately it was drier than expected, but Tanak remained unflustered and managed his mixed hard and soft tyres brilliantly.

Fourteen years ago, another Estonian had been in a similarly dominant position in a relatively new M-Sport World Rally Car. It still rankles with Markko Martin that he didn't win Germany in 2003. He should have done. He was the fastest by far. He won 10 of the 22 stages, but only led for one before hydraulic problems slowed his Focus.

Williams was in charge of Martin's car on that event. Predictably, he remembers it well.

"The Ford Focus used the handbrake as a secondary gearshift if we lost the paddleshift," he said. "I remember when the car was being designed, we said: 'The only place this would be a problem is Germany…' And it happened. We should have had that one."

Not just the one, it should have been a 1-2 with Francois Delecour. The demise of both cars with hydraulic problems put an end to Malcolm Wilson's days as a spectator.

"Christian [Loriaux, M-Sport's technical director] and I had gone out in the stages to watch," said Wilson. "When we went in, we were 1-2, but on the stage where we were watching it all went wrong. The only place I watched on a stage after that was in the superspecial in Poland in 2009, when Jari-Matti [Latvala] crashed and cost us a 1-2. I don't go spectating any more."

Such was the self-assured nature of Tanak's drive, you get the feeling Wilson could have watched on every stage and had no impact on the outcome. This time he was happy to count them down from service.

And with the 21st and final stage completed (16 of them with Tanak in the lead) Wilson's cheer was the loudest and longest: a double podium with Ogier third; back to the front for the Frenchman in the drivers' championship and a leap to 64 points ahead in the manufacturers' race.

"This one's really satisfying," said Wilson. "It's perfect."

Standing champagne-soaked alongside, Tanak wasn't about to argue – not now his talk of being in the title race looked a lot more coherent. He's 33 down with 90 to play for.

And how sweet was Tanak's revenge, to edge Mikkelsen, the man who had robbed him of a Polish win in that most emotional of finishes to a WRC round last season.

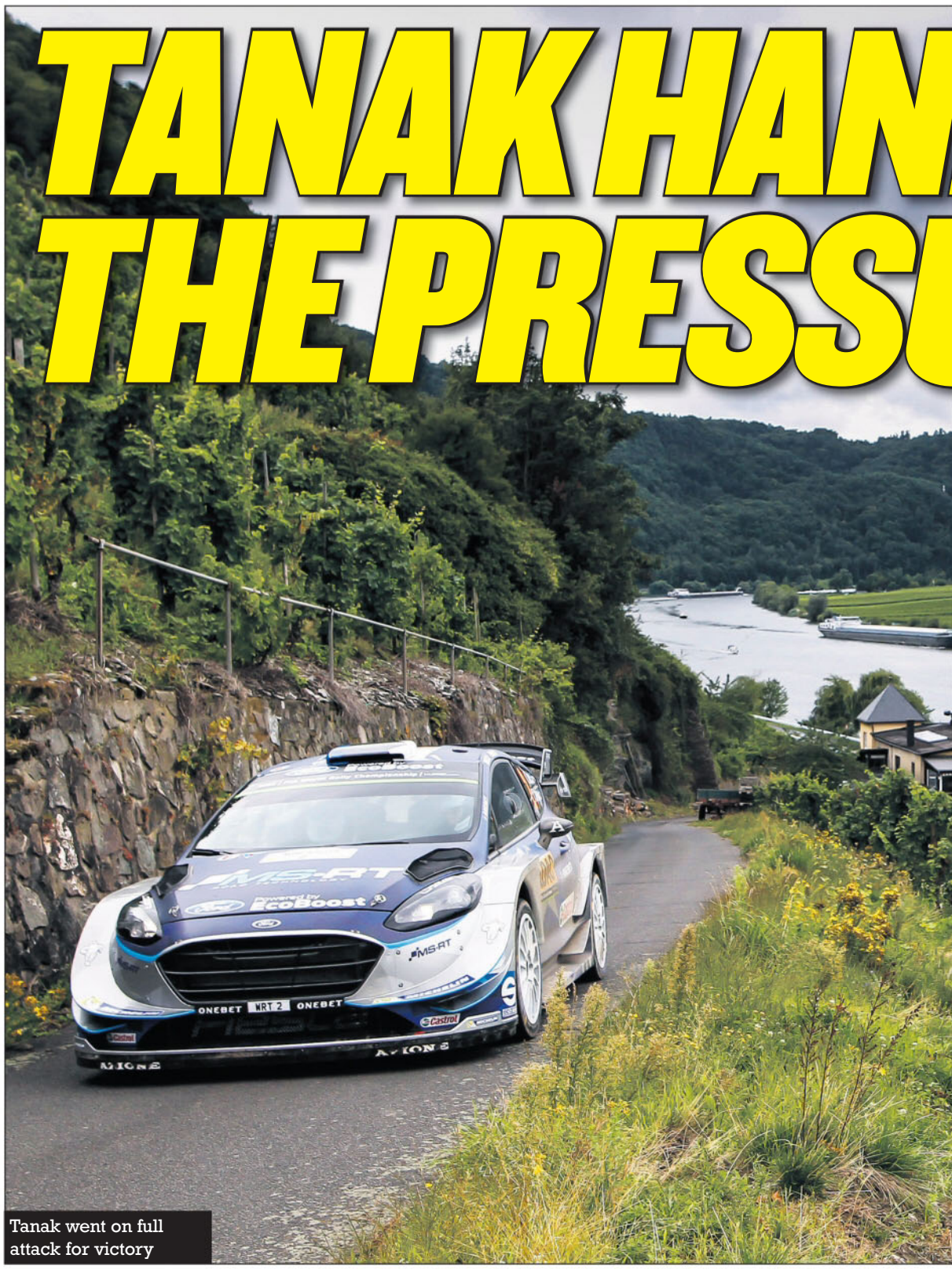
Talking of Poland, how Hyundai's story has changed since its last win there. Heading south from the super-fast Mikolajki roads, Hyundai and Neuville were firmly on form. Having fluffed his lines at the start of the year, the Belgian looked to be word perfect as he zeroed in on Ogier's championship lead. Admittedly, the previous event was a blip as he struggled to dial the i20 into Finn air, but a wet-dry-damp-dry Germany had Neuville's name all over it. Raised on rallies like Ypres, complete with their ever-changing grip levels and widely differing definitions of asphalt, the series leader coming in was odds-on to build that lead – especially with Ogier returning after slamming two trees in a week in Finland and his co-driver on forced concussion-induced recuperation.

Neuville and Hyundai blinked.

Cutting a corner he knew well early in the spectator-pleasing Arena Panzerplatte stage first thing Saturday morning, the inside of the left-rear wheel slapped the kerb as the car rejoined the road. Neuville was mystified as to how it had happened and surprised didn't come close when he opened his door, peered behind him and saw the wheel at a 45-degree angle and disconnected from the hub and rear differential.

He would, he promised, give it everything in the powerstage. Five points or a trailer home was the plan. In the end, he was sixth. In powerstage terms, he was nowhere. A pointless rally complete.

The mood within Hyundai contrasted starkly with the M-Sport. If Neuville slipped up, at least it would have



Tanak went on full attack for victory



Ogier now has a 17-point title lead

'Lappi came back down to earth'
Toyota man rated, p23



ROUND 10

Photos: mcklein-imagedatabase.com

DLES URE



Estonian took his second career WRC victory



its banker Dani Sordo ready to the Cumbrian party. Four years he affable Spaniard sealed ne and only WRC win here in nany and a repeat of that result more than possible.
er the first stage proper, Sordo delivering. Two stages later, he 't. Two stages later, he was on his side. He'd dropped the Hyundai r braking and slipped down a . Having walked back up to the to put the warning triangle he then suffered the ignominy econd loss of traction as he ended the bank on foot.
le wonder despondency ook expectancy within the blue range walls of the team from kfurt. A return to form next out in Spain is a must if the an-German concern is going to eve anything from a season h promised so much.

Continued on page 22



Mikkelsen scored his best result yet with Citroen in second spot

STAGE TIMES



SS1 winner Kopecky

■ **SS1 SSS Saarbrucken (1.27 miles) Fastest** Kopecky 2m05.9s **Leader** Kopecky **Second** Tanak +0.3s

■ **SS2 SSS Wadern-Weiskirchen I (5.76 miles) Fastest** Sordo 5m12.2s **Leader** Sordo **Second** Tanak +1.5s

■ **SS3 Mittelmosel I (13.67 miles) Fastest** Tanak 13m00.3s **Leader** Tanak **Second** Mikkelsen +4.2s

■ **SS4 Grafschaft I (11.40 miles) Fastest** Mikkelsen 10m50.3s **Leader** Mikkelsen **Second** Tanak +4.8s

■ **SS5 SSS Wadern-Weiskirchen II (5.76 miles) Fastest** Neuville 5m15.9s **Leader** Mikkelsen **Second** Tanak +4.1s

■ **SS6 Mittelmosel II (13.67 miles) Fastest** Tanak 13m31.5s **Leader** Mikkelsen **Second** Tanak +0.9s

■ **SS7 Grafschaft II (11.40 miles) Fastest** Tanak 11m15.4s **Leader** Tanak **Second** Mikkelsen +4.5s

■ **SS8 SSS Wadern-Weiskirchen III (5.76 miles) Fastest** Latvala 5m54.9s **Leader** Tanak **Second** Mikkelsen +5.7s

■ **SS9 SSS Arena Panzerplatte I (1.78 miles) Fastest** Tanak 1m45.5s **Leader** Tanak **Second** Mikkelsen +6.3s

■ **SS10 Panzerplatte I (26.08 miles) Fastest** Hanninen 24m39.7s **Leader** Tanak **Second** Mikkelsen +15.3s

■ **SS11 Freisen I (9.18 miles) Fastest** Tanak 8m59.9s **Leader** Tanak **Second** Mikkelsen +25.7s

■ **SS12 Romerstrasse I (7.63 miles) Fastest** Mikkelsen 6m13.9s **Leader** Tanak **Second** Mikkelsen +23.0s

■ **SS13 SSS Arena Panzerplatte II (1.78 miles) Fastest** Sordo 1m43.3s **Leader** Tanak **Second** Mikkelsen +23.5s

■ **SS14 SSS Arena Panzerplatte III (1.78 miles) Fastest** Sordo 1m43.4s **Leader** Tanak **Second** Mikkelsen +26.7s

■ **SS15 Panzerplatte II (26.08 miles) Fastest** Sordo 23m52.0s **Leader** Tanak **Second** Mikkelsen +25.2s

■ **SS16 Freisen II (9.18 miles) Fastest** Ogier 8m44.8s **Leader** Tanak **Second** Mikkelsen +24.8s

■ **SS17 Romerstrasse II (7.63 miles) Fastest** Latvala 6m12.0s **Leader** Tanak **Second** Mikkelsen +21.4s

■ **SS18 Losheim am See I (8.09 miles) Fastest** Hanninen 6m32.0s **Leader** Tanak **Second** Mikkelsen +18.5s

■ **SS19 St Wendeler Land I (8.05 miles) Fastest** Lappi 6m22.5s **Leader** Tanak **Second** Mikkelsen +18.0s

■ **SS20 Losheim am See II (8.09 miles) Fastest** Breen 6m29.4s **Leader** Tanak **Second** Mikkelsen +17.1s

■ **SS21 St Wendeler Land II [Power Stage] (8.05 miles) Fastest** Sordo 6m17.3s **Leader** Tanak **Second** Mikkelsen +16.4s

GROUP RALLYING EDITOR

DAVID EVANS

"DMACK series deserves support from the drivers"



You know how rallying's youth of today is always moaning about the lack of opportunity to step up to the WRC? How it's too expensive and there's simply no help around from the manufacturers? Well, I've had an idea: I'll run this one past you, I think it's got legs.

How about we pick a simple, reliable car, get one of the teams to run it centrally for, say, six European rounds of the world championship at a cost of, oh, I don't know, £150,000? Included in that price would be the car, the running of it with tyres and fuel, lots of cool team kit and fabulous hospitality.

What about the prize? Hmm… tricky one. What do you think? The ideal would be a manufacturer-funded and run step up into a factory R5 car for six rounds. Seven? No chance. That'll never happen. Let's be realistic here. But what do we do, winner takes all? That could work.

But what about this for an idea: how about we split the six rallies into three pairs of two and then split the prize the same way? Bear with me here, everything will become clear; if I win the first two rallies, I win two outings in the R5 car. If I have an off event on rally three, all's not lost and I can still bounce back and claim two more R5 drives by winning the last two rallies.

What? You think that's confusing. Really? Seems pretty straightforward to me.

What? You think consistent speed should be rewarded with a full programme of rallies? I quite agree, so go out and show consistent speed to take the most points from all three pairs of rallies and take all six R5 drives.

Actually, you're quite right, the overall champion should be better rewarded. Let's push for a seventh event from that manufacturer.

Crikey, I think we've cracked it; we've planned that impossible bridge from domestic rallying to the world championship. Wake up, you idiots. All of the above is here. It's here and it's happening right now. It's called the Junior World Rally Championship.

Do you know how many JWRC runners started Germany? Four. That's a disgrace and an insult to the investment M-Sport and DMACK is putting in. And don't give that chat about not being able to raise £150,000; Hayden Paddon raised 10 times that amount from a town with a population of 2,244 in the middle of New Zealand's South Island.

The JWRC is, by some considerable distance, the cheapest and logistically easiest way of getting experience on WRC rounds. That it brings profile and the potential to shine in front of the sport's longest running manufacturer is an added bonus. That it brings the reward of seven rounds in a pukka R5 car the following year is a dream come true.

So stop dreaming and start driving.

NOW TURN OVER TO READ MN'S DRIVER RATINGS

Advertising enquiries: 0203 405 8110

RALLY GERMANY



BY DAVID EVANS

RALLY ESSENTIALS

Day one: 68.70 miles; 8 stages

Weather: overcast/heavy rain 13-20 celsius

■ Five different drivers lead the opening day of Rally Germany, but ultimately it's Ott Tanak out front in his Ford Fiesta WRC on Friday night. The Estonian drives a near-faultless day and an impressive afternoon through some of the wettest conditions on WRC record.

■ Similarly impressive is Citroen's super-sub Andreas Mikkelsen. He leads for three stages before settling into second just behind Tanak. The Norwegian's run is a silver lining to a particularly cloudy start to the event for Citroen; Kris Meeke starts Friday with a 10-minute penalty after he breaks a suspension arm and retires on the Saarbrucken superspecial.

■ Championship battlers Thierry Neuville and Sebastien Ogier make a mistake apiece on the opening day. The Belgian is off the road briefly on SS3, damaging the front splitter on his Hyundai. Ogier holds third all day until he slips off the road and into a field on the last Friday test – he's fourth behind Neuville heading into day two.

■ Victorious on the last round, Toyota struggles early doors in Germany. Rally Finland winner Esapekka Lappi has broken his Yaris WRC's suspension in a ditch in SS8, while Jari-Matti Latvala suffers a misfire in eighth place. Juho Hanninen's sixth behind Elfyn Evans' DMACK-shod Fiesta WRC.

■ The big news from day one comes on SS1, where Jan Kopecky's neat and tidy drive around Saarbrucken has landed him and his Skoda Fabia R5 the rally lead. He's still out front – at least in WRC2 terms – at the end of day one proper.

End of day one:

1 Tanak/Jarveoja 1h07m23.0s; 2 Mikkelsen/Jaeger +5.7s; 3 Neuville/Gilsoul +28.2s; 4 Ogier/Ingrassia +30.6s; 5 Evans/Barritt +52.1s; 6 Hanninen/Lindstrom +1m14.7s.

Day two: 91.14 miles; 9 stages

Weather: sunny/overcast 15-24 celsius

■ Fastest on two of the morning's first three stages and Tanak is in control at the front, with his cause helped in no small part by a spin and stall from Mikkelsen. The upshot of that is a 25.7s lead for the Fiesta WRC driver after the first run at Freisen. Give or take a second or so, that was the state of play at the end of the day.

■ Mikkelsen's grip on second isn't quite so secure at the end of Saturday as Ogier zeroes in on the podium's second step and three more points in the championship race.

■ Those three points are even more important to the Frenchman, given the big news of the day being Neuville's demise; he suffers broken suspension and is sidelined in the first stage of the day.

■ Evans and Hanninen are engaged in a fascinating fight for fourth. Evans spins on the first corner of SS11, dropping valuable seconds while Hanninen is slowed by a late-in-the-day damper problem. The Welshman's 4.2s to the good going into Sunday.

■ Craig Breen's up to sixth after taking slightly more confidence from more consistent tyres choices on day two in his C3 WRC. Meeke has retired after a cooling problem on the engine – giving co-driver Paul Nagle the chance to fly home a day early to meet his son, who is born mid-way through Saturday.

End of day two:

1 Tanak/Jarveoja 2h31m32.2s; 2 Mikkelsen/Jaeger +21.4s; 3 Ogier/Ingrassia +29.6s; 4 Evans/Barritt +1m48.3s; 5 Hanninen/Lindstrom +1m52.5s; 6 Breen/Martin +2m06.7s.

Day three: 32.27 miles; 4 stages

Weather: overcast 10-17 celsius

■ It's an unchanged podium at the finish after Tanak controls proceedings from the front to win from Mikkelsen and Ogier.

■ Only two positional changes in the top 10 on the final day as Armin Kremer moves his 2017 Ford Fiesta WRC into ninth spot ahead of WRC2 winner Camilli. Further up the order Breen is past Evans on the final stage to clinch fifth in his C3 WRC.

Continued from page 21

As low as Hyundai might go, it's hard to imagine them rivalling Citroen in terms of unfulfilled 2017 promise. But Germany would provide a reprieve for the Parisians. Or partial reprieve at least.

The shockwaves of Kris Meeke's latest *faux pas* could still be felt in the future (*see page 2-3*), but Mikkelsen's second place was a demonstration of just how good the C3 WRC is on sealed surfaces.

What's so frustrating about the Norwegian's pace is that you just know if the one from Dungannon had been in a purple patch rather than a black hole, that rally would have been his for the taking.

Not that he could have taken it, a cooling problem on Saturday night would have seen to that. Craig Breen offered final-day cheer as he stormed past Elfyn Evans' DMACK-shod Fiesta on the final stage to land fifth. The Welshman had struggled to find a firm footing across the three days in Germany, while his Irish rival had found confidence and speed (speed enough to go quickest on the penultimate test) as conditions dried.

Ahead of the event, post-recce, there were plenty of concerns about some of the new roads being used on a more southerly-based Rally Germany. With Saarland footing the bill, Trier had been ousted in favour of Saarbrucken.

Unfortunately for the host city and regional capital, Meeke's steering-wrecking, walking pace argument with a concrete block will be the lasting memory of one of the best-supported (if worst planned in terms of stage layout) superspecials in recent years.

There were faults with last weekend's event, of that there can be little doubt. A grass service park on a rally regularly hit by heavy rain is a recipe for potential disaster and the ensuing mudbath which greeted some of the support crews on Friday night and Saturday morning was a product of this.

But on the whole, it was positive. The boring stages turned out to be moderately interesting and the event actually provided another thrilling chapter in this season of seasons.

Five changes of leader on the opening day and the sort of unpredictability team principals loathe is always going to be a winner as far as the WRC's concerned. And so it turned out.

As we left Saarland for the final time, questions had been asked and answered – particularly by the dominant M-Sport squad. But there remained one outstanding conundrum relating to the Cumbrians: just a couple of hours up Bundesautobahn 1 is Cologne, Ford of Europe's home city; what a crying shame nobody from the Blue Oval turned up to cheer the sort of result rival manufacturers are spending millions chasing, while it rides for free.

Not that it impacted on Sunday night celebrations. Another job had been well done and with an Eric Camilli WRC2 victory in there as well, Germany couldn't have been a happier hunting ground for British-based squad.

The only downer is the five-week wait for Spain and another piece of the jigsaw.

Photos: mcklein-imagedatabase.com



Breen scrapped hard for his points

Neuville was caught out by a 'cut'...

Tidemand lifts WRC2 title with subdued drive to a rostrum finish

SUPPORTS

Pontus Tidemand reached the end of the final stage and resolutely refused to get out of the car. Driving fast is no problem for the tall Swede, but he has no interest in tempting fate.

The celebrations would come a mile or so down the road when the factory Skoda Fabia R5 arrived at the service park as **WRC2** champions.

The foundations for this victory were laid with four straight wins in Sweden, Mexico, Argentina and Portugal. Second in Poland set up the chance of a championship in Germany and after a puncture had ruled him out of the lead fight, Tidemand played it safe and settled for third and a world championship.

Tidemand said: "I can't thank the team enough, this has been incredible. Once again, we've had no problems at all this year and to win the title this early is really nice. What do I do now? I have no idea, but I think the time is coming that I am ready to make the switch to a World Rally Car."

Tidemand's team-mate Jan Kopecky was the dominant force in Saarland, but a puncture on Saturday afternoon cost him the lead and left him second at the finish. He probably deserved more, but won't have to wait long for another go: he'll lead the charge at this weekend's Barum Rally in his native Czech Republic.

WRC2 victory went to Eric Camilli, with the M-Sport driver ending Skoda's domination of the category so far this season.

On Thursday night, the Frenchman would have laughed in the face of anybody suggesting such a result was possible.

He said: "We had a clutch problem on the superspecial and I was sure we would get penalties when the team tried to do such a big job in the morning service. I couldn't sleep for more than a few hours. The next day we decided not to do the change and instead I would drive with the problem. We made it and this win has come from the job the mechanics did."

Northern Irishman Jon Armstrong made his WRC2 debut in his maiden prize drive aboard the DMACK Ford Fiesta R5. He slipped off the road on the opening day, but made solid progress through Saturday before setting a fastest time on Sunday.

"I'm really pleased with the progress I've made," Armstrong said. "The conditions have been so tricky and to get a stage win on our first time is fantastic and it's proved that I can compete at this level."

Third was joy for Tideman



Gus Greensmith has already shown he's capable of doing that and showed more potential in Germany. Going off the road and damaging the radiator on his Fiesta R5 on Sunday morning spoiled his chances of a finish, however.

German driver Julius Tannert celebrated victory in **JWRC** while the series' dominant force Nil Solans was second, returning after going off the road on Friday.

That runners-up spot was enough for him to seal the **WRC3** title, but he'll have to wait until he goes home to Spain to lift the Junior crown.

ROUND 10

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER
M-SPORT FORD FIESTA



His desire for a fourth win in Germany was tempered by the title race open goal: Thierry Neuville's problem presented him. Struggled with low-speed oversteer on Friday, but brought the car to the table as the event progressed.

8/10

OTT TANAK
M-SPORT FORD FIESTA



Brilliantly brave as much in his tyre choice on Friday as in his pace and sure-footed ability to keep the car on the road in some of the season's trickiest conditions. Fully deserving of his second WRC career victory and first taken on Tar.

10/10

ELFYN EVANS
M-SPORT FORD FIESTA



Struggled to make the DMACKs work against his Michelin-shod rivals. Having Dan Barritt's door flapping open for the duration of the long Panzerplatte didn't help much either. Fortunately Dan's a multi-tasking master.

6/10

THIERRY NEUVILLE
HYUNDAI MOTORSPORT HYUNDAI i20



Did it break or did he break it? We'll never really know. What we do know is that Neuville has struggled to score on the last two rallies and, come the end of season tally, that could hurt him and his title aspirations badly. Sixth on the powerstage wasn't good enough either.

3/10

HAYDEN PADDON
HYUNDAI MOTORSPORT HYUNDAI i20



This one was always going to be a struggle for the Kiwi and it will take more than a splash of green paint on the roof vent to turn things around on asphalt. Punctures spoiled his run. But, in all honesty, there's never been that much hope in the first place.

2/10

DANI SORDO
HYUNDAI MOTORSPORT HYUNDAI i20



Four of those points are for his powerstage win and the other one's for coming up smiling after slipping over on telly on Friday. Bloody annoying though… the world (and *Motorsport News*) was ready to cheer Sordo success this time around.

5/10

KRIS MEEKE
TOTAL ABU DHABI CITROEN C3 WRC



Er.. Hmm… Damned stupid place to put a concrete barrier that… Seriously, the last thing he needed was a first-stage fail and that's precisely what he got in Germany. Time will tell how much this slip-up hurts his career.

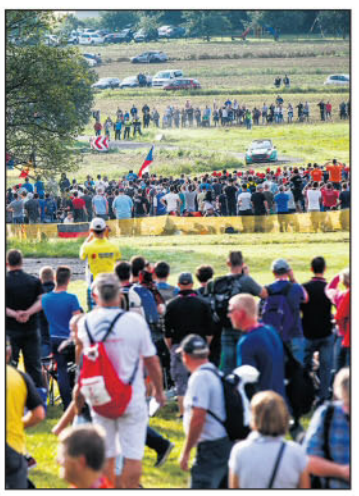
0/10

CRAIG BREEN
TOTAL ABU DHABI CITROEN C3 WRC



Five out of 10 became six out of 10 on Sunday when, as the roads dried and became more consistent, Breen's confidence and speed grew. Edging Elfyn for fifth with a powerstage flyer was a positive end to the event.

6/10



Fans out in force in Germany

TOYOTA YARIS WRC

JARI-MATTI LATVALA
6/10

A misfire and an absent handbrake are never going to make for a perfect Rally Germany and Latvala struggled to make a significant impact on this one. Did manage one fastest stage time out of it, though.

TOYOTA YARIS WRC

JUHO HANNINEN
7/10

Very, very good result for the Finn. With the best will in the world, he's normally miles away on asphalt, so fourth was a cracker from a Toyota driver desperately trying to hold on to his seat for one more season.

ABU DHABI CITROEN DS 3 WRC

ANDREAS MIKKELSEN
10/10

Delivered a drive more than worthy of getting his career right back on track. Buried his Baumholder bogey with a brace of perfect Panzerplatte runs and richly deserved a second place with gave Citroen something to cheer.

TOYOTA YARIS WRC

ESAPEKKA LAPPI
6/10

Couldn't match the champagne finish that greeted his maiden WRC win in Finland last time out, but delivered some and discernible progress on asphalt. The fastest times balanced the suspension-bending ditch landing on SS7.

MOTORSPORT NEWS STAR DRIVER



JARI HUTTUNEN
Jari Huttunen had a lot to prove in Germany: he won WRC2 on his category debut at home in Finland last month, but it was here that he would face the best R2 runners the WRC had to offer. He demolished them.

MOTORSPORT NEWS WOODEN SPOON



DANI SORDO
You're probably right. This probably should be Kris Meeke, but he got one last time out. So… step forward Dani Sordo. This was Dani's moment. This was where his season was supposed to turn around. Instead he led then dropped it. Ouch.

RESULTS

FIA World Rally Championship, round 2/13, Rally Sweden, February 9-12

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Ott Tanak (EST)/Martin Jarveoja (EST)	Ford Fiesta WRC	2h57m31.7s
2	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Citroen C3 WRC	+16.4s
3	Sebastien Ogier (F)/Julien Ingrassia (F) M-Sport WRT	Ford Fiesta WRC	+30.4s
4	Juho Hanninen (FIN)/Kaj Lindstrom (FIN)	Toyota Yaris WRC	+1m49.2s
5	Craig Breen (IRL)/Scott Martin (GBR)	Citroen C3 WRC	+2m01.5s
6	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+2m03.4s
7	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+3m58.2s
8	Hayden Paddon (NZL)/Sebastian Marshall (GBR)	Hyundai i20 Coupe WRC	+4m32.4s
9	Armin Kremer (GER)/Pirmin Winklhofer (GER)	Ford Fiesta WRC	+10m19.4s
10	Eric Camilli (FRA)/Benjamin Veillas (FRA)	Ford Fiesta R5	+10m44.3s
21	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	+18m05.2s
25	Jean-Michel Raoux (F)/Laurent Magat (F)	Citroen DS 3 WRC	+24m47.5s
26	Jourdan Serderidis (GR)/Frederic Miclotte (BEL)	Citroen DS 3 WRC	+26m23.5s
33	Dani Sordo (ESP)/Marc Marti (ESP)	Hyundai i20 Coupe WRC	+35m19.0s
43	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+56m25.6s
R	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen C3 WRC	SS15/cooling

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Sebastien Ogier	177
2	Thierry Neuville	160
3	Ott Tanak	144
4	Jari-Matti Latvala	123
5	Dani Sordo	89
6	Elfyn Evans	87
7	Craig Breen	64
8	Juho Hanninen	58
9	Hayden Paddon	55
10	Esapekka Lappi	49

MANUFACTURERS

POS	TEAMS	PTS
1	M-Sport WRT	325
2	Hyundai Motorsport	261
3	Toyota Gazoo Racing WRC	213
4	Citroen Total	163

NEXT RALLY Can Hyundai put the pressure back on Ogier?

RALLY SPAIN OCTOBER 6-8

RALLY REPORTS

GREER TAKES FIRST ITRC VICTORY

Moffett's second all-but guarantees Irish Tarmac Rally Championship title in Cork

Irish Tarmac Rally Championship: Ulster
By Jason Craig

Jonny Greer took his maiden Irish Tarmac Championship victory after two days of tyre guesswork on the Ulster international Rally, while Sam Moffett inched closer to being crowned the 2017 champion despite late drama.

Both drivers had reason to smile at the finish in Londonderry but Moffett's was just a little bit bigger. He need only turn up at the season-closing Cork '20' Rally to take the title after Alastair Fisher's shock retirement with engine trouble.

However, on the last stage – the 15-mile Rousky – Moffett's Ford Fiesta R5 began to play hard ball.

"She started cutting out on me, it was panic stations in the car," said the Monaghan driver as his hopes appeared to be slipping away. "It seems to be a gear selector. It kept cutting in and out.

"Luckily she held together. The points are critical – we just want to get around. With Alastair going out a good points haul here will take the pressure off going into the very last round."

Moffett has already taken the Irish National Rally Championship, and is also set to win the Irish Forest Rally Championship in what will be an incredible and unprecedented triple.

With Sam's younger brother Josh not competing due to European Rally Championship commitments, Joseph McGonigle took advantage by drawing level on points with a hard-earned third-place finish.

Moffett chose to ease off on Friday's second loop in the changeable conditions. Some quick arithmetic on the window of his mucky Fiesta at the overnight halt showed everything was OK where he was.

Greer, who is registered for Tarmac points but hadn't scored any before Ulster, was leading in his Citroen DS 3 R5 by six seconds, his pace helped by making the correct tyre call for most of Friday with a Pirelli wet which had been discontinued but was reintroduced recently, such is its popularity on soaking Irish asphalt.

"It's hard to believe because it isn't how we thought it would play out this weekend," said Greer. "It has been a difficult season so far, so this win more than makes up for it in a way. But it wasn't easy."

Stephen Wright (Ford Fiesta) and sponsor John Mulholland (Skoda Fabia) were the only other ITRC R5 finishers.

William Creighton headed the R2 class to go along with his Prestone Motorsport News Junior BRC class victory.

Perhaps the most popular of the class winners was 1982 ITRC champion John Coyne, aboard a Tuthill Porsche 997 R-GT. The car was useless in the conditions, but pleased the fans no end.

Results

International (ITRC only) 1 Jonny Greer/Kirsty Riddick (Citroen DS 3 R5) 2h08m11.8s; 2 Sam Moffett /Karl Atkinson (Ford Fiesta R5) +1m24.7s; 3 Joseph McGonigle/Ciaran Geaney (Skoda Fabia R5); 4 Stephen Wright/Arthur Kierans (Fiesta R5); 5 William Creighton/Liam Regan (Peugeot 208 R2); 6 James Wilson/Gavin Doherty (208 R2). **Class winners** Greer/Riddick; John Coyne/Stephen Joyce (Porsche 997 R-GT); Creighton/Regan.

Photos: Roy Dempster



For the first time, Greer took maximum ITRC points

CLASS ROUND-UP



Bradley won the National on the last stage

Camillus Bradley took the Ulster National Rally honours after beating **Class 7** rival Kevin Eves on the last stage, bettering his rival by 19s on the infamous Rousky 15-miler.

Eves took caution with an eye on the Irish Tarmac Rally Championship Modified title still up for grabs, which he duly clinched.

It had been a three-way class battle before Eugene Meegan – Eves' title rival – crashed his BMW 1M on SS10.

Alan Carmichael rounded out the National podium in his right-hand-drive Mini WRC. Wayne Sisson and Barry Groundwater finished fourth and fifth respectively in their **Class 8** Mitsubishi Lancer E10s, with Sisson securing the class laurels.

Ford Escort Mk2s dominated **Class 6** with Oran Donnelly finishing on top after a challenging couple of days. Early class leader Stephen Baxter retired on Friday night while Michael Dunlop slid his Escort off the road on a gravelly section in SS9.

Michael Nutt was the sole survivor in **Class 1** after Art McCarrick retired from the class lead in dramatic fashion, taking out a telegraph pole on SS10.

William Herron won **Class 2** in his Group N Lancer, as his rivals hit problems on SS10. Paul Britton suffered a broken driveshaft and Stanley Ballantine suffered a double puncture.

The **Historic** category was won by the Welsh pairing of Barry Jones and Iwan Griffiths ahead of a hard-charging Stanley Orr. They extend their ITRC Historic lead with two rounds remaining.

Jason Black continued his strong season after winning the Ulster Rally's **Junior** category in his recently upgraded Toyota Starlet. With the Juniors only running on Saturday's eight stages, Black's winning margin of seven-and-a-half minutes over Justin Ryan (Honda Civic) was impressive.

Ryan took maximum ITRC Junior points, beating Jenna McCann by 35 seconds, leaving McCann with a three-point lead going into the final Cork 20 round.

Results

National Rally

1 Camillus Bradley/Crawford Henderson (Escort Mk2); 2 Kevin Eves/William Lynch (Toyota Corolla) +18.1s; 3 Alan Carmichael/Ivor Lamont (Mini John Cooper Works WRC); 4 Wayne Sisson/Peter Foy (Mitsubishi Lancer E10); 5 Barry Groundwater/Sean Donnelly (Lancer E10); 6 Oran Donnelly/Paul Hughes (Escort Mk2). **Class winners:** Carmichael/Lamont; Michael/David Nutt (Honda Civic); William Herron/Geoff Patterson (Mitsubishi Lancer E9); Brian Black/Ian Crozier (Toyota Starlet); Raymond McLaughlin/Martin McBrearty (Ford Puma); Michael McDaid/Daire Maguire (Ford Escort Mk2); Donnelly/Hughes; Bradley/Henderson; Sisson/Foy; Barry Jones/Iwan Griffiths (Escort MK2); Keith McIvor/David Burns (Escort).

RALLY ROUND-UP

Kev Bolver/Rich Jerman won the overall **Classic Lanes Road Rally** in a Talbot Sunbeam.

The winners didn't have a smooth run to success, they lost 52 seconds on the event's third section when a throttle cable broke, leaving them seventh at the halfway point. They then had the large rear screen on the Sunbeam shatter on the final section, but still stormed through familiar lanes to win.

Halfway leaders Zak Hughes/Macauley Bridgwater were 40 seconds behind but a time calculation error that cost them a minute at a control in the second half cost them victory.

Reigning Welsh champion driver Ian 'Dude' Roberts showed his competence in the left-hand seat by guiding Kevin Nunns to third place overall.

Non-Novices were ineligible for overall awards. The category was won by Paul Morgan/Rhys Griffiths, who dropped just 28 seconds all night.

Paul McCann and Dylan Reilly's Skoda Fabia S2000 won the **Westmeath Rally Sprint**, bettered on only one 'run' by second-placed crew Joseph/Alana Smith (Ford Escort Mk2).

Ian Mills

Results

Classic Lanes Road Rally

Organiser: Welsh Border Car Club **When:** August 19/20 **Where:** Mid-Wales **Route:** 75 miles **Starters:** 45.
1 Kev Bolver/Rich Jerman (Talbot Sunbeam) 1m19s; 2 Zak Hughes/Macauley Bridgwater (Peugeot 206) +40s; 3 Kevin Nunns/Ian 'Dude' Roberts (VW Golf); 4 Rob Davies/Tudor Humphreys (Subaru Impreza); 5 Jake Hilditch/Al Gwilliam (Proton Satria) 6 Richard Jones/David Hillidge (Nissan Micra). **Class winners** Jones/Hillidge.

Westmeath Rally Sprint

Organiser: Westmeath & District MC **When:** August 20 **Where:** Athboy, Co. Meath **Runs:** 5 **Starters:** 45.
1 Paul McCann /Dylan Reilly (Skoda Fabia S2000) 12m40s; 2 Joseph/Alana Smith (Ford Escort Mk2); 3 David Forde/ (Subaru Impreza); 4 Martin McAteer (Escort); 5 David Fitzsimons (Escort); 6 James/Brian Cassidy (Escort). **Class winners** Alan Pickens (Vauxhall Nova); Brendan O'Reilly (Escort); McAteer; J Smith/A Smith; Fitzsimons; Forde, Paul Lennon (Semog Buggy); Oliver McCormack (Nova).

Photo: Kevin Money

BELL WINS LAST STAGE THRILLER



Coffey's problem led to a Bell victory

Dukeries Rally
By Peter Scherer

Organiser: Dukeries MC **Where:** Donington Park, Leicestershire **Championships:** MSA English Rally Championship; Heart of England; EMAMC; ANEMMC **Stages:** 8 **Starters:** 80

Graeme Bell and Russ Radford snatched a last-stage victory in their Proton Satria S2500 Millington, after Graham Coffey/Jon Atherton broke a driveshaft on their Ford Fiesta RS WRC.

Ian Woodhouse/Jason Leaf set the first stage pace, their Ford Escort Mk2 taking three seconds out of Coffey, who was tied in second with Martin Hodgson/Tony Jones' Escort Mk2.

But Woodhouse was given a minute penalty on the second stage after missing a chicane, which Woodhouse has appealed, and the matter now lies with the MSA.

Coffey became the new leader, 17s clear of Stephen Tilburn/Jody Wilson's Escort, after Hodgson had spun and stalled at the Old Hairpin.

While the lead continued to grow, Peter Smith/John Millington had started to open a gap in second until their Ford Fiesta RS WRC was sidelined late on with an exhaust problem.

Josh Payton/Marcus Mizen's Escort held second going into the last stage, two seconds up on Bell. But, with Coffey limping through the final stage, Bell managed to take five seconds out of Payton, which not only moved him ahead of the Escort driver, but also handed him the win by just two seconds.

Payton was just one second off taking second place from Coffey too, but retained a well-deserved third and took the Class 3 spoils.

Mark Kelly/Andy Baker's Escort was in the top 10 all day, taking victory in Class 4.

Despite his one-minute penalty Woodhouse still clawed his way back to fifth, with Tilburn completing the top six.

Results

1 Graeme Bell/Russ Radford (Proton Satria Millington) 55m39s; 2 Graham Coffey/Jon Atherton (Ford Fiesta RS WRC) +2s; 3 Josh Payton/Marcus Mizen (Ford Escort Mk2); 4 Mark Kelly/Andy Baker (Escort Mk2); 5 Ian Woodhouse/Jason Leaf (Escort Mk2); 6 Stephen Tilburn/Jody Wilson (Escort Mk2); 7 Mark Jasper/Don Whyatt (Escort Mk2); 8 Martin Hodgson/Tony Jones (Escort Mk1); 9 John Griffiths/Nigel Wetton (Subaru Impreza); 10 Mike Taylor/Martin Haggett (Talbot Sunbeam Lotus). **Class winners** Aaron Rix/Rob Cook (Ford Ka); Abi Mahmood/Dean Ross (Renault Clio S1600); Payton/Mizen; Kelly/Baker.

RACING REPORTS

SILVERSTONE: 750MC BY MARCUS PYE — AUGUST 19/20

Photo: Steve Jones

BALLANTYNE JOY AT FIRST WIN



Ballantyne (l) fought with Reason to win

On a weekend of firsts on Silverstone's International Circuit, both Tegiwa one-make series produced maiden winners, Jason Ballantyne the eighth in 12 Civic Cup races.

The Cumbrian looked to have secured race one when he missed fifth gear on the Hangar Straight and Mark Grice pounced, grateful that title rival Lee Deegan was third as National Autograss graduates filled the podium. Focus sharpened, Ballantyne charged from P9 on race two's reversed top 10 grid to lead Deegan home.

Second four times in the **M3 Cup**, ex-Formula BMW racer Simon Walker battled to victory in race one, ousting Carl Shield, only to be T-boned out of the sequel by Sam Carrington-Yates, who arrived at Stowe too quickly. Adam Shepherd, dominant in the first six rounds, made it seven from 10, having rediscovered his car's sweet spot.

Graham Gant drove his WEV superbly to their first **Formula Vee** victory since 2013 on Saturday, shading polesitter Ben Miloudi and 50th Anniversary Festival champion James Harridge. Table topper Miloudi won Sunday's race, his third of the season, keeping Gant and title rival Adam Macaulay behind when it mattered.

Double **Classic Stock Hatch** champion Matt Rozier (Peugeot 205 GTi) could have lost his hat-trick chance here to Ford XR2i man Lee Scott. Second to Scott and Martin Cayzer in both frenetic counters, by a combined 0.45s, they will slug it out at the finale. Scott salvaged sixth after an early scrape with Matt Stubington's Pug.

Stephen Sawley (Honda Civic) scorched to his first **Hot Hatch** win, but lost the second for exceeding track limits. Halted by an electrical glitch on Saturday, Alistair Camp (Ford Fiesta ST) was third from the back inside three laps on Sunday, then accorded victory over the resurgent Ben Rushworth whose oversteery Honda Integra was partially tamed overnight. Ironically, Rushworth's result was the same, as was unbeaten class C winner Paul Jarvis, although faster starter Adam Read (BMW Compact) made the Citroen Saxo man sweat.

Off-road motorcycle racer James Plant qualified out of session, but won both **Bernie's V8s** thrashes from the back in granddad John's splendidly savage 6.4-litre Chevrolet-powered Allard J2 clone, evolved from a Kougar. Plant particularly enjoyed the wet finale in which many rivals – including initial leader Gwyn Pollard (Crossle 9S) – spun or had hairy moments.

Jon-Paul Ivey romped Sunday's **Bikesports** opener, but started the second from the back "to spice things up". Despite overshooting the first corner and an excursion to avoid contact he again took gold, from points leader Stefano Leaney whose similar Radical PR6 was sidelined from the earlier race by driveshaft failure. Third on the road, Adrian Reynard (SR3), who had led the morning race away from row two, was penalised for sideswiping Julian Caldwell's SR3 at the lights in his endeavour to repeat the feat.

Christian Pedersen won an entertaining **Historic 750 Formula** bout in his Austin 7 Monoposto, but was not expecting Gregan Thruston to thread his Rawson Special from the back onto its shapely tail. Ben Myall was third in Stuart Gerrell's first brainchild.

SEAT Leon pilot Jamie Sturges beat the BMW E46 M3 hordes in the **Roadsports Endurance**, but was excluded for passing under yellows. Andy Marston/Brett Evans thus came out on top, narrowly, over Paul Cook/Wayne Lewis and Mark Betts in Tim Gray's M3.

A stirring lead battle between poleman Carl Swift (Honda Civic) and the M3s of Marston and Gray raged until past half-way in **Club Enduro**. Despite serving a drivethrough and a stop-go in his 70-lap stint, Swift relayed Rob Baker to gold. Marston retired with suspension damage, having collected Guy Colclough's spinning SEAT, while Betts pitted Gray's 'Beemer' with a shot gearbox, leaving Endaf Owens to chase Baker. Owens had a fright when his long-damaged bonnet flew open, smashing the screen on what appeared to be the last lap, promoting the Brown brothers' Aston Martin GT4 to second. Their order was reversed, however, because the chequer was flown two laps late and the result rolled back one – the clock having started, confusingly, at the second rolling start lap behind the safety car!

RESULTS

Civic Cup (15 laps) 1 Mark Grice; 2 Jason Ballantyne +0.26s; 3 Lee Deegan; 4 Daniel Reason; 5 David Vincent; 6 Mark Higginson. FL Vincent 1m17.41s (86.04mph). P Reason. S 22. **Race 2 (15 laps)** 1 Ballantyne; 2 Deegan +1.34s; 3 Vincent; 4 Grice; 5 Adam Jones; 6 James Griffith. FL Ballantyne 1m17.40s (86.05mph). P Lewis Rose. S 22.

M3 Cup (15 laps) 1 Simon Walker-Hansell; 2 Carl Shield +0.99s; 3 Adam Shepherd; 4 Paul Cook; 5 Sam Carrington-Yates; 6 Nick Williamson. FL Shield 1m15.00s (88.80mph). CW Martin Wallbank (BMW 330); Eliot Dunmore (Mini Cooper S). P Shield. S 27. **Race 2 (16 laps)** 1 Shepherd; 2 Shield +16.12s; 3 Tom Coller; 4 Wayne Lewis; 5 Williamson; 6 Walker-Hansell. CW Wallbank; David Hale (Mini Cooper S). FL Shepherd 1m14.90s (88.92mph). P Shield. S 28.

Formula Vee (11 laps) 1 Graham Gant (WEV FV01); 2 Ben Miloudi (Storm GKBM 2015) +0.70s; 3 James Harridge (Maverick); 4 Ian Buxton (GAC Daghorn); 5 Adam Macaulay (Sheane); 6 Jimmy Furlong (Sheane). CW Harridge. FL Gant 1m16.49s (87.07mph). Pole Miloudi. S 32. **Race 2 (11 laps)** 1 Miloudi; 2 Gant +0.73s; 3 Macaulay; 4 Harridge; 5 Furlong; 6 Buxton. CW Harridge. FL Harridge 1m16.06s (87.56mph). P Miloudi. S 31.

Classic Stock Hatch (11 laps) 1 Lee Scott (Ford Fiesta XR2i); 2 Matt Rozier (Peugeot 205 GTi) +0.25s; 3 Ben Leach (XR2); 4 Matthew Stubington (205 GTi); 5 Andy Philpotts (XR2i); 6 Martin Cayzer (XR2). FL Marcus Ward (XR2i) 1m23.73s (79.54mph). P Scott. S 22. **Race 2 (10 laps)** 1 Cayzer; 2 Rozier +0.22s; 3 Ward; 4 Daniel Fillingham (205 GTi); 5 Andrew Thorpe (Citroen AX GTi); 6 Scott. FL Ward 1m23.81s (79.47mph). P Scott. S 22.

Hot Hatch (11 laps) 1 Stephen Sawley (Honda Civic); 2 Ben Rushworth (Honda Integra DC2) +9.85s; 3 Chris Coomer (Honda Civic); 4 Philip Wright (Renault Clio Cup); 5 Will Hunt (Citroen Saxo VTR); 6 Daniel Williams (Ford Fiesta ST). CW Hunt; Paul Jarvis (Citroen Saxo VTR). FL Sawley 1m16.56s (86.99mph). P Sawley. S 23. **Race 2 (11 laps)** 1 Alistair Camp (Ford Fiesta ST); 2 Rushworth +0.23s; 3 Sawley; 4 Coomer; 5 Wright; 6 Hunt. CW Hunt; Jarvis. FL Sawley 1m16.59s (86.96mph). P Sawley. S 22.

Bernie's V8/SRGT/CRDC (16 laps) 1 John Plant ('Allard J2'); 2 Gwyn Pollard (Crossle 9S) +5.14s; 3 Steve Ough (Crossle 9S); 4 Stuart Daburn (TVR Tuscan); 5 Russell McCarthy (MGB GTV8); 6 Lee Barnard (MGB GTV8). CW Pollard; Alex Taylor (Mazda RX-7); Robert Frost (Dax Tojeiro). FL Plant 1m13.25s (90.92mph). P Pollard. S 21. **Race 2 (15 laps)** 1 Plant; 2 Ough +17.32s; 3 Barnard; 4 Daburn; 5 Bernard Foley (MGB GTV8); 6 Michael Blake (TVR Griffith). CW Ough; Blake; Peter Samuels (MGB GTV8). FL Pollard 1m13.12s (91.08mph). P Pollard. S 19.

Bikesports (18 laps) 1 Jon-Paul Ivey (Radical PR6); 2 Richard Stables (PR6) +8.73s; 3 Doug Carter (PR6); 4 Neil Primrose (Radical SR3 RSX); 5 Ian Charles (PR6); 6 Charles Graham (SR3 RS). CW Graham. FL Chris Preen (SR3 RS) 1m05.31s (101.98mph). P Ivey. S 17. **Race 2 (18 laps)** 1 Ivey; 2 Stefano Leaney (PR6) +6.91s; 3 Preen; 4 Stables; 5 Julian Griffiths (PR6); 6 Adrian Reynard (SR3). FL Ivey 1m04.13s (103.85mph). CW Leaney. P Leaney. S 17.

Historic 750 Formula (10 laps) 1 Christian Pedersen (Austin 7 Monoposto); 2 Gregan Thruston (Rawson Special) +1.15s; 3 Ben Myall (Gerrell Mk1); 4 John Davies (Rapide Mk1); 5 Greg Swan (Centaur Mk22); 6 Martin Depper (Centaur Mk14). CW Ian Grant (Austin 7 Pigsty Spl). FL Thruston 1m28.24s (75.48mph). P Pedersen. S 17.

Roadsports Endurance Series (34 laps) 1 Andy Marston/Brett Evans (BMW E46 M3); 2 Paul Cook/Wayne Lewis (E46 M3) +5.48s; 3 Tim Gray/Mark Betts (E46 M3); 4 Carl Readshaw/Daniel Taylor (E46 M3); 5 Julian McBride (E46 M3); 6 Guy Colclough (SEAT Leon Supercopa). CW Imran Khan (BMW E30 528i); Rodren Vella (Honda Civic); Aaron Bowman-Smith (Toyota MR2 Mk2). FL Marston 1m15.25s (88.50mph). P Marston. S 42.

Club Enduro (89 laps) 1 Carl Swift/Rob Baker (Honda Civic); 2 Mark Harris/Endaf Owens (Honda Civic) +34.30s; 3 Chris/Mika Brown (Aston Martin GT4); 4 Alan Henderson/Daniel Jude (Lotus Exige S1); 5 Rob Meredith/Bill Forbes (BMW E46 M3); 6 Daniel Taylor/Carl Readshaw (BMW E46 M3). CW Henderson/Jude; James Tucker/Louis Wall (Lotus Elise). FL Andy Marston (BMW E46 M3) 1m15.29s (88.46mph). P Swift. S 40.

OULTON PARK: MSVR BY DAN MASON — AUGUST 19

Photos: Mick Walker

NEAL AND SUTTON TAKE MAIDEN WINS AS SMITH SEALS THE TITLE



Henry Neal, son of Matt, claimed first win

The next generation of British Touring Car Championship drivers made the headlines in the Mini Festival at Oulton Park, as Brett Smith clinched the **JCW Mini Challenge** championship.

Household BTCC stars Jeff Smith and Matt Neal embraced their youngsters on the podium after the first race, the latter celebrating a first win for son Henry. It had been a dramatic contest tainted by a race-ending shunt that left Mark Wakefield requiring a precautionary visit to hospital.

A late downpour at the shorter Fosters circuit caught out Wakefield at Knickerbrook, and after heavy impact with the tyre barriers, rivals Rob Smith and Ray McDowall then collected him.

The stoppage ensured leader Henry Neal could finally throw the monkey from his back, winning thanks to a rapid start from the front row despite leaving the road himself in the subsequent deluge. "A relief" was father Matt's response after Team Dynamics' wish for a damp race came true, while Henry added "I had the pace to do it, but lucky is a good word for it!"

Smiles were equally large at Eurotech Racing, Brett Smith wrapping up the title with a hard-fought second place in addition to Charlie Butler-Henderson's retirement with broken steering. "I'm delighted," said Smith. "I was going at about 90 per cent in the wet – I couldn't afford to throw it away."

Possibly distracted by jubilation, the new champion then failed to spot the moment the lights went out for the second race. While he fought back on slick tyres from 11th to fourth, rookie George Sutton grabbed a maiden JCW win of his own ahead of Reece Barr, the latter earning two podiums in Cheshire.

Mother Nature persistently intervened on a day where just one of 10 races avoided a safety car or stoppage – that being one of the **Mini Miglia** brace.

In only his second wet race, 16-year-old Alfie Brown got the better of the experienced Rupert Deeth in a "gentlemanly" thriller as he later described it. Deeth got his revenge in the second, batting off Endaf Owens, who surged from 11th to second – and even led briefly.

Darren Thomas was victorious despite completing just three **Mini Se7en** racing laps all afternoon. Thomas won a two-lap dash against Charlie Budd after a lengthy safety car in the first race, but a collision ended his second outing at Old Hall.

Points leader Budd said "the relief was incredible" when he finally took his first win of the season ahead of the rapid Spencer Wanstall in race two, Shaun Tarlton and Nick Croydon Fowler won the S Class.

Fulvio Mussi returned to Mini racing with a double victory in the **Cooper Class**. Not eligible for points, guest entry Mussi survived contact with title contender Matt Hammond. Hammond later surrendered his series lead to a consistent Jessica Hawkins after a race two retirement.

Just 0.355s separated the top three in that second race, Mussi pipping Hawkins while Stuart McLaren claimed an Am Class double.

Ben Dimmack's **Open Class** domination looked set to continue after a lights-to-flag race one win, but he retired jostling for second spot in race two in an incident that sent Aaron Reeve's Mini rolling down Cascades. Rob Austin claimed race two honours having passed Chloe Hewitt, who still celebrated her maiden podium.

RESULTS

Mini Challenge JCW (10 laps) 1 Henry Neal; 2 Brett Smith +0.368s; 3 Reece Barr; 4 George Sutton; 5 David Grady; 6 Paul Bell. Fastest lap Smith 1m04.717s (92.00mph). Pole Charlie Butler-Henderson. Starters 23. **Race 2 (10 laps)** 1 Sutton; 2 Barr +0.268s; 3 Max Bladon; 4 Smith; 5 Will Neal; 6 Scott Jeffs. FL Butler-Henderson 1m07.044s (88.81mph). P Sutton. S 19.

Mini Miglia (9 laps) 1 Alfie Brown; 2 Rupert Deeth +1.159s; 3 Kane Astin; 4 Sam Summerhayes; 5 Aaron Smith; 6 Colin Peacock. Class winner Peter Crewes. FL Summerhayes 1m17.211s (77.11mph). P Deeth. S 18. **Race 2 (18 laps)** 1 Deeth; 2 Endaf Owens +4.641s; 3 Summerhayes; 4 Dave Drew; 5 Astin; 6 Paul Thompson. CW Thompson. FL Deeth 1m09.042s (86.24mph). P Summerhayes. S 17.

Mini Se7en (6 laps) 1 Darren Thomas; 2 Charlie Budd +0.300s; 3 Spencer Wanstall; 4 Ashley Davies; 5 Lewis Selby; 6 Paul Spark. CW Shaun Tarlton. FL Spark 1m17.889s (76.44mph). P Budd. S 25. **Race 2 (12 laps)** 1 Budd; 2 Wanstall +0.359s; 3 Davies; 4 Spark; 5 Selby; 6 Gareth Hunt. CW Nick Croydon Fowler. FL Wanstall 1m16.776s (77.55mph). P Spark. S 22.

Mini Challenge Cooper Pro/Am (9 laps) 1 Fulvio Mussi; 2 Richard Newman +0.288s; 3 Jessica Hawkins; 4 Matt Hammond; 5 Darren Chatt; 6 James Goodall. CW Stuart McLaren. FL Hammond 1m19.313s (75.07mph). P Hammond. S 19. **Race 2 (4 laps)** 1 Mussi; 2 Hawkins +0.182s; 3 Sam Weller; 4 Owen Walton; 5 Michael Bamber; 6 Bryony King. CW McLaren. FL O Walton 1m14.770s (79.63mph). P Chatt. S 19.

Mini Challenge Open (4 laps) 1 Ben Dimmack; 2 Rob Austin +3.445s; 3 Andy Montgomery; 4 Chloe Hewitt; 5 Neil Ginley; 6 Aaron Reeve. FL Dimmack 1m14.211s (80.23mph). P Dimmack. S 7. **Race 2 (9 laps)** 1 Austin; 2 Montgomery +3.996s; 3 Hewitt; 4 Tim Bill; 5 Ginley; no other finishers. FL Austin 1m11.032s (83.82mph). P Ginley. S 7.



Alfie Brown, 16, (l) took a hard-fought victory

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RACING REPORTS

BRANDS HATCH: MSVR BY BRIAN PHILLIPS — AUGUST 19/20

Photos: Gary Hawkins

DEUTSCHE FEST DOUBLE FOR VOYCE

Two packed Racing Saloons outings provided matching victories for Stuart Voyce in his BMW M3 at the first Brands Hatch Deutsche Fest.

There was plenty happening on and off the track, but overall the weekend lacked the spark that ignited the success of the previous Sunday's Italian-themed event. A Porsche involvement was notable for its absence and might have provided a missing ingredient.

Voyce's tyres were going off by the end of race one, giving Stephen Pearson's M3 the chance to close in. Third was Barnaby Davies (Toyota Starlet), who nipped ahead of Roger Kneebone's M3 close to the finish. Pearson crashed in another event so missed race two, but Davies took the fight to Voyce, losing out only when they encountered traffic.

Kneebone was third, but the drive of the race came from Cliff Pellin, who steered his Ford Fiesta from 31st place up to sixth.

Paul Taylor (VW Golf) extended his points lead in the **VAG Trophy** with a win and a second place. In race one Taylor narrowly beat Kenan Dole's Golf with Ben Wallace close behind in another Golf. The top six were reversed for race two, and this played into the hands of Simon Walton, who recorded his second win of the year in his Audi TT.



Swaffer and Davison do battle

The first of two non-championship **Kumho BMW** races fell to Rick Kerry's 1 Series when Lee Frost's M3 lost power having led nearly all the way. Front-row qualifier Mike Hibbert damaged his car at the start, which should have made life easier for poleman Lucky Khera, but he spun out of the lead early on. Race two was arguably the best of the weekend, with Frost fighting off Khera and Hibbert, who charged from the back of the grid.

There were big changes at the end when Hibbert made a mistake at Paddock Hill and was lucky to escape a big tank-slapper up the hill. When fourth-placed Kerry shunted at the other end of the circuit, red flags ended the action early.

William Davison and Matt Swaffer continued their table-topping championship duel for the **Production BMW** title, Davison extending his advantage after a double victory. Swaffer had been poised to close the gap in race one, but he was held up by a backmarker under yellow flags at the last corner and Davison outdragged him to the finish line by half-a-bonnet's length.

A restarted second race was cut to five minutes following a crash on Cooper Straight, and although Swaffer briefly led, Davison fought back to claim his seventh win.



Voyce secured a brace aboard his BMW M3 at Brands Hatch

Collisions started before the first corner in the **VW Cup**, and after a pause to remove two stranded cars, another pair failed to survive half a lap of the re-run. Poleman Bobby Thompson (Golf) won easily after passing Darelle Wilson's diesel Scirocco.

Thompson took race two impressively from sixth on a part-reversed grid, overhauling Jamie Bond, who headed until two laps from home. Bond and Tom Witts were fourth and fifth in race one and second and third second time out, closing the points gap between them in the championship.

James Card and Cemal Osman each won a BMW E30 M3 **celebration race**. A pair of third places went to Jody Halse in a 635 that had been raced in the 1980s by Hans Stuck and Jonathan Palmer.

Rod Birley added four wins to his mammoth career total including two in his Escort among the **Modified Saloons**. Malcolm Wise (Ford Escort) stayed in touch in race one, but a first-lap clash with Tony Skelton's Renault Clio in race two gifted a big lead to Birley and left him playing catch-up.

He finished ahead of Andy Banham's road-going Subaru. Third in both races, Paul Adams (Ford Focus) won his class.

Birley had to work much harder when he switched to a Honda Integra for the **Tin Tops Championship**. Daniel Fisher (Honda Civic) took pole and led a shortened first race until Birley took the lead on the final lap. Birley scored a lights-to-flag victory in race two from Fisher in second, with James Ross (Vauxhall Astra) third in both races.

The **Champion of Brands** FF1600 series produced a new winner in Matt Rivett, who bounced back from retirements in the two previous races of the series to win by less than half-a-second from Adam Quartermaine.

The thin field of eight cars split into two battling pairs as Rivett fended off Quartermaine and Kevin Bottomley beat Jason Down. Second qualifier Keith Wood missed out completely when his engine wouldn't start in the paddock.

RESULTS

Racing Saloons (21 laps) 1 Stuart Voyce (BMW E36 M3); 2 Stephen Pearson (E36 M3) +0.229s; 3 Barnaby Davies (Toyota Starlet); 4 Roger Kneebone (E36 M3); 5 Robert Sadler (VW Golf Mk5); 6 Peter Osborne (Opel OPC). Class winners Osborne; John Willcocks (BMW E30 M3); Jamie Jeffrey (BMW Z4); Martin Gadd (Honda Civic); Robert Taylor (Citroen Saxo); Justin Turner (BMW E30 320i); Karl Graves (BMW 120d). Fastest lap Pearson 54.445s (79.87mph). Pole Voyce. Starters 33. **Race 2 (22 laps)** 1 Voyce; 2 Davies +6.041s; 3 Kneebone; 4 Sadler; 5 Osborne; 6 Cliff Pellin (Ford Fiesta ST150). CW Osborne; Pellin; Jeffrey; Lewis Turner (Citroen Saxo); Graves; Taylor; Justin Turner. FL Voyce 54.314s (80.06mph). P Voyce. S 33.

VAG Trophy (15 laps) 1 Paul Taylor (Golf); 2 Kenan Dole (Golf) +0.618s; 3 Ben Wallace (Golf); 4 Simon Walton (Audi TT); 5 Brayden Fletcher (Golf); 6 Paul Dehadray (Scirocco). CW Martyn Culley (SEAT Leon). FL Wallace 52.575s (82.71mph). P Taylor. S 17. **Race 2 (17 laps)** 1 Walton; 2 Taylor +3.162s; 3 Dole; 4 Dehadray; 5 Fletcher; 6 Kyle Owen-Bradshaw (Golf). CW Culley. FL Walton 52.302s (83.14mph). P Dehadray. S 17.

Kumho BMW (20 laps) 1 Rick Kerry (1 Series); 2 Lee Frost (E36 M3) +3.917s; 3 Ian Crisp (1 Series); 4 Lucky Khera (E46 M3); 5 Robert Davidson (E36 M3); 6 Paul Travers (E46 M3). FL Kerry 52.178s (83.34mph). P Khera. S 18. **Race 2 (18 laps)** 1 Frost; 2 Khera +0.293s; 3 Crisp; 4 Tom Hibbert (E36 M3); 5 Peter Smith (1 Series); 6 Kenny Coleman (E46 M3). FL Khera 52.006s (83.61mph). P Kerry. S 17.

Production BMW Championship (21 laps) 1 William Davison; 2 Matt Swaffer +0.036s; 3 David Graves; 4 Owen Darch; 5 Justin Turner; 6 Andy Strong. FL Davison 57.970s (75.01mph). P Swaffer. S 29. **Race 2 (5 laps)** 1 Davison; 2 Swaffer +0.477s; 3 Graves; 4 Darch; 5 Turner; 6 Strong. FL Graves 58.309s (74.57mph). P Swaffer. S 25.

VW Racing Cup (16 laps) 1 Bobby Thompson (Golf); 2 Darelle Wilson (Scirocco) +6.059s; 3 Simon Walton (Audi TT); 4 Jamie Bond (Golf); 5 Tom Witts (Scirocco); 6 Tim Docker (Scirocco). FL Thompson 52.344s (83.07mph). P Thompson. S 15. **Race 2 (23 laps)** 1 Thompson; 2 Bond +4.339s; 3 Witts; 4 Walton; 5 Tom Walker (Golf); 6 Owen Walton (Audi TT). FL Thompson 52.158s (83.37mph). P Docker. S 14.

E30 M3 Celebration (17 laps) 1 James Card; 2 Giovanni di Gennaro +1.942s; 3 Jody Halse (635); 4 Rob Payne; 5 John Willcocks; 6 Cemal Osman. FL Osman 54.142s (80.31mph). P Card. S 8. **Race 2 (17 laps)** 1 Osman; 2 Card +3.970s; 3 Halse; 4 Di Gennaro; 5 Willcocks; 6 Mark Astall. FL Osman 52.989s (82.06mph). P Card. S 8.

Modified Saloons Championship (17 laps) 1 Rod Birley (Ford Escort WRC); 2 Malcolm Wise (Ford Escort Cosworth) +1.091s; 3 Paul Adams (Ford Focus RS); 4 Tony Skelton (Renault Clio); 5 Andy Banham (Subaru Impreza); 6 Matt Turner (BMW E36 M3). CW Adams; Turner; Riku Garner (Renault Clio); Bill Richards (Mini Clubman). FL Wise 52.031s (83.57mph). P Birley. S 16. **Race 2 (17 laps)** 1 Birley; 2 Banham +9.358s; 3 Adams; 4 Wise; 5 Michael Eustace (E46 M3); 6 Turner. CW Adams; Eustace; Garner; Richards; Paul Restall (Ford Sapphire Cosworth). FL Birley 52.481s (82.86mph). P Birley. S 16.

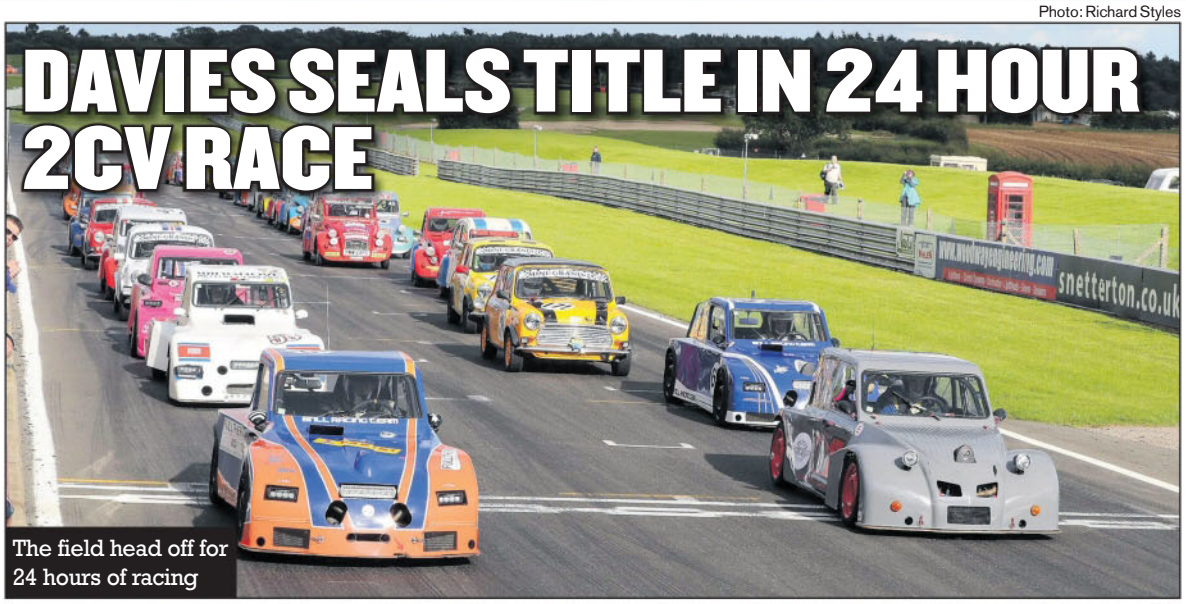
Tin Tops Championship (12 laps) 1 Rod Birley (Honda Integra); 2 Daniel Fisher (Honda Civic Type R) +0.877s; 3 James Ross (Vauxhall Astra VXR); 4 Graham Richardson (Honda Civic Type R); 5 Trevor Collar (Honda Civic Type R); 6 Terry Searles (MG ZR190). CW Ross; Steve Everson (Citroen Saxo); Vince Wheeler (Renault Clio). FL Birley 54.738s (79.44mph). P Fisher. S 17. **Race 2 (17 laps)** 1 Birley; 2 Fisher +2.026s; 3 Ross; 4 Robert Hosier (SEAT Leon); 5 Richardson; 6 Collar. CW Ross; Mikey Day (Citroen Saxo); Wheeler. FL Birley 54.483s (79.81mph). P Birley. S 16.

Champion of Brands (16 laps) 1 Matt Rivett (Ray GR10); 2 Adam Quartermaine (Van Diemen) +0.259s; 3 Kevin Bottomley (Reynard SF88); 4 Jason Down (Mygale GD515); 5 Innes Hickman (Van Diemen RF89); 6 Simon Pruce (Ray GR97). FL Quartermaine 51.472s (84.48mph). P Rivett. S 8.

SNETTERTON: BARC BY STEPHEN BRUNSDON — AUGUST 18-20

Photo: Richard Styles

DAVIES SEALS TITLE IN 24 HOUR 2CV RACE



The field head off for 24 hours of racing

Lien Davies was crowned Classic 2CV champion for the second successive year after coming through the season-closing 24 Hour race at Snetterton.

Overall honours went the way of the BMW-powered BNLL 1 (Dyane Hybride) partnership of Thierry de Bonhome, Laurent Jossiaux and Rudy Coppieters, but the focus was on Davies once more.

"We'd have loved to win the race obviously, but after the problems we had this weekend, it's a fantastic feeling to take the title for the second year running," Davies said post-race.

In contrast to his 2016 title victory, Davies was already assured of the championship after Friday night's qualifying session, as chief points rival Nick Crispin failed to secure the necessary five points for pole position to keep his hopes alive.

This was a relief to Davies and his Gadget Racing team who, with Ainslie Bousfield, Tom Perry, Wayne Cowling and Simon Clarke, endured a distinctly up-and-down race.

They ran a strong second two hours in before a broken rocker forced an engine change approaching the third hour.

A superb recovery, aided by the rapid times of Bousfield, enabled them to finish fifth of the UK 602 runners and 11th overall.

The Team LION 1 car of Pete Sparrow, Alec Graham and David O'Keeffe, which claimed the class win, was not without its issues either in the gruelling endurance race. A detached throttle cable lost them five laps early on to UK leaders Christopher Bassett, Phil Jose, Tom Burgess and Oli Poyser (Team Rebellion), but four-time series champion Sparrow showed incredible outright pace to turn this deficit into a six-lap advantage as the sun rose in the 13th hour.

The remaining hours were more sedate and, despite several safety car interventions to recover stranded cars, LION 1 took victory by seven laps from Team ECAS, while the best of the Mini Grands came home fourth overall.

The race was marred by a huge crash six hours in when Glenn Oswin (Tete Rouge) careered into the back of the ailing Blueberry Muffins entry of James Dartiailh – leading at the time – at full-speed down the Bentley Straight.

Both cars were severely damaged but neither driver was seriously injured.

After missing the previous round at Cadwell Park, the BSA Division 1 category rejoined the regular 250 **British Superkarts** at Snetterton.

Division 1 points leader Dave Harvey was given a get-out-of-jail free card as main rival and race-one winner Carl Hulme ground to a halt in the second race.

Swede Invar Bjerge took the victory while Dan Clark took National 250 Class honours with a brace of third place overall finishes.

Close but no cigar typified Sam Moss's two **F125 Open Championship** races after twice failing to make the most of lightning-quick starts from the second-row. He was out-gunned by Kirk Cattermole in race one – who completed a bold move into Riches – eventually trailing by 0.22s at the flag.

A tamer second encounter was won at a relative canter by Liam Morley. The polesitter raced to a 5.6s victory, from Cattermole, with Alan Crossen completing the podium.

David Mellor made it six consecutive **MG Owners' Championship** victories with a commanding lights-to-flag performance in the weekend's second encounter.

He earlier cruised to race-one victory from Alan Forster before edging Michael Weidner in a thrilling second race.

RESULTS

Classic 2CV Championship 24 Hours (788 laps) 1 Thierry de Bonhome/Laurent Jossieaux/Rudy Coppieters (Dyane/Hybride); 2 Eric Bonnan/Jeremie De Roissart/Gerard de Barbeyrac/Christian Tiggeler (Dyane/Hybride) +16 laps; 3 Andre Blaise/Bernard Crespin/Jean-Luc Louys (Dyane/Hybride); 4 Ade Tuckley/Simon Tuckley/Alan Eason/Ashey Shelswell (Mini Grand); 5 Andy Slade/Chris Slade/Danielle Furzeland/Steve Furzeland (Mini Grand); 6 Alec Graham/Pete Sparrow/David O'Keeffe (Citroen 2CV 602). Class Winners Tuckley/Tuckley/Eason/Shelswell; Graham/Sparrow/O'Keeffe; Rob der Voort/Frank der Voort/Erik Nederpel/Martijn van der Goes/Erik van der Voort (Dyane/Clasique); Jean-Eric Brethenoux/William Bernet/Marc de Well/Bernard Rousse (2CV Améliore) Fastest Lap Blaise 1m36.788s (73.79mph). Pole Coppieters. Starters 34.

MSA British Superkart Championship (13 laps) 1 Carl Hulme (Anderson/VM); 2 Dave Harvey (MS Kart/VM) +12.818s; 3 Dan Clark (Anderson/Gas Gas); 4 Jack Layton (Anderson/DEA); 5 Ross Allen (Jade/DEA); 6 Gavin Bennett (Anderson/DEA). CW Clark. FL Hulme 1m10.316s (101.57 mph). P Hulme. S 30. **Race 2 (13 laps)** 1 Invar Bjerge (Anderson/VM); 2 Harvey +6.680s; 3 Clark; 4 Tom Rushforth (Spyda/VM); 5 Bennett; 6 Gareth James (Anderson/DEA). CW Clark. FL Bjerge 1m10.454s (101.37mph). P Bjerge. S 27.

F125 Open Superkart Championship (12 laps) 1 Kirk Cattermole (Raider/CAT SGM); 2 Sam Moss (Anderson/DEA) +0.222s; 3 Liam Morley (Anderson/DEA); 4 Lee Harpham (Anderson/TM); 5 Ian Larder (Anderson/TM); 6 Alan Crossen (Anderson/Vortex). FL Morley 1m15.825s (94.19mph). P Morley. S 21. **Race 2 (12 laps)** 1 Morley; 2 Cattermole +5.319s; 3 Crossen; 4 Harpham; 5 Danny Edwards (Anderson/TM); 6 Andrew Connor (Anderson/TM). FL Morley 1m16.053s (93.91mph). P Morley. S 20.

MGOC (14 laps) 1 David Mellor (MG ZR); 2 Alan Forster (MG ZR 160) +5.739s; 3 Michael Weidner (MG ZR); 4 Steve Williams (MG ZR); 5 Simon Kendrick (MG F VVC); 6 Mark Baker (MG F). CW Kendrick; Jim Baynam (MG B). FL Mellor 1m29.359s (79.93mph). P Mellor. S 23. **Race 2 (8 laps)** 1 Mellor; 2 Weidner +0.962s; 3 Stuart Philps (MG ZR); 4 Nick Golhar (MG ZR); 5 Maninder Golhar (MG ZR); 6 Harjinder Bhambra (MG ZS 160). CW Baker; Baynam. FL Weidner 1m29.532s (79.77mph). P Mellor. S 21.

RACING REPORTS

SILVERSTONE: BRSCC BY MATT KEW — AUGUST 19/20

Photo: Ollie Read

WILLIAMS WITHIN REACH



Luke Williams took two wins in FF1600

The National Formula Ford 1600 title is within Luke Williams' grasp thanks to an all-round Silverstone masterclass. He used a combination of defence, swift passing and outright pace to win twice in his Firman.

He and Luke Cooper broke free from the five-strong battle for third in race one. A scary collision that sent Michael Eastwell's Spectrum clattering over the engine cover of James Roe Jr's Van Diemen reshuffled the podium hunt, with Roger Orgee in his Ray eventually completing the top three.

On the final lap of race two Cooper and his Swift got the better of Williams with the help of a slipstream into Brooklands. The drag race from Luffield to the flag was decided by a solitary 0.1s. Van Diemen-man Jordan Dempsey finished third.

In the reversed grid race three, Cooper retired after being launched over the back of Josh Smith's slow Firman on the Wellington Straight. Williams overcame his low starting position only to then tangle with Jamie Thorburn for the race lead. As Thorburn's damaged Ray dropped back, Williams prevailed for another victory. Eastwell redeemed his weekend with second.

Neil Maclennan, Williams' nearest championship rival, entered the weekend having effectively lost two rounds from his title challenge. Being excluded from a race two win at Knockhill and the abandoning of the final race at Castle Combe, where he was due to start on pole, left the Ray driver with a lot to do. A trying weekend returned a fourth and a brace of fifth places.

A quality display of defensive driving was required by Danny Harrison to keep Josh Gollin behind in the **Fiesta Class C** opener. They traded paint and compromised each other's lines, but nevertheless trounced Simon Horrobin. Meanwhile leading title contender Lewis Kent was sixth. The second race was messy. On the opening lap Jamie Going's mistake caused a chain reaction that sent Kent battering into Gollin and he into leader Harrison. Horrobin capitalised briefly to lead before entering Luffield far too fast on cold tyres and spinning.

Nathaniel Gollin didn't share the same fate as his brother as he was gifted the lead and held off David Nye to win. Nye went one better in race three, capitalising on Nathaniel Gollin's half-spin at Brooklands on the first lap to take a lead he wouldn't relinquish. Josh Gollin battled from 16th to second ahead of Harrison, who started 12th.

Pushing race leader John Cooper into a spin through Luffield meant Jamie White was excluded from an opening **Fiesta A, B and D** class win. Jack Youhill inherited the win while Stuart Robbins recorded second despite being punted off at Brooklands by third place finisher Shaun Andrews. Youhill held off White for another win in race two while Tom Hutchins secured third when Cooper wiped out Shaun Andrews in an overzealous Luffield lunge. Race three was a clean affair and completed Youhill's treble.

Lee Connell won his "best race ever" in the **MG Metro Cup**. He lost out to Mike Williams at the start but quickly regained the position, with 72-year-old Dick Trevett also coming through. It was Trevett who provided Connell with the biggest challenge, the pair running side-by-side and occasionally touching, but Trevett's car expired on the penultimate lap – allowing championship leader Williams back through to second. Williams' main title rivals, brothers Andrew and Jack Ashton, were third and fourth.

Steven Dailly held off James Gornall to win the first **BMW Compact Cup** race, twice surviving contact at Luffield, the second of which happened on the last lap as Gornall launched to the inside. In race two Gornall was handed a win after Dailly went off on the opening lap and had to fight his way back up from 14th to second.

Jack Davidson now has a firm grip on the **Fiesta Junior** title following a race one victory. The second race was stopped following Oliver Turner and Gustav Burton's heavy shunt into the Copse barriers. Davidson again won.

Michael Watton was a three-time winner in **F1000**s, while Arron Pullan and Adam Lockwood took wins in the **MR2** races that were won by Eliot Dunmore in his invitational Mini.

RESULTS

National Formula Ford 1600 (15 laps) 1 Luke Williams (Firman RFR16); 2 Luke Cooper (Swift SC16) +0.360s; 3 Roger Orgee (Ray GR17); 4 Neil Maclennan (Ray GR09); 5 Jordan Dempsey (Van Diemen LA10); 6 Jamie Thorburn (Ray GR15). Class Winners Felix Fisher (Van Diemen RF02); David Cobbold (Van Diemen RF89). Fastest Lap Cooper 1m02.406s (94.63mph). P Williams. S 33. **Race 2 (15 laps)** 1 Cooper; 2 Williams +0.127s; 3 Dempsey; 4 Orgee; 5 Maclennan; 6 Thorburn. CW John Ferguson (Spectrum 012); Jack Clayton (Van Diemen RF89). FL Cooper 1m02.353s (94.71mph). P Williams. S 32. **Race 3 (15 laps)** 1 Williams; 2 Michael Eastwell (Spectrum 011) +0.529s; 3 Orgee; 4 Jordan Dempsey (Van Diemen LA10); 5 Maclennan; 6 Matt Round-Garrido (Medina Sport JL17). CW Ferguson; Clayton. FL Dempsey 1m02.557s (94.40mph). P Joshua Smith (Firman RFR16). S 32.

Fiesta Class C (17 laps) 1 Danny Harrison; 2 Josh Gollin +0.283s; 3 Simon Horrobin; 4 Jamie Going; 5 Nathaniel Gollin; 6 Lewis Kent. FL J Gollin 1m09.883s (84.49mph). P Harrison. S 17. **Race 2 (17 laps)** 1 N. Gollin; 2 David Nye +3.088s; 3 Richard Ashmole; 4 Ryan Faulconbridge; 5 Going; 6 Samuel Watkins. FL Watkins 1m09.840s (84.55mph). P Harrison. S 17. **Race 3 (17 laps)** 1 Nye; 2 J. Gollin +3.088s; 3 Harrison; 4 Kent; 5 Going; 6 Watkins. FL Kent 1m09.946s (84.43mph). P N. Gollin. S 17.

Fiesta Classes A, B & D (17 laps) 1 Jack Youhill (Zetec S); 2 Stuart Robbins (Zetec S) +10.628s; 3 Shaun Andrews (Zetec S); 4 Tom Hutchins (Zetec S); 5 Luke Bannister (Zetec S); 6 Tim Bennett (Si). CW Bennett; Derek Robinson (Zetec). FL Youhill 1m11.996s (82.02mph). P John Cooper (Zetec S). S 14. **Race 2 (17 laps)** 1 Youhill; 2 Jamie White (Zetec S) +1.184s; 3 Hutchins; 4 Cooper; 5 Andrews; 6 Robbins. CW Bennett; Sean Banks (Zetec). FL White 1m11.598s (82.48mph). P Youhill. S 14. **Race 3 (15 laps)** 1 Youhill; 2 White +2.778s; 3 Andrews; 4 Robbins; 5 Hutchins; 6 Bennett. CW Bennett; Derek Robinson (Zetec). FL Youhill 1m11.742s (82.31mph). P Youhill. S 13.

MG Metro Cup (17 laps) 1 Lee Connell; 2 Mike Williams +1.179s; 3 Andrew Ashton; 4 Jack Ashton; 5 Mark Eales; 6 Przemyslaw Glodek. FL Dick Trevett 1m11.993s (82.03mph). P Connell. S 19.

BMW Compact Cup (13 laps) 1 Steven Dailly (BMW E36 Compact 318Ti); 2 James Gornall +0.760s; 3 Samuel Carrington Yates; 4 Ben Huntley; 5 Ian Jones; 6 Mark Skeats. FL Gornall 1m11.996s (82.02mph). P Dailly. S 33. **Race 2 (13 laps)** 1 Gornall; 2 Dailly +4.904s; 3 Carrington Yates; 4 Ian Jones; 5 Skeats; 6 Tom Griffiths. FL Dailly 1m11.784s (82.26mph). P Dailly. S 32.

Fiesta Junior (17 laps) 1 Jack Davidson; 2 Scott Cansdale +7.205s; 3 James Waite; 4 Gustav Burton; 5 Oliver Turner; 6 James Hillery. FL Davidson 1m10.452s (83.82mph). P Davidson. S 13. **Race 2 (8 laps)** 1 Davidson; 2 Cansdale +3.511s; 3 Waite; 4 Hillery; 5 Josh Steed; 6 Matthew Greenwood. FL Davidson 1m10.271s (84.04mph). P Davidson. S 12.

F1000 (16 laps) 1 Michael Watton; 2 Paul Butcher +4.684s; 3 Dan Clowes; 4 Robert Sayell; 5 Stuart Abbott; 6 Dax Ward. FL Butcher 55.882s (105.68mph). P Watton. S 10. **Race 2 (16 laps)** 1 Watton; 2 Butcher +1.020s; 3 Abbott; 4 Alok Iyengar; 5 Ward; 6 Laura Chapple. FL Butcher 55.993s (105.47mph). P Elliott Mitchell. S 10. **Race 3 (16 laps)** 1 Watton; 2 Butcher +3.363; 3 Sayell; 4 Clowes; 5 Ward; 6 Mitchell. FL Watton 55.681s (106.06mph). P Butcher. S 10.

MR2 Classic Racing Series (13 laps) 1 Eliot Dunmore (Mini Cooper S); 2 Jonathan Weedon (Peugeot 106GTi) +23.701s; 3 Alan Lee (Mini Cooper S); 4 Arron Pullan (Toyota MR2 Mk1); 5 Adam Lockwood (MR2 Mk1); 6 Neale Hurren (MR2 Mk1). CW Pullan. FL Dunmore 1m10.355s (83.94mph). P Dunmore. S 22. **Race 2 (12 laps)** 1 Dunmore; 2 Lockwood +27.128s; 3 David Hemingway (MR2 Mk1); 4 Pullan; 5 Peter Higton (MR2 Mk1); 6 Neil Stratton (MR2 Mk1). CW Lockwood. FL Dunmore 1m14.527s (79.24mph). P Dunmore. S 22.

KNOCKHILL: SMRC BY JONATHAN CRAWFORD — AUGUST 20

Photo: Jim Moir

CHAPMAN RULES IN REVERSE



Chapman won twice on backwards track

The **Scottish Mini Cooper Cup** provided some of the closest action on Knockhill's reversed direction layout used by the Scottish Motor Racing club for the first time in 20 years. The anticlockwise direction provided plenty of challenges and there were standout drives in many series on what was, effectively, a whole new track.

Polesitter Hannah Chapman won the first race of the weekend after seeing off the challenge of Dominic Wheatley, who was left to rue an off-track moment on the exit of Clark's which opened the door for Chapman's team-mate Michael Weddell to sneak past. The newcomer almost got alongside Chapman on the run out of the hairpin on the last lap but yellow flags at Clark's took away any chance of the win.

Ian Munro took up the chase in race two and was within a car length of Chapman for the whole race but he couldn't deny her taking her second win of the weekend. "I was under so much pressure from Ian," explained Chapman. "I think one more lap and he would have got me."

Michael Courts was promoted to pole position for the final race after the top five were reversed and he immediately broke the tow to the trailing pack of nine cars, headed by Mark Geraghty. Courts held on to take his first win in the series while Chapman finished fourth to move within sight of the title protagonists who all had disappointing weekends, none more so than standings leader Morgan Murray who could not better an eighth place finish.

Similarly, David McNaughton moved to fourth in the **Scottish BMW Championship** after two dominant wins. Newcomer Liam McGill also starred with second place in race one but suffered a transmission failure in race two, which brought out the safety car. Standings leader Lee Elrick won a race-long battle with Greig Sutherland for second in race two.

Scottish Legends champion John Paterson had a difficult weekend after being caught up in a start-line shunt in the first heat which launched him into a frightening roll.

Despite a huge effort from his team to repair his car, Paterson retired with an electrical problem in heat two and struggled with poor handling in the final race.

David Hunter won the first heat and has closed the gap to Paterson in the championship. Former champion Ben Mason won heat two while Ivor Greenwood made a break to seal the win in race three while the chasing pack found a way around second placed Paterson's recalcitrant car.

Rookie Ross Martin continued his dominant form in the **Scottish Formula Ford Championship** to pull further ahead of Sebastian Melrose in the standings. Martin was dominant on the new layout with his pole position time being more than 0.7s clear of his nearest rival. Melrose got involved in a fierce battle for fourth place with Clay Mitchell in race two, but spun at the hairpin and could only finish sixth.

Tommy Gilmartin won the first **Classics** race, but did not start race two, which set up a battle between the evenly matched Porsche 911 of Raymond Boyd and Rover 3500 of John Kinmond. Despite struggling under braking in the latter stages, Kinmond survived to take the win.

Finlay Crocker took both **Saloons and Sportscar** races in his Honda Civic TCR. Wayne Macaulay won both **Fiesta** outings.

RESULTS

Scottish Mini Cooper Cup (9 laps) 1 Hannah Chapman; 2 Michael Weddell +0.317s; 3 Dominic Wheatley; 4 Ian Munro; 5 Chris Reid; 6 Robbie Dalgleish. FL Weddell 1m03.879s (71.398mph) P Chapman. S 21. **Race 2 (9 laps)** 1 Chapman; 2 Munro +0.306s; 3 Weddell; 4 Mark Geraghty; 5 Michael Courts; 6 Reid. FL Wheatley 1m03.962s (71.305mph). P Chapman. S 21. **Race 3 (9 laps)** 1 Courts, 2 Geraghty +0.582s; 3 Weddell; 4 Chapman; 5 Wheatley; 6 Reid. FL Reid 1m03.839s (71.443mph) record. P Courts. S 21.

Scottish BMW Championship (12 laps) 1 David McNaughton; 2 Liam McGill +1.161s; 3 Greig Sutherland; 4 Lee Elrick; 5 Gary Clark; 6 Cliff Harper. FL McNaughton 1m02.852s (72.565mph) record. P McNaughton. S 12. **Race 2 (12 laps)** 1 McNaughton; 2 Elrick +3.349s; 3 Sutherland; 4 Clark; 5 Harper; 6 Jake Hutchison. FL McNaughton 1m03.316s (63.345mph). P McNaughton. S 11.

Scottish Legends (8 laps) 1 David Hunter; 2 Ben Mason +6.674s; 3 Steven McGill; 4 Ivor Greenwood; 5 Michael Paxton; 6 John Bushby. FL Greenwood 1m00.631s (75.223mph). P Ross McCulloch. S 15. **Heat 2 (8 laps)** 1 Mason; 2 McCulloch +1.155s; 3 Ryan McLeish; 4 McGill; 5 Scott Hynds; 6 Greenwood. FL Hunter 59.827s (76.234mph) record. P Hynds. S 13. **Final (10 laps)** 1 Greenwood; 2 Hunter +4.914s; 3 McCulloch; 4 McGill; 5 Jordan Hodgson; 6 McLeish. FL Hunter 59.971s (76.051mph). P John Paterson. S 14.

Scottish Formula Ford (12 laps) 1 Ross Martin (Ray GR17); 2 Kenneth Cowie (Ray GR09) +4.447s; 3 Michael MacPherson (Ray GR14); 4 Sebastian Melrose (Ray GR14); 5 Clay Mitchell (Ray GR13) 6 Steven Barlow (Ray GR09). FL Martin 54.924s (83.039mph) record. P Martin. S 8. **Race 2 (12 laps)** 1 Martin; 2 Cowie +6.040s; 3 MacPherson; 4 Mitchell; 5 Barlow; 6 Melrose. FL Martin 55.049s (82.851mph). P Martin. S 8.

Scottish Classic Sports and Saloons (12 laps) 1 Tommy Gilmartin (Morgan +8); 2 Raymond Boyd (Porsche 911) +10.171s; 3 Charlie Cope (VW Golf GTi); 4 John Kinmond (Rover 3500); 5 Alastair Baptie (Fiat X1/9); 6 Ian Blacklin (Ford Capri) CW Boyd; Cope; Baptie; Alex Montgomery (MGB GT). FL Gilmartin 59.838s (76.220mph). Pole Gilmartin. Starters 13. **Race 2 (12 laps)** 1 Kinmond; 2 Boyd +0.249s; 3 Baptie; 4 Bruce Mitchell (Lotus Europa); 5 Blacklin; 6 Mario Ferrari (Alfa Sprint Trofeo). CW Boyd; Baptie; Mitchell. FL Kinmond 59.776s (76.299mph) record. P Gilmartin. S 11.

Scottish Saloon and Sportscars (12 laps) 1 Finlay Crocker (Honda Civic TCR); 2 Kenneth McKell (Mitsubishi Evo 8) +0.397s; 3 Andrew Morrison (SEAT Leon Eurocup); 4 William Robson (Ford Focus RS); 5 Alan Doncaster (Mitsubishi Evo 6RS); 6 Thomson McIntyre (Subaru Impreza). CW McKell; Robson; Oliver Mortimer (Mini Cooper R53); Andrew Paterson (BMW E36 318i). FL McKell 53.680s (84.963mph). P Crocker. S 12. **Race 2 (12 laps)** 1 Crocker; 2 Morrison +19.933s; 3 Robson; 4 Doncaster; 5 McIntyre; 6 Mortimer. CW Robson; Mortimer; Paterson. FL Crocker 53.802s (84.771mph) record. P Crocker. S 11.

Scottish Fiesta Championship (12 laps) 1 Wayne Macaulay (Fiesta ST); 2 Barry Farquharson (Fiesta ST) + 3.261s; 3 Paul Curtis (Fiesta ST); 4 Nicholas Forsyth (Fiesta ST); 5 Aiden Ward (Fiesta ST); 6 Stephen Ward (Fiesta ST). CW Kristian Leith (Fiesta XR2). FL Macaulay 1m02.657s (72.791mph). P Macaulay. S 11. **Race 2 (12 laps)** 1 Macaulay; 2 Farquharson +3.463s; 3 Curtis; 4 Stephen Ward; 5 Forsyth; 6 Aiden Ward. CW Leith. FL Macaulay 1m02.624s (72.829mph) record. P Macaulay. S 11.



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SPORTING SCENE


Retro numbers are growing

Richards leads new Retro Rallycross entries

Former Historic Rally competitor Stephen Richards will be one of a handful of new drivers in the Retro Rallycross Championship when he makes his rallycross debut on Bank Holiday Monday at Lydden Hill.

Richards' firm was involved in creating a structure to hang and display a replica of an iconic Audi quattro at the final World Rallycross Championship event to be held at the venue in May, and enjoyed watching the action so much that he has decided to take part with his Ford Escort RS2000, fitted with an eight-valve Pinto engine.

"I started doing the British Historic Rally Championship in 2007, but stopped a few years ago. I was chatting with Pat [Doran] and he kept saying I should come and have a go at rallycross," said Richards. "I stood there at Lydden at the top of the hill and wondered how brave I could be into the bottom of the hill where you turn onto the dirt. I thought rallycross was amazing."

The Devon driver is treating the Kent event as a toe-in-the-water exercise. "We'll see how it goes," he said. "The old Escort's probably not powerful enough to do it really, but we'll see what it's like. You never know, if it's good I might find something with a bit more guts in it."

Gary Mason and Vincent Sillett will also make their debuts. Both will also drive Escorts, as will veteran racer and former Euro frontrunner Jos Sterkens.

Third PSRX Volkswagen for World Rallycross

Triple German Rally champion and long-time Volkswagen Motorsport test driver Dieter Depping will race a third PSRX Volkswagen Sweden Polo GTi Supercar in the penultimate round of the World Rallycoss Championship at the Estering in October.

He will join regular drivers Johan Kristoffersson and Petter Solberg in the team. Depping said: "When [motorsport director] Sven Smeets asked me if I could envisage starting at my home race in Buxtehude, I didn't need to think about it for long.

"I'm really looking forward to the races at the Estering, but I also have a huge amount of respect for them – particularly the start."

Depping also has experience of circuit racing, and in his role as test driver for Volkswagen Motorsport since 2001, was significantly involved in the development of the Polo R WRC, the car which formed the basis of the Polo GTi Supercar for 2017. "I will prepare well for the races and am already looking forward to the great setting at the Estering," he said. "My thanks also go to Petter Solberg's team, who are taking me and my Polo under their wing for this competition."


Depping will join the Solberg team

Photos: Hal Ridge, STCC, Trevor Coulson, Colin Casserley

GRINT TO EURO RX

SPENCER SPORT DRIVER'S RETURN


Grint will return at Lydden Hill's BRX

By Hal Ridge

Supercar racer James Grint will return to the European Rallycross Championship for the next round of the series at Loheac in France next month.

Grint made his debut in the new Mitsubishi Mirage Supercar built by Swedish firm M-Part AB and the Spencer Sport rally team at the third round of the British Championship at Pembrey in June.

The car was initially intended to be used in a full British RX campaign, but parts delays and teething problems in testing meant it wasn't able to start the year. The squad skipped the British RX Irish double-header at Mondello Park last month, while Grint revealed long-term plans earlier this year to move into Europe with the car next season.

The former rally driver raced in a full Euro RX campaign with the Albatec Racing squad in 2015, driving a Peugeot 208, and scored a best finish of fifth in the semi-finals in Norway.

He concluded the year in 13th spot overall. "I'm so pleased to be out in France next month and back on the World Rallycross stage," said Grint. "It's been a rocky ride so far with the development programme but I think we are in good shape for Loheac."

A maximum 35 cars are entered for the French round, including permanent Irish drivers Derek Tohill and Ollie O'Donovan.

Grint's former team, Albatec Racing, will run its regular drivers Tommy Rustad and Jere Kalliokoski in the Euro RX field, while team owner Andy Scott and winner of the most recent French Championship round, Philippe Maloigne, are first and second reserves on the World RX entry list for the event.

Bryntesson beats ailing Solberg in Nordic encounter

Euro RX racer Thomas Bryntesson extended his lead in the RallyX Nordic Championship during the series' visit to Denmark last weekend.

The Norwegian driver claimed maximum points as title-rival Oliver Solberg, who had set the pace in the early stages of qualifying, was forced to slow in the final due to a throttle problem with his Citroen DS 3, the car his father Petter used in World RX last year. The pair shared the front row of the final and it was Solberg who led the race in the early stages. He was eventually classified sixth.

"Unfortunately I had to retire because the throttle pedal went into some kind of safe mode, but otherwise it was a good weekend. We had the speed, but racing is racing," said 15-year-old Solberg.

Bryntesson's victory, heading a 1-2 for the JC Raceteknik squad with his team-mate Ola Froshaug second, moved him into a 20-point lead in the series with two rounds remaining.


Bryntesson leads the Nordic series

BriSCA F1 WORLD CUP

Harrison leaves Holland on top of the world after his biggest BriSCA victory

BriSCA F1: Venray
By Colin Casserley

Organiser: BriSCA F1 **When:** August 20
Where: Venray, Netherlands **Starters:** 44

Ryan Harrison made his debut at Raceway Venray a highly successful one by winning the BriSCA F1 World Cup in dominant style.

Roy Maessen grabbed the lead from the drop of the green flag, but behind him there was chaos at the first turn with several cars involved in a tangle. It left Lee Robinson stranded on the racing line. The race was red flagged and a complete restart required.

On the ensuing start, defending champion Maessen pulled to the infield with a mechanical problem. That allowed Frank Wouters to take up front spot with Geert-Jan Keijzer in second and Ron Kroonder in third spot.

Harrison soon began to close on the leading trio and picked them off one by one, taking first place before the half-way point and he was never challenged for the remainder of the race.

Further back, European champion Nigel Green moved onto Kroonder's tail and, when Wouters and Keijzer tangled, he took his opportunity to move into second place ahead of Kroonder.

The top three positions remanded unchanged although Frankie Wainman Junior, Jr moved through from his 24th starting spot to challenge Kroonder for third in the closing stages.

"I didn't get the best of starts and lost a bit of ground, but I was not worried as I knew I had the pace to catch them," said Harrison afterwards. "It was just a case of biding my time and not to overdrive. At this track, you have to look after your tyres for the end of the race. After I got in the lead I just tried to drive as smooth as possible. The last few laps I began to worry about a blow out – things like that go through your mind – but luckily nothing happened. I am delighted to win the title, and I was really pleased how the car performed."

Second-place man Green said: "I struggled with the set-up. We just didn't hit the sweet spot and did not have the pace to match Harrison.

"I got tangled early in the race and had some understeer and just couldn't move forward as I would have wanted too."


Harrison claimed the World Cup spoils

Results
1 Ryan Harrison; 2 Nigel Green; 3 Ron Kroonder; 4 Frankie Wainman Junior Jr; 5 Evert van den Berg; 6 Lee Fairhurst; 7 Peter Falding; 8 Roger Bromiley; 9 Johan Catsburg; 10 Frankie Wainman Jr.

ROUND-UP

Twice Irish Hillclimb/Sprint champion Joe Courtney scored another weekend double at Mondello Park, winning both **Motor Enthusiasts' Club Sprints** to increase his lead in the Naylor Engineering National Championship.

Former champion Sylvie Mullins finished second on Saturday despite a misfire, with Rob Dwane's OMS a close third.

The next day, Mullins and Dwane both non-started with various engine problems, and heavy rain after the first run meant that there was no hope of any improvement in times, leaving another ex-title holder, Michael Roche, to trail home almost six seconds down on Courtney.

Duncan Stephens returned to **autotesting** at Camel Vale Motor Club's grass event on Sunday to take the fastest time of the day by a convincing margin in atrocious conditions. Having not driven his British championship car trial-winning Vauxhall Nova for four years, Stephens beat fellow Vauxhall Nova SRi driver and club president Roger Hoskin. Kylie Allen completed the podium in her Citroen Saxo despite an early wrong test.

Results

Motor Enthusiasts' Club Sprints
Organisers: Motor Enthusiasts' Club. **When:** August 19/20. **Where:** Mondello Park, Co Kildare. **Starters:** 63/55.
Saturday: 1 Joe Courtney (Reynard 913-Peugeot); 2 Sylvie Mullins (Gould GR37-Judd) +1.53s; 3 Rob Dwane (OMS 25); 4 Michael Connolly (Gould GR37-Judd); 5 Michael Roche (OMS-Hayabusa); 6 Rory Stephens (Radical SR8 Hayabusa); 7 Derek Daly (Tatuus F Renault); 8 Russell Stanworth (Reynard RF81 Opel); 9 Tom Connolly (Radical); 10 John Donnelly (Reynard SF80). Class winners: Lewis Dunlop (Mini); Danny Herlihy (Fiat Cinquecento); Tommy Gardiner (Honda Civic); John Kennedy (Dax Rush); Brendan Keane (Westfield SE1); Vincent Deery (Lotus Exige); Seamus Hobbs (MG); Enda Byrne (Sheane VW); Dwane; Mullins; David Byrne (Vauxhall Nova); Donal Ryan (Toyota Starlet); Seamus Morris (Darrian GTR Millington).
Sunday: 1 Courtney 85.17s; 2 Roche +5.83s; 3 Frank Byrnes (Pilbeam MP45 Rover V8); 4 Gary Egan (Mygale-Renault); 5 Stanworth; 6 Donnelly; 7 Billy White (Mygale-Renault); 8 Martin Tracey (Mitsubishi Lancer); 9 Keane; 10 Peter McKinley (Ford Escort) 104.79s. Class winners: Dara Fay (Suzuki Swift); Herlihy; Gardiner; Danny Calnan (Vauxhall Corsa); Keane; Deery; Hobbs; Enda Byrne; Egan; Roche; David Byrne; Jack Deegan (Peugeot 205); John Lynch (Darrian T90).

Camel Vale Autotest
Organiser: Camel Vale Motor Club **When:** August 20 **Where:** Camel Vale.
1 Duncan Stephens (Vauxhall Nova); 2 Roger Hoskin (Vauxhall Nova); 3 Kylie Allen (Citroen Saxo).

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MN SAYS...

Time has run out for Meeke

Northern Irishman has run out of options with Citroen



It was with a heavy heart that I looked at the results from the opening special stage from Rally Germany last week. Kris Meeke's name was not among the leading times – in fact, as I scanned down the list, I couldn't see the Citroen driver anywhere.

It was due to another error by the Dungannon man: he had clipped the apex of a hairpin and broken the steering on his motor. If anyone needed a result in the bank to reignite his charge, it was Meeke. By the time the engines had died down on what was, essentially, a Mickey Mouse stage, his redemption plan was as broken as his C3 WRC.

He knows, after being benched for a round earlier this season, that there are some people within the French team who might not be batting for his corner. But the only way to silence those people is to land results. Even though he has missed one round, the fact that Meeke is not in the top 10 of the title race is certainly not what he, or his employers, envisaged at the start of the campaign. It will be a very long road back from here.

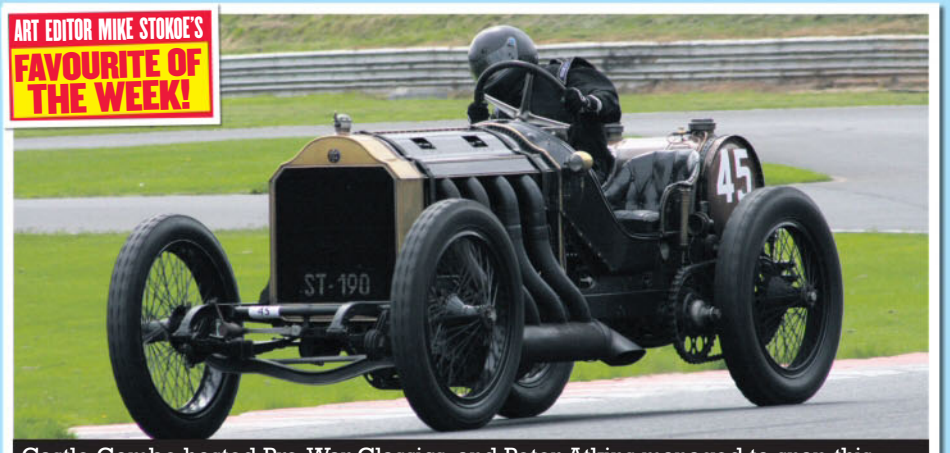
Matt James, Editor (Twitter: @MattJMNews)

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!



Castle Combe hosted Pre-War Classics, and Peter Atkins managed to snap this



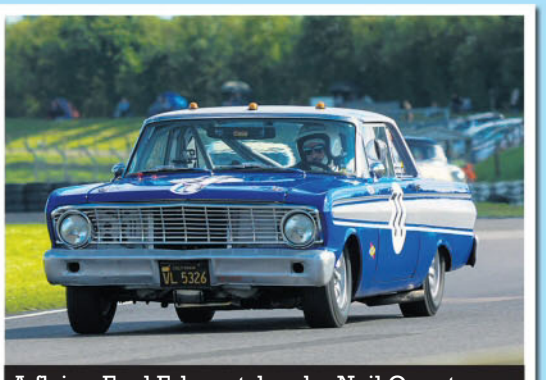
Drama at Oulton Park, by Peter Hamilton



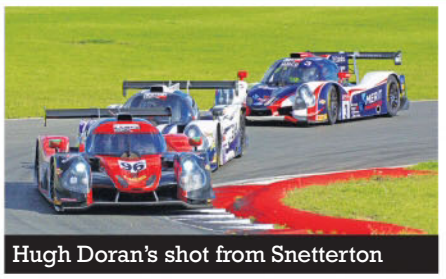
Neil Ormston got this at Castle Combe



Darren England's shot from Brands



A flying Ford Falcon, taken by Neil Ormston



Hugh Doran's shot from Snetterton



Graham Lomax enjoyed the GT Cup



Six-wheeled...kart, by James Lomax



A rare Hepworth, by Graham Lomax



Mark Winstone's Subarus, from Shelsley Walsh

LETTERS



Motorsport News, August 16

Grampian Forest Rally

The organising team of the Grampian Forest Rally (which is what it is actually called, not the Grampian Stages as refered to in *Motorsport News*) would like to thank everyone involved who have given support, encouragement, funding and donations to ensure that forest rallying continues in the north east of Scotland.

Our event last weekend was given much praise by competitors, feedback was excellent and we've also noted areas where we can improve next time.

Special thanks go to each sponsor – your monetary assistance was only outweighed by your enthusiasm.

Like every Scottish Rally Championship event we rely on the tireless efforts of the medics, rescue crews, communications team and the marshalling skills supplied by other clubs. Each marshal is a valued individual– including the four who were drawn from the service area to step in at short notice to save the running of a stage, three of which were MSA Accredited, the fourth sufficiently dedicated to find 4G in the forest and sign up before the first cars arrived.

Events do not happen without the hardworking people who, amongst endless tasks, plan the event, draft the many documents, chap the stakes, climb hills with radio masts and move portaloos around the countryside.

Thank you all. And thank you Graham for keeping everything on track.

Andrew Ritchie
Rally manager,
Grampian Forest Rally
Stonehaven and District Motor Club

Rallying for rallying

Thank you for publishing my rant on the downward spiral of our beloved sport (*Motorsport News*, August 9).

In the same issue I then read the loss of my home rally. What the hell is going on?

And even more upsetting that it would be Somerset Stages' 40th running of this event. I seriously can't believe it.

Please look back 10 years at the national scene when we had one-make championships, Andy Burton's amazing Peugeot-Cosworth, there were prize drives available to win and it was awesome... what is there now about any event that attracts this?

A meeting needs to be held for all competitors to view their feelings and for officials to explain their actions.

If you're reading this and feel like a meeting in a neutral location of the country is a good idea then *please* show some support by sending an email to *Motorsport News*. If not who knows what is next around the corner?

I would like to add on a positive note the great support on two-wheel-drive cars returning to the front of the field.

That move is one step in the right direction so thank you to the people behind it.

Shaun Bolt
Via email

VISIT THE NEW MN WEBSITE WWW.MOTORSPORT-NEWS.CO.UK

TV GUIDE

There's plenty to get your teeth stuck into this week, starting with **DTM** highlights from Zandvoort (Friday, 0930-1030hrs, BT Sport 3) where Mattias Ekstrom looks to increase his championship lead as Britain's Jamie Green tries to keep himself in contention. Also racing at the historic Dutch circuit was the **European Formula 3 Championship** (Friday, 2100-2200hrs, BT Sport 3) as Lando Norris – fresh from a successful McLaren Formula 1 test – was keen to continue his impressive form and take the championship lead from Max Gunther.

For anyone needing a fix of **British Truck Racing** there are highlights from Donington Park (Saturday, 0755-0915hrs, Motorsport.tv) as three action-packed races provided three different winners.

There is also the chance to catch-up on the latest round of the **Britcar Endurance Championship** (Saturday, 1140-1210hrs, Motorsport.tv) from Brands Hatch.

On Saturday evening there's the latest from Down Under as the **Australian Supercars** roll into Sydney (2100-2305hrs, Motorsport.tv).

And for those still wanting a dose of Formula 1 even after the grand prix there is **Classic F1**, featuring the the 2010 Belgium Grand Prix (Sunday, 2100-2310hrs, Sky Sports F1).

LIVE F1

Belgium Grand Prix Sky Sports F1 HD coverage

- **Drivers' press conference:** Thursday, 1400-1500hrs
- **FP1:** Friday, 0845-1100hrs
- **FP2:** Friday, 1245-1500hrs
- **Team principals' press conference:** Friday, 1645-1715hrs
- **The F1 Show:** Friday, 1715-1745hrs
- **FP3:** Saturday, 0945-1115hrs
- **Qualifying:** Saturday, 1200-1440hrs
- **Race:** Sunday, 1230-1530hrs
- **Highlights:** Sunday, 1800-1900hrs

Belgium Grand Prix Channel 4 HD

- **FP1:** Friday, 0855-1035hrs
- **FP2:** Friday, 1255-1435hrs
- **FP3:** Saturday, 0955-1125hrs
- **Qualifying:** Saturday, 1155-1430hrs
- **Race:** Sunday, 1235-1510hrs



LIVE TV

Formula 2: Spa

- **Race one:** Saturday, 1455-1605hrs, Sky Sports F1
- **Race two:** Sunday, 0915-1010hrs, Sky Sports F1

GP3: Spa

- **Race one:** Saturday, 1630-1730hrs, Sky Sports F1
- **Race two:** Sunday, 0815-0915hrs, Sky Sports F1

Porsche Supercup: Spa

- **Race one:** Saturday, 1730-1830hrs, Eurosport 2
- **Race two:** Sunday, 1015-1115hrs, Eurosport 2

BTCC: Rockingham

- **Sunday:** Action all day from 1045-1745hrs, ITV4

European Le Mans Series: Paul Ricard

- **Race:** Sunday, 1045-1520hrs, Motorsport.tv

Blancpain GT Sprint Series: Paul Ricard

- **Qualifying race:** Saturday, 1430-1615hrs, Motorsport.tv/BT Sport 3
- **Race:** Sunday, 1230-1445hrs, Motorsport.tv/BT Sport ESPN

Formula Renault Eurocup: Paul Ricard

- **Race one:** Saturday, 1100-1200hrs, BT Sport 1
- **Race two:** Sunday, 1100-1200hrs, BT Sport ESPN

IndyCar: Madison

- **Race:** Sunday, 0200-0500hrs, BT Sport ESPN

LISTINGS

RACING

SATURDAY

Thruxton, Hampshire
750MC meeting: Clio 182, Toyota MR2, RGB, 750 Formula, Sport Specials, MX-5 **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** adult £12, under 12 free **Web** barc.net **Contact** 01264 882200

Kirkistown, N Ireland
500MRCI meeting: Supercars, Road Sports, Fiesta Zetec, FF1600, Formula Sheane, Formula Vee, Formula Libre, SEAT **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 child free **Web** kirkistown.com

SATURDAY/ SUNDAY

Rockingham, Northants
BTCC meeting: BTCC, Formula 4, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs **Admission** £36 **Web** rockingham.co.uk **Contact** 0870 1660438

Snetterton, Norfolk
MSVR meeting: British F3, Monoposto, Radical Challenge, Radical SR1, Sports 2000, Track Day Championship, 7 Race Series **Starts** Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1140hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY

Mondello Park, Ireland
Historic Racing Festival: Historic Racing Cars, Pre '55, Future Classics **Starts** racing from 1300hrs (qualifying from 0930hrs) **Admission** adult Euro 15, child free **Web** mondello.ie

SATURDAY-MONDAY

Oulton Park, Cheshire
Gold Cup: Historic F2, Historic Touring Car Challenge, Super Touring, Derek Bell Trophy, Historic FF1600, Historic Touring Cars, Guards Trophy, Classic Clubmans, Historic Road Sports, '70s Road Sports, Jaguar Classic, Classic Racing Cars **Starts** Saturday, qualifying from 0900hrs Sunday, racing from 1205hrs Monday, racing from 1045hrs (qualifying from 0830hrs) **Admission** adult £24, under 13 free **Web** msv.com **Contact** 0843 453 9000

MONDAY

Castle Combe, Wilts
CCRC meeting: FF1600, GT, Saloons, Hot Hatch, Mighty Minis, Midgets/ Sprites **Starts** racing from 1240hrs (qualifying from 0830hrs) **Admission** adult £15, child free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

RALLYING

FRIDAY

Draperstown, Co. Londonderry
McGeehan Motorsport Sunset Rally
Starts 1915hrs **Admission** free **Web** magherafeltmotorclub.co.uk

SUNDAY

Gort, Co. Galway
Lady Gregory Hotel Gort Galway Summer Rally
Starts 1000hrs **Admission** free **Web** galwaymotorclub.ie

Builth Wells, Powys
Old Forge Garage Mewla Rally
Starts TBA **Admission** free **Web** epyntmc.co.uk

SPORTING SCENE

SATURDAY/ SUNDAY

Gurston Down, Wiltshire
British Hillclimb Championship
Starts 0800hrs both days **Admission** adults £6 (Sat), £10 (Sun) **Web** britishhillclimb.co.uk

MONDAY

Lydden Hill, Kent
British Rallycross Championship
Starts 0900hrs **Admission** adult £15, under 12 free **Web** rallycrossbrx.com

Ipswich
National Hot Rods
Starts 1400hrs **Admission** adults £16 **Web** nationalhotrod.com

Details correct at time of pres

NEXT WEEK

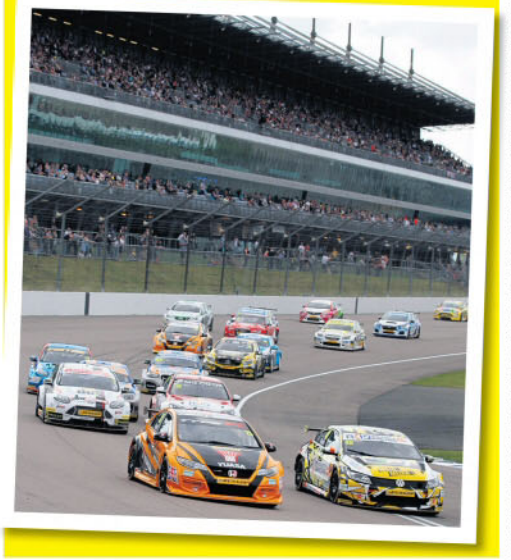
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FULL REPORT ON SPA-FRANCORCHAMPS

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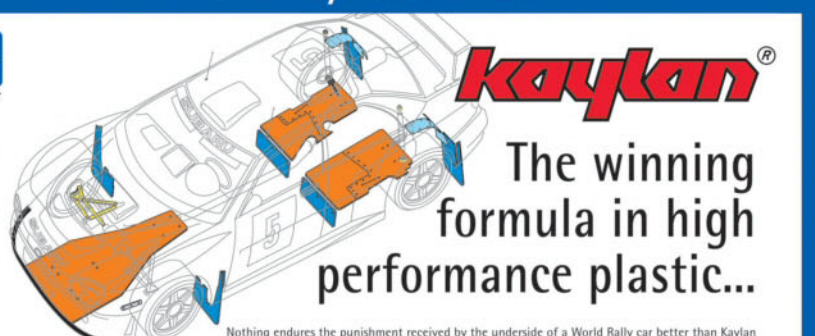
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Wilwood brakes kit, 265x10, Powerlite caliper	£279.51	£335.41
Wilwood brakes kit, 247x20, Midilite caliper	£448.49	£538.09
Wilwood brakes kit, 285x21, Midilite caliper	£551.40	£661.68
Balance bar pedal box, cable clutch	£189.50	£227.40
Balance bar pedal box, hydraulic clutch	£215.00	£258.00
RMD 'Formula' balance bar pedal box (inc. cyls)	£197.60	£237.12
Blackline 'swaged' stainless brake lines, 3-line	£29.74	£35.69
Classic Ford wheels 6x13	£69.00	£82.80
7x13	£76.00	£91.20
8x13	£87.50	£105.00
8x15	£99.00	£118.80



Classic Ford wheels from £69.00 £82.80

'Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£33.80	£40.56
Escort RS front springs, 145-220lbs	pair	£33.80	£40.56
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks RH 2:9 ratio		£119.50	£143.40
RH 2:4 ratio		£139.50	£167.40
LH 2:4 ratio		£149.50	£179.40



H/duty quick steering racks RH 2:4 ratio		£174.50	£209.40
RH 2:2 ratio		£204.50	£245.40
LH 2:4 ratio		£184.50	£221.40
LH 2:2 ratio		£214.50	£257.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing,	each	£59.50	£71.40
Roller bearing top mount - roller bearing,	each	£59.50	£71.40

OEM TCA's £59.50 £71.40



TCA's 'Pattern' style	pair	£36.50	£43.80
TCA's 'OEM' style	pair	£63.50	£72.20
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Anti-dive kit		£31.00	£37.20
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World cup mounts	pair	£28.50	£34.20
RS2000 track rod ends	each	£10.50	£12.60
Group 4 style all steel U/J coupling		£19.80	£23.76
4-link kit		£119.50	£143.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM style RS front struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£128.00	£153.60
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
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Blackline helical LSD - Atlas (16T)		£354.00	£424.80



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M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white/black nylon gearknob	£12.50	£15.00



Mk2 Front Wing £72.10 £86.52

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

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Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
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Spare Super Oscar light cover	pair	£19.90	£23.88
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MIG 200amp £194.48 £233.38



Arc welder, 200 amp	£93.29	£111.95
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Mig welder, 200 amp	£194.48	£233.38
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2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
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15 piece 1/2" ratchet wrench kit	£24.04	£28.85
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6 piece air drill kit	£19.35	£23.22
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