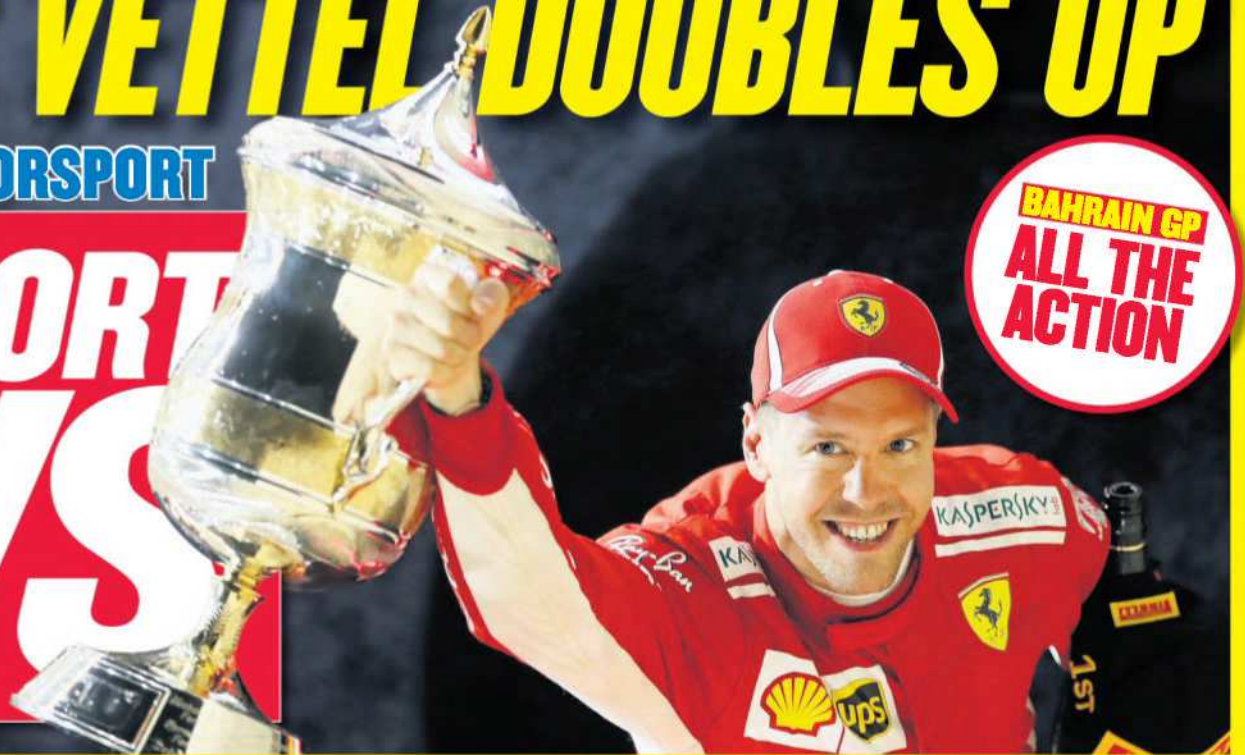


VICTORIOUS VETTEL DOUBLES UP

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

BAHRAIN GP
ALL THE ACTION



MERCEDES SUFFERS DEFEAT IN THE DESERT P4

APRIL 11 2018 ■ EVERY WEDNESDAY £3.60

WRC legend aims for rallycross crown in '18

SOLBERG

I WANT ANOTHER TITLE

P2



WORLD RALLYCROSS PREVIEW



OGIER
MASTERCLASS IN FRANCE



M-SPORT STAR TAKES TOUR DE CORSE P20

BARMY BTCC
BLASTS OFF



INGRAM TOP AFTER CRAZY OPENER P24



- **WHAT TO LOOK OUT FOR P33**
- **PRODRIVE'S NEW WEAPON P34**
- **SILVERSTONE'S FESTIVAL TIME P36**

9 770027 226288 15

MOTORSPORT NEWS ISSUE **MJ3124** APRIL 11 2018

THE VOICE OF BRITISH MOTORSPORT

WRITE TO US
Motorsport News
Autosport Media UK Ltd,
1 Eton Street,
Richmond,
TW9 1AG

FACEBOOK
Search for
'Motorsport News'

TWITTER
Updates:
@MNMotorsport

DIGITAL ISSUE
See motorsport-
news.co.uk

EMAIL US
letters@
motorsport-news.
co.uk

YOUR PICS
email: letters@
motorsport-news.
co.uk
Photographs must be of a good
quality and please send no
more than three images

NEW WEBSITE
motorsport-news.co.uk



IN THIS ISSUE



**Liberty presents
its five-point plan**

P6

**TODT CALLS FOR
ENDURANCE RALLIES**

P12



**SEB STUMPS THEM
ALL IN CORSICA**



P20

**INGRAM LEADS THE
EARLY BTCC ORDER**

P24



WORLD RALLYCROSS RETURNS



P33

Bahrain Grand Prix report
Rally reports
WRC report: Tour de Corse
BTCC report: Brands Hatch
BTCC Supports report
Racing reports
SUBSCRIBE TO MOTORSPORT NEWS 30
Historic race and rally news 32
World RX preview 33

4 Inside Prodrive's new RX beast 34
17 Sporting Scene 37
20 Letters/Comment/What's On 38
24 Classifieds 40
27 Wanted: A breather after that packed
29 motorsport weekend! Apply: MN



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P39

The 2014 and 2015 champ promises big push

**FIRED-UP
HIS WORLD**



Champion Johan Kristoffersson, Solberg's wife Pernilla, and the two-time WRX champ Petter

By David Evans

PSRX Volkswagen Sweden team owner and driver Petter Solberg says he's back to his best on the eve of the start of this year's World Rallycross Championship.

The Norwegian took the first two WRX titles in 2014/15 before helping guide his team-mate Johan Kristoffersson to a record-breaking, title-winning season in 2017. This time around, however, Solberg's priority will be his own championship aspirations.

"Last year I focused a lot on the team and Johan," Solberg told MN. "I wanted so much for him to win the championship and to go well in the season. The pre-season was so busy, it was unbelievable

the work everybody in the team had to get through to pull everything together, but we did it.

"Before the first race, Johan, Pernilla [Solberg, team principal], the spotters, engineers and I sat down and went through the strategy. It worked so well and we all stuck to it. Of course I will work flat-out for the team again, but this time there has to be a little bit left for me. I want to come back as a driver this year and I really feel ready for that."

The 43-year-old laughed off suggestions that he would turn the team to his own advantage.

Solberg said: "We don't hide anything when it comes to the set-up. That's not how this team works. Whoever is the fastest from us is the fastest – that's the best way, the fairest way and, for me, it's the only way to win.

"We make the strategy, so we don't need [team orders]. The only thing I have to focus on is my driving. When we are [competing on track] together then it's about respect and the one who is in the best position, take that position. Johan is smart, fast and a

consistent driver and he's a fair guy and we work well together. I want to win fair and square and be the best. I know my level, it's good, I'm happy."

Asked if he would be as hard on Kristoffersson as he would with any other driver, Solberg replied: "I will never be hard on anybody anyway. You have to put yourself in the best position to get the best possible outcome. I hope I do my job before I come to the final, so everything works well."

Solberg missed out on second place to EKS Audi driver Mattias Ekstrom last season, but he feels that result doesn't do his inaugural year in a Volkswagen Polo R Supercar justice.

"I had a lot of bad luck with the punctures and silly things that people maybe didn't see," he said. "There were races where I should have won, Belgium was one of these and Portugal was another. At the last race in South Africa I had pole, I was leading and I was fastest. Then I got the puncture – everybody hit that kerb, but I got that puncture. "Everything worked for Johan



WRC rivals Loeb and Solberg

for a third world rallycross crown

SOLBERG WANTS TITLE BACK



Solberg has high ambitions in '18

last year and I've got enough experience to know that you're going to get that kind of season, I've had them. It doesn't hurt me at all, I know how good it is when everything comes together. This year, I can't say I will work harder – I worked so hard every year – but I will save a little bit for myself."

Beyond the competition from his own team-mate, Solberg says he expects the fight for this year's title to be the hardest-fought World Rallycross campaign yet. "There's going to be big competition," he said. "It's Johan, it's [Sebastien] Loeb and the other Peugeots, the Audis and, of course, the Renault. That car [the Megane] looks fast. We saw in Silverstone [at the test] what it could do, it was quick straight away and fastest."

While he remains wary of the competition Guerlain Chicherit and Jerome Grosset-Janin offer, he's excited at the prospect of Prodrive's RX return. Solberg won his 2003 World Rally Championship with the Banbury squad and is in no doubt of the potential



Reworked Volkswagen Polo PSRX machine is ready for action

coming from Oxfordshire.

Solberg said: "I know Prodrive very well, these guys are so bloody good, they're so smart. They have done things differently, taken their car to the next level – but I really like that. We want more competition and we want that competition to be harder. If there's somebody who likes that kind of thing, it's me. But I'm

also the first person to want to do something in my own team if we get beaten! It's the same with F-X [Francois-Xavier Demaison, VW Motorsport technical director] and everybody in the team. We are strong. Nothing changed for us on the engine side, but on the chassis, it's good. We're down to the small details now. But I think we're ready."

Megane racer hopes to lure Renault support

World Rallycross driver Guerlain Chicherit is hoping his Prodrive-built Renault Megane R.S. RX will be quick enough to tempt the French manufacturer into a full-time commitment to the series.

Chicherit, 39, has financed Prodrive's development of one of the sport's most revolutionary cars for this season. The Megane, which comes with a new approach to engine layout, suspension and brakes, set the pace at last month's RX test at Silverstone. Despite that immediate speed, the Frenchman's not getting carried away ahead of this week's opening World RX round in Barcelona.

Chicherit and his GCK team-mate Jerome Grosset-Janin are both lacking WRX experience. Neither has tackled a full season in the series and Grosset-Janin has only made one start at rallycross's

highest level in the last two years.

"It's impossible to compare this car with anything else," Chicherit told MN. "It's really a revolution for rallycross. But how good [will the car be]? I don't know what to tell you. My own reference in this sport is pretty new and I didn't drive a proper rallycross car [before the Megane], but sure it looked good to me – I jumped through the roof the first time I drove it."

"We can still make some improvements [to the car]. This year is really to show what has been done and what we can do, we are coming for 2019 with a clear target [to win the title]."

"Renault has been working with us quite a lot since the beginning on the marketing approach. We didn't really want them involved in the technical group, this might have complicated it when they are clearly fully focused on Formula 1 at the moment. We decided to do this on our own."

"This was a good choice because Prodrive are really experienced in rallying – OK it's not rallycross, but it's close. But the idea is to involve Renault to become a semi-official programme and maybe an official programme: why not? It depends on how good we are."

We have gone all-in with this project with no compromise."



The Renault Megane R.S. RX stunned in pre-season testing

BAHRAIN GP REPORT



BY ANTHONY ROWLINSON

Despite all the Mercedes hype, Ferrari wins again

SEB STRIKES AGAIN



Sebastian Vettel controlled the Bahrain GP to keep up his perfect start



Early collision between Verstappen and Hamilton stopped the Red Bull



Kevin Magnussen impressed again in the new Haas, taking fifth place



Bottas raced to second

How quickly a mood can change in Formula 1. From despair to hope; from fatalistic resignation to renewed fascination.

Amid the shifting sands of a desert kingdom, F1 came to realise that maybe – despite the coldest fears born of Mercedes dominance in winter testing – we'll have closely fought races this year and a championship battle.

Barely a month ago there had seemed little prospect of anything other than a silver streak to two more world titles. Then came Sebastian Vettel's Melbourne smash-and-grab. Then a Ferrari front-row lockout in Bahrain, and now another win for Vettel.

Qualifying

What sorcery was this? Could it be that the paddock presence of Bernie Ecclestone, that ghost of F1 past, on the very weekend that Liberty Media revealed an outline of its plans for the sport's future direction, had been enough to conjure his always-favourite red cars to P1 and P2?

No, alas, the truth was rather more prosaic. Mercedes' W09 had encountered a tendency to overheat its tyres around the Sakhir circuit, while the Ferrari SF71-H, though still not as 'dialled' as either Vettel or Kimi Raikkonen might wish, was nonetheless proving to be a wieldy machine in which both drivers were beginning to feel more confident and in tune with its particular nature.

Melbourne, two weeks earlier, had been 'one of those tracks' particularly suited to Lewis Hamilton's special kind of manipulative deftness on a bumpy, little-used surface in cool conditions. And even there, despite Hamilton's 0.6s qualifying advantage, Ferrari had fumbled a win.

At the Bahrain International Circuit – altogether warmer, smoother, more predictable – Ferrari looked

consistently strong through practice and into qualifying. Vettel's 51st pole had been the result, he said, of a better front-end feel and the completion of a race distance in Australia that granted deeper insights into his chassis' behaviour. "I was very happy with my first run in Q3," he said, "but I tossed it away in the last corner. The car had been excellent all weekend until then and we really wanted it to peak in Q3 – which it did, it came alive. When a car is responding to what you want it to do it's a pleasure. It's not easy to make the tyres last but the car is quick and that usually helps." There was substance to his words: Vettel's 1m27.958s was the only tour in the 27s.

Raikkonen, who'd also been quick throughout the session and who held provisional pole until Seb's final flyer, mumbled something about "traffic" and "disappointment" and ended up one-and-a-half tenths shy of Vettel, having been unable to improve on his first Q3 run.

Valtteri Bottas led the Mercedes charge, happily shunt-free after his Melbourne qualifying misdemeanour, with a 1m28.124s, almost a tenth clear of Hamilton's 1m28.220s best.

Lewis would be further hindered by a five-place grid penalty incurred after a pre-race gearbox change. So a Ferrari front row with the Merce third and ninth... who'd have predicted that post-Barcelona testing?

"The laps were OK," said Bottas, "but these guys with the red car were quick. They've made some progress and we had some overheating issues with the tyres. We have work to do, like we have been saying."

No surprise to see Dan Ricciardo next up in fifth, though still another 0.178s from Hamilton and almost half a second from pole. MIA, though, after a Q1 shunt on the exit of Turn 2, was Max Verstappen. It appeared he'd overcooked the exit on an early flyer then half-spun his RB14 into the barriers, crunching the left-front suspension. He'd just split the Merce

for what was then fourth-best time, and later blamed his off on a "150bhp power surge" that lit up his rear tyres. His boss Christian Horner had earlier called the spin "a mistake".

Either way, he would start P15.

At least Ricciardo would enjoy the presence of another Red Bull-liveried car alongside, thanks to a remarkable qualifying performance from Toro Rosso's Pierre Gasly. This car, remember, has power by Honda – the same Honda which was dissed then dumped by McLaren, forgoing not only Japanese power, but \$100m-worth of Japanese investment.

Team-mate Brendon Hartley was P11 and could have made it into Q3, but for a last-corner error on his best Q2 run.

Bitter, that, for McLaren, which were the slowest Q2 runners in P13 and P14. Only Williams and Sauber set slower times than McLaren with both cars, prompting claims of "astonishment" from team Woking at its poor performance. Sporting director Eric Boullier was later said to be in an "emergency debrief".

Kevin Magnussen underlined the competitiveness of the Haas chassis, with P7, although team-mate Romain Grosjean languished in P16 having massively outbraked himself during Q1. He'd been unable, he lamented, to warm up his tyres properly.

Both Renaults made the top 10 – Hulk P7, Sainz P10 – and there was relief for Force India as Esteban Ocon secured P9 (ahead of Sergio Perez, 12th).

Their former benchmark for Mercedes-powered indie-team performance, Williams, could only look on in anguish as their pay-driver pair Sergey Sirotkin and Lance Stroll wound up P18 and P20, divvying up the lowest slots with Sauber's Marcus Ericsson (P17) and Charles Leclerc (P19). Gloss it how you will, there's not much spin to be put on being slowest.

Race

Knowing how to win – it's the mark of a great champion. And twice on the

*“Sometimes this sport can rip your heart out”
Ricciardo’s short outing, below*



ROUND 02

Photos: LAT



Vettel leads away at the start in Sakhir

bounce now Vettel has conjured victory somewhat against the odds. In Melbourne a Mercedes strategy error allowed Vettel to mug Hamilton; in Bahrain he was again able to profit from a Mercedes failure.

Ahead of the race Merc announced it would have to change the gearbox on Hamilton’s car – which incurred a mandatory five-place grid penalty. That left Lewis languishing in P9 at the start and with a race-long charge ahead. Vettel, meanwhile, was able to command and control from pole and – just – contain the challenge of a Bottas-driven Mercedes.

His final advantage was a scant 0.7s after 57 laps on a chancy supersoft-soft strategy. By Pirelli’s own modelling Vettel had pushed his second set at least eight laps beyond their useful life and had it been Hamilton chasing him down, not the less aggressive Bottas, surely Lewis would have made more of any late opportunity.

Bottas’ last victory shot came into Turn 1 on the final lap. With DRS deployed, he feinted for the inside into the right-hander, but half-heartedly. He was neither committed enough to make the pass, nor was his line sufficiently optimised for the perfect exit that might have allowed him to out-drag the Ferrari through Turns 2, 3 and into 4.

Vettel, breathless and on spent rubber, was off the hook and able to hang on for a famous, tense and stunningly mature win.

There are those who maintain that Vettel is not quite worthy of the F1 elite class that includes Hamilton, Fernando Alonso and Max Verstappen. Indeed, say those critics, his four consecutive Red Bull titles were somehow fortuitous, resulting as they did from clear hardware advantages.

But wins like this, his 49th, in a still imperfect Ferrari, are the fullest riposte to the knockers. The 2018 Bahrain Grand Prix was Seb’s and Ferrari’s to lose – yet they didn’t.

By Vettel’s own admission his tyres

were “done for the last 10 laps” and he joked his radio message three laps from home that “everything was under control” was “a lie.”

“I thought Valtteri was going to catch me with his pace,” he said and perhaps Bottas should have done, given his closing laps speed advantage of almost one second per lap. The extreme sensitivity of modern F1 cars to the aerodynamic wake of cars ahead conspired against Bottas’ cause, however, and left him in a valiant, though unsummed, second place.

That result will nonetheless have been a confidence boost for Bottas, after his largely abortive Australian GP performance, not least because he out-paced Hamilton in qualifying. But the thought lingers that a Dan Ricciardo or an Esteban Ocon, both of whom are tipped as possible Bottas replacements for 2019, would have made more of any last-gasp lunge for victory.

“I could see Seb was struggling,” Valtteri said, “and to be so close, but by such a small margin, is very disappointing.”

Another lap might have been enough for Bottas; another five would have brought a stampeding Hamilton into the victory fight.

Regardless, the result left Vettel with a perfect ‘50’ at the top of the drivers’ championship, the first Ferrari driver since Michael Schumacher in 2004 to have won the opening two races of the season.

The trio were in a race of their own at the head of the field, after Raikkonen had been eliminated during his lap 19 pit-stop. Confusion over the switch of the left-rear soft to a supersoft left the wheel unchanged as Raikkonen was released and an unfortunate Ferrari mechanic with a broken leg. He’d still been trying to complete the tyre change as Kimi blasted from the pits.

Kimi – unusually – showed fist-banging frustration at the failure. He has a competitive machine at his disposal once again, in the twilight of his career, and some of the old panache

and hunger has returned to him.

Red Bull was also out of the equation. Max Verstappen did for himself with a too-bold lap-two passing move on Hamilton that resulted in a clash of his left-rear with Lewis’s right-front. Result: puncture, a broken driveshaft and retirement. Team-mate Ricciardo, meanwhile, was also out on lap two having suffered a total electrical failure at Turn 8. “This sport can rip your heart out sometimes,” he said.

Both had shown strong long-run pace during practice and were likely podium battlers. “That was a brutally harsh race for us today,” summarised team boss Christian Horner. “We were definitely capable of challenging Ferrari and Mercedes.”

The toll was all to the advantage of the remarkable Pierre Gasly and the Toro Rosso team.

In only his seventh grand prix, the 2016 GP2 champ delivered brilliantly on the promise of his P5 starting position and suggested that the STR13 might well be the fastest car outside the big three. Aero upgrades for Bahrain had over-delivered on expectations, prompting Gasly to comment that he “didn’t understand how we’re so fast”.

Should STR show similar performance over the coming races, it’ll be quite a thorn in the side for the likes of Haas, Renault, McLaren and Force India. And with Honda appearing to have finally cracked what it takes to be competitive in hybrid-era F1, expect covetous glances to start being cast down the pitlane by the big-brother team.

Further notable drives peppered the top 10. The ever-ballsy Kevin Magnussen eased Haas’ Melbourne woes with fifth, while Alonso – always combative for seventh – now lies an unlikely fourth in the drivers’ table. Then oft-lamented Marcus Ericsson was a deft, single-stopping ninth place for Sauber.


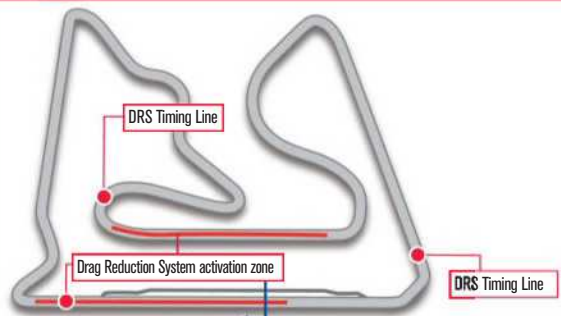
Quite a race then, all-in-all. It looks like being quite a championship.

RACE FACTS

Results © 2018 Formula One Administration Ltd


BAHRAIN

Circuit: Bahrain International Circuit **Laps:** 57
Race distance: 191.84 miles **Lap:** 3.37 miles
Lap record: Michael Schumacher 2004 – 1m30.252s
2017 winner: Sebastian Vettel (Ferrari)





TYRE CHOICE


Prime
SUPER-SOFT



Option
SOFT



Option
MEDIUM



RESULTS

FIA Formula 1 World Championship, round 2/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Sebastian Vettel	GER	Ferrari	1h32m01.940s
2	Valtteri Bottas	FIN	Mercedes	+0.699s
3	Lewis Hamilton	GBR	Mercedes	+6.512s
4	Pierre Gasly	FRA	Toro Rosso-Honda	+1m02.234s
5	Kevin Magnussen	DEN	Haas-Ferrari	+1m15.046s
6	Nico Hulkenberg	GER	Renault	+1m39.024s
7	Fernando Alonso	ESP	McLaren-Renault	-1 lap
8	Stoffel Vandoorne	BEL	McLaren-Renault	-1 lap
9	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
10	Esteban Ocon	FRA	Force India-Mercedes	-1 lap
11	Carlos Sainz	ESP	Renault	-1 lap
12	Charles Leclerc	MON	Sauber-Ferrari	-1 lap
13	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
14	Lance Stroll	CAN	Williams-Mercedes	-1 lap
15	Sergey Sirotkin	RUS	Williams-Mercedes	-1 lap
16	Sergio Perez*	MEX	Force India-Mercedes	-1 lap
17	Brendon Hartley*	NZL	Toro Rosso-Honda	-1 lap
R	Kimi Raikkonen	FIN	Ferrari	L35/wheel
R	Max Verstappen	NED	Red Bull-Renault	L3/collision
R	Daniel Ricciardo	AUS	Red Bull-Renault	L1/electrical

Winner's average speed 124.86mph Lap leaders: Vettel 1-17; Bottas 18-20; Hamilton 21-25; Vettel 26-57

*Formation lap infringement - 30 second penalty

FASTEST LAP | VALTTERI BOTTAS 1m.33.740s

ON LAP 22 (AVERAGE SPEED: 129.14mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Vettel	1m27.958s	11	Hartley	1m30.105s
2	Raikkonen	1m28.101s	12	Perez	1m30.156s
3	Bottas	1m28.124s	13	Alonso	1m30.212s
4	Ricciardo	1m28.398s	14	Vandoorne	1m30.525s
5	Gasly	1m29.329s	15	Verstappen	No time
6	Magnussen	1m29.358s	16	Grosjean	1m30.530s
7	Hulkenberg	1m29.570s	17	Ericsson	1m31.063s
8	Ocon	1m29.874s	18	Sirotkin	1m31.414s
9	Hamilton*	1m28.220s	19	Leclerc	1m31.420s
10	Sainz	1m29.986s	20	Stroll	1m31.503s

* Five-place grid penalty for gearbox change



Pierre Gasly was the star

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Sebastian Vettel	50	1	Ferrari	65
2	Lewis Hamilton	33	2	Mercedes	55
3	Valtteri Bottas	22	3	McLaren-Renault	22
4	Fernando Alonso	16	4	Red Bull-TAG Heuer	20
5	Kimi Raikkonen	15	5	Renault	15
6	Nico Hulkenberg	14	6	Toro Rosso-Honda	12
7	Daniel Ricciardo	12	7	Haas-Ferrari	10
8	Pierre Gasly	12	8	Sauber-Ferrari	2
9	Kevin Magnussen	10	9	Force India-Mercedes	1
10	Max Verstappen	8	10	Williams-Mercedes	0

NEXT RACE: CHINESE GRAND PRIX APRIL 15

RACING NEWS

F1 ROUND-UP

Bonus penalties

Both Brendon Hartley and Sergio Perez had penalty-strewn races in Bahrain. The Toro Rosso and Force India men clashed on the first lap, resulting in Perez spinning at Turn 4. Hartley received a 10s penalty for that and finished 13th, with Perez 12th. However after the race both drivers were given 30s penalties for an infringement on the warm-up lap. Perez overtook the slow-starting Hartley before Turn 1 and didn't allow him back past. Hartley got his censure for not retaking his proper place and not entering the pits to start because he was out of position. The extra time dropped the pair to 16th and 17th respectively.

Hefty fine

Ferrari has been handed a €50,000 (£43,500) fine following the botched pitstop that left one of its mechanics with a broken leg. Kimi Raikkonen was running third when he made his second stop and his car was released before the rear-left tyre could be changed. As he pulled away he caught the engineer attending to that corner of the car, running over and breaking his left leg.

Gas man

Red Bull boss Helmut Marko reckons Pierre Gasly's stunning fourth place in Bahrain "made a man out of him". The Honda-powered Toro Rosso finished just outside the podium places, despite it being just Gasly's seventh F1 start. Marko said: "That made a man out of him. His reward is the fourth place. All of our drivers also have a very good bonus system. This will more than please him. I didn't expect a fourth place this early – but it's a very positive development. It was the target to challenge the midfield with this engine."

Qually fixed

Fernando Alonso reckons McLaren fixed its poor Bahrain qualifying on the first racing lap. The British team was left astounded by its lack of pace, with Alonso going just 13th fastest, and Stoffel Vandoorne a place behind. However, both cars recovered to finish in the points in seventh and eighth respectively. It marks the first time McLaren has scored points in successive races with both cars since 2014. Alonso said: "We fixed qualifying in one lap really. I looked in my mirrors and saw [Lewis] Hamilton there and thought it can't be too bad if he's there. We have to improve though because today was a bit of a coincidence."

LIBERTY PLOTS F1'S FUTURE

Teams told of plans to overhaul the category from 2021 onwards

By Robert Ladbrook

Formula 1 owner Liberty Media is due to resume discussions with teams in May over the future shape of the category, having tabled its blueprint for the 2021 rules cycle in Bahrain last weekend.

Liberty Media met with teams on Friday to share its vision for F1. Its plan is based around a five-point proposal designed to improve the racing, stabilise the business model for teams and even out the distribution of revenue up and down the grid. Liberty also wants to make F1's governance clearer, as well as simplifying engine technology.

Many of the ideas revolve around the financial structure of the series in the future. Liberty wants to introduce a cost cap for teams, although an exact figure has yet to be confirmed. Ross Brawn told Sky Sports: "I don't want to comment on a number as that is something we are still discussing. But we wouldn't include a

driver's salary or marketing because in terms of developing a sport teams should be free to do what they want."

Potential figures of £150 million have been touted, but Mercedes head Toto Wolff labelled that "too low for the big teams" and ultimately "not achievable".

F1's current revenue structure is also under review. Teams currently receive prize money based on their Constructors' Championship performance, with Ferrari, Mercedes, Red Bull, McLaren and Williams then all receiving bonuses for a variety of reasons.

From 2021, Liberty wants teams to receive cash based on results alone, with extra payments made to teams and engine manufacturers committing to the series. For example, Ferrari, Mercedes and Renault would get two payments – one to cover the team and one for the engine manufacturer – whereas Toro Rosso and engine partner Honda would get a payment each. Ferrari would still stand to receive a historical contribution bonus

however, being the sole brand to have competed in every F1 World Championship.

This move could also entice more manufacturers into F1, due to it better recognising the commitment of engine builders. Aston Martin has been on the fringes of all future engine talks so far. Its boss Andy Palmer said: "We are extremely pleased to hear the news regarding the future of F1. These prospective changes support many of the requirements needed for Aston Martin to enter the sport as an engine supplier. This is a very positive step in the right direction."

Liberty also announced plans to make the cars more "raceable to increase overtaking opportunities". While it acknowledged that cars should remain different from each other in areas such as aerodynamics, suspensions and power units, it will look to bring in a greater level of standardised components to trim costs. For engines, Liberty is keen to remain

with a hybrid and road-relevant design, but simplified from the current V6 turbocharged units. It's likely new plan will retain a turbocharged internal combustion engine with a standardised battery storage system. Liberty's notes said the new engines must be "cheaper, simpler, louder, have more power and reduce the necessity of grid penalties".

F1 head Chase Carey said: "F1 has a rich history and we want to preserve, protect and enhance that history by unleashing F1's potential, by putting our fans at the heart of a more competitive and exciting sport. We are driven by one desire: to create the world's leading sporting brand. Fan-centred, commercially successful, profitable for our teams, and with technological innovation at its heart."

Brawn added: "The meeting was to pass the information and views on to the teams, and now they need to digest it, and then the discussion proper will start. But it was a straightforward meeting with no major controversies."

Brawn says F1 needs to have an open mind on future changes

Ross Brawn reckons F1 should be more open to radical format changes, such as the addition of a qualifying race on Saturdays.

Ahead of the next rules cycle in 2021, Brawn told Sky Sports' Martin Brundle that the series should be more open to change going forward.

"What we've done is invited lots of stakeholders to give us a view on the race weekend," said Brawn. "The objectives

are: can we make financial improvements, help the teams in terms of finances, can we help the promoters have a better show and can we get some diversity without making it false?"

"If we can get some diversity into the starting grid, which is genuine because it's come from a race, maybe that's worth considering. Having an extra race is an

impact on the teams, but we need to look at the whole thing."

Referring to the future rules, Brawn added:

"We've got to look more externally at what F1 needs, rather than internally. Move away from the personal objectives of each team and look at what F1 should be."



Working group at loggerheads on overtaking

The F1 Technical Working Group has failed to agree on a series of concepts designed to aid overtaking in 2019.

The group held a meeting in Bahrain after an uneventful Australian Grand Prix, which featured little in the way of overtaking. A team of engineers, led by F1 chief technical officer Pat Symonds, has been working on concepts for the 2021 package, but interim ways of boosting the action are in the works.

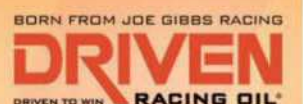
The two main concepts were the potential introduction of a bigger

and higher rear wing flap intended to increase the DRS effect, as well as simplifying the front wing to less hinder a following car.

Ross Brawn said: "There's some proposals going to teams. The front wings we have now are massively complex, and the flow around the wing is incredibly complex, which makes it very sensitive to the car in front. So, we simplify the front wings, then arguably you could say we're going back in the right direction. Everything we've done in the last few years has gone in the wrong direction."

WANT THE LATEST UPDATES? FOLLOW US ON TWITTER

@MNmotorsport



Tel +44(0)1929 551557
racing@aaoil.co.uk www.aaoil.co.uk

"The stewards will award full points"
British GT controversy, page 8



Porsche Supercup return for Webster

Porsche Supercup racer Josh Webster will switch to the frontrunning Lechner Racing squad for this season.

The 2014 Carrera Cup GB champion had a difficult maiden season in the series last year with the Fach Auto Tech team, finishing seventh in the standings with a best result of fourth.

He has now joined Lechner – the team that powered Michael Ammermuller to the 2017 title – which is the outfit Dan Cammish competed with in the Supercup last year.

"It's crunch time now, I'm really excited," said Webster, whose engineer will be Frank Funke, who worked with Cammish last year. "Dylan Pereira will be my team-mate and he was quick last year and massive thanks to Walter Lechner for his faith in me.

"Last year my biggest weakness was race pace but if I can find a tenth with Lechner that will make a difference."

Fellow Brit and Force India simulator driver Nick Yelloly will drive for Webster's old team, Fach Auto Tech, this year. The 27-year-old was runner-up in the German Carrera Cup last term and will compete full-time in the Supercup for the first time.

Photos: LAT



Norris took early lead with victory

NORRIS STARS IN FORMULA 2 OPENER

Brit Lando Norris kicked off his first season of Formula 2 with a dominant win in the first race.

The reigning European F3 champion, who competed in one round of F2 with Campos last year, scored pole position and pulled out a nine-second lead in as many laps.

Despite his engine cutting out, he maintained the gap through the stops to the end, and followed that up with fourth in the shorter sprint race on Sunday, having started eighth.

Despite the apparent ease at his victory, Norris still felt the win was hard earned due to the heavily degrading Pirelli tyres used in the series, allied to a new

F2 car which uses a 3.4-litre turbo engine as opposed to the old naturally aspirated V8.

"Compared to F3 last year where I could push for 99 per cent of the race, F2 is about having to manage the tyres, save the tyres, otherwise they get too hot and wear out, and you can lose seconds per lap," said McLaren F1 junior Norris. "It's trying to push the right amount and conserve the right amount, it's about that balance."

George Russell, a Mercedes F1 junior, looked set to challenge Norris in his ART-run

car, the team he sealed last season's GP3 title with. But the team and drivers were among many on the grid struggling to adapt to the new car's clutch. The moving bite-point caused issues for a number of teams.

After starting in the pitlane because of a stall off the grid for the formation lap, Artem

Markelov took third in the feature race behind Norris' team-mate Sergio Sette Camara. Markelov then took the sprint race win ahead of F3 graduate Maxi Gunther.

Norris had stellar start



Button took second spot

Button begins his Super GT career with a tactical second place

One-time Formula 1 champion Jenson Button and his Team Kunimitsu team-mate Naoki Yamamoto finished second in the Super GT season opener at Okayama, behind the victorious Real Racing Honda.

Button had qualified the #100 Honda NSX-GT in fifth position in a wet qualifying on Saturday and also started Sunday's race. While Button managed to get

off the line well, he slipped down to eighth place by Turn 1, although he would later gain two places back from two Nissans that were handed penalties for jumping the start.

On lap 12 of 82, while battling his way up the field and managing his way through GT300 traffic, he left the door wide open and allowed the Bando Lexus of Kenta

Yamashita through to net sixth.

But Button had been preserving his tyres ahead of his scheduled stop just before half-distance, with the team electing not to change the rubber on his Honda during the driver change.

This allowed Button's team-mate Yamamoto to emerge out of the pits in second, but several seconds behind the race leading #17 Real Racing Honda.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Reigning IndyCar champion Josef Newgarden made the most of a clever strategy to take victory in the second round of the season at Phoenix. Robert Wickens, who led the majority of the season opener at St Petersburg, impressed on his oval debut by leading for long periods, but with fresher tyres in the latter period Newgarden passed him for victory...

Jamie Whincup took charge in the Australian Supercars championship with a victory at Symmons Plains,

while his team-mate Craig Lowndes broke a two-year victory drought. Whincup headed Lowndes in race one, as their polesitting team-mate Shane Van Gisbergen pitted too early and fell down the field. Lowndes converted pole over Penske's Scott McLaughlin and Whincup in race two... **Attempto Audi drivers Kelvin van der Linde and Steijn Schothorst started the 2018 Blancpain Sprint Cup season with a victory in the main race at Zolder. Saturday qualifying race**

winner Christian Engelhart and Mirko Bortolotti were on pole position for the main event, but stalled in their pitbox and then got a drive-through penalty for infringing pitstop procedure...

Toyota ended the World Endurance Championship prologue test four seconds quicker than the privateer LMP1 manufacturers, although it did so while not running to the WEC's Equivalence of Technology rules. Ex-F1 driver Vitaly Petrov steered his SMP Racing BR1-AER to third fastest behind times set by a pair of

Toyotas driven by Mike Conway and Anthony Davidson... **Kyle Busch secured his first NASCAR Cup victory of 2018, edging Kevin Harvick, whose progress was hampered by a jammed lugnut. Busch was aided by Denny Hamlin and Aric Almirola colliding, which then collected Jimmie Johnson, Brad Keselowski and Austin Dillon. After a later caution, Busch powered round the outside of Erik Jones to take a lead he would not relinquish...**



Tarquini raced in F1, British and World Touring Cars

Tarquini claims two wins in new WTCR era

Ex-British Touring Car champion Gabriele Tarquini took two wins out of three to open the new era of the World Touring Car Cup, now using TCR regulations.

Hyundai BRC driver Tarquini – the 1994 BTCC champion – jumped polesitter Thed Bjork (Yvan Muller Racing) in race one, and survived two safety car restarts to hold on to win the first race of the WTCR era.

Reigning TCR International champion Jean-Karl Vernay denied Tarquini a clean sweep with race two victory in the reverse-grid race

in his WRT Audi. He appeared in control as he headed Mehdi Bennani home. Tarquini's race three win signalled a Hyundai 1-2-3, again Bjork was Tarquini's closest challenger. But ex-BTCC champion Yvan Muller passed the Swede to take second.

Gordon Shedden – making a full-time switch from the BTCC as Vernay's WRT team-mate, had a mixed weekend, with fifth in race one, followed up with 11th in race two and finished the final race in 18th, four laps down.

F1 RACING EDITOR

ANTHONY ROWLINSON

"Is Norris ever going to hit the brakes?"



Rowlinson and Norris had fun in the new 720S

"How shall I drive?" asks Lando Norris, grinning at me from the hot seat of the McLaren 720S in which I'm riding shotgun.

"Drive it like you want to,"

I reply, bravado winning out over prudence.

Oops.

I swear I hear a demonic chuckle as the teenager who would go on to take pole and win the first 2018 F2 race, at the Bahrain International Circuit, guns it and we head for the desert horizon at a clip that instantly delivers a reminder of breakfast.

This is a premier-league 720S supercar, costing £220,000 and capable of 0-100mph in 5.5 seconds, then a quarter-mile in 10.5.

That forward thrust comes from the 720bhp at Lando's command – 100 more than his Carlin F2 car can muster – thanks to McLaren's own four-litre twin-turbo V8 bolted in behind our shoulders.

It'll push this low-slung supercar to beyond 210mph on a long enough straight. And despite having more than 1400kg to shift with two drivers on board, there's still enough to have eyeballs popping out on stalks by the time Turn 1 approaches... and approaches...

Dear God is he ever going to hit the brakes?

Yes (thank you Lord!) and Norris brings the full effect of class-best braking performance to bear as we hurtle towards the elbow-tight right. McLaren stats describe deceleration of 124mph to zero in 4.6 seconds and 384 feet, thanks to bespoke brake calipers and carbon ceramic rotors. There's also a pop-up rear airbrake – and a whiff of 'Batmobile' – to assist the slowdown.

Their effect is dramatic and coupled with an array of sophisticated adaptive chassis controls they imbue Norris with immense confidence in the McLaren's capabilities.

"This is more fun than my F2 car" he shouts (voice muffled by full-face helmet) as we stampede through the uphill swoops of T11 and T12 and, towards T13, before plunging flat chat back toward the final corners and the main straight. "Shall we go again?"

Alas the Hot Laps programme – part of the ever-broadening F1 Experiences initiative – allows only a single scorcher for those lucky enough to get a ride in either this McLaren, an Aston Martin Vanquish, or a Mercedes AMG GT-S.

But they'll be offered at 10 grands prix this year – Bahrain, China, Canada, France, Germany, Monaco, Japan, Australia, Mexico and Abu Dhabi – allowing well-heeled guests and some lucky prize-winning race-goers the ride of a lifetime in a machine unattainable to most.

And if you're *really* blessed, you might even get to watch Britain's next F1 world champion in Norris working the wheel.



AGREE/DISAGREE?
letters@motorsport-news.co.uk

RACING NEWS

Photos: Jakob Ebrey

IN BRIEF

Edwards' late deal

Renault UK Clio Cup racer Jade Edwards struck a late deal to remain in the category this year. She finished 16th in the standings last term with Ciceley Motorsport and sealed a late move to the MRM team for 2018. She took a best result of ninth from the opening races at Brands Hatch last weekend.

Hall's victory

The MAK Racing pairing of Chris Webster and Stuart Hall secured their first UK Fun Cup victory at Oulton Park, in a well-supported season opener. After two late safety car interventions, Hall just held off Henry Dawes/Chris Hart's 2Rent Dominos car by 0.190s, with defending champions JPRUVio third.

Tilley forced out

Grahame Tilley looks set to miss the next Ginetta GT4 Supercup outings at Donington Park after a heavy accident at Brands Hatch last weekend. Trying to avoid a spinning Angus Fender at Druids, Tilley ploughed into the Century Motorsport driver before being collected from behind by Adam Shepherd. Tilley said: "I don't know if I'll be out for Donington now. It's such a shame as it's really hit the budget already. If it had been my mistake, then I'd have been more annoyed."

Clark medals

A total of 250 commemorative medals were handed out to every competitor at last weekend's Scottish Motor Racing Club meeting at Knockhill, to mark the 50th anniversary of Jim Clark's death. SMRC chairman Sandy Denham donated the second medal to Loretto School in Musselburgh, of which Clark – a former SMRC chairman himself – was a pupil.

Martin stays in Scotland

Scottish FF1600 champion Ross Martin will not race in the British Racing and Sports Car Club's National FF1600 series due to financial reasons. "It's gutting because I felt like I had a good chance in the National this season," said Martin. "But it's just that age-old thing, budget, that is stopping me. I hope to do as many Scottish races as I can though."

Beetle to return

Dave Charlton's original shape Volkswagen Beetle, a popular feature of British Automobile Racing Club South Eastern's Tin Tops racing until four years ago, is set for a return to the track. A former rally car, the Beetle has been stored by the Lincolnshire driver since 2014 while he's been campaigning a SEAT in Modified Saloons. "It's almost ready to go and we might have made the final effort, but a weather forecast predicting bad bank holiday conditions at Brands Hatch persuaded us to wait for next time," he said. The likely date for the Beetle's reappearance is now mid-May at the Kent venue in round two of the Tin Tops championship.

Bryant's strong debut

Cameron Bryant, brother of former British GT driver Rory, picked up a double podium finish in his racing debut at Knockhill. Bryant claimed an impressive third place in the opening Fiesta and Hot Hatch race having started fourth, before finishing one place better in race two. Brother Rory, a two-time Scottish Fiesta champion, is also the National Development Manager for Scottish Motor Sports.

FULL POINTS FOR RED-FLAGGED BGT RACE

Stewards rule that four laps behind safety car count

By Robert Ladbrook

Jon Minshaw and Phil Keen have been confirmed as the current British GT points leaders after the championship stewards ruled to award full points for the abandoned second race at Oulton Park.

The second race on Easter Monday was curtailed after just four laps behind the safety car due to heavy rain at the Cheshire track.

The meeting stewards referred the case to British GT's championship stewards to decide whether to award full championship points for the truncated race. British GT's rules say that a result can be declared as early as two laps into a contest, but the sticking point arose because the first part of the race ended under a red flag not a chequered one, and a second part did not take place.

The stewards have since opted to award full points, handing Minshaw and Keen the GT3 win, and Scott Malvern and Nick Jones the GT4 victory aboard their Team Parker Racing-run Mercedes-AMG GT4. Flick Haigh and Jonny Adam had won the first race aboard their Aston Martin, but spun on

the way to the grid for the second race.

A statement from championship stewards Jamie Champkin, Richard Norbury and David Walton read: "The definition of a 'race' constitutes a minimum of two laps being run. Four laps were completed behind the safety car while the race clock counted down. A race therefore took place.

"There is no obligation to resume or re-run a race terminated on safety grounds."

The deteriorating weather forced the cancellation of the meeting, including Mini Challenge, Ginetta GT5 and Northern Sports and Saloons races.

The second round of the championship takes place at Rockingham on April 27.

BRITISH GT POINTS

P	DRIVERS	CAR	PTS
1	Jon Minshaw/Phil Keen	Lamborghini Huracan GT3	37
2	Lee Mowle/Yelmer Buurman	Mercedes-AMG GT3	27
3	Andrew Howard/Darren Turner	Aston Martin Vantage GT3	26
4	Flick Haigh/Jonny Adam	Aston Martin Vantage GT3	25
5	Derek Johnston/Marco Sorensen	Aston Martin Vantage GT3	20
6	Leo Machitski/Patrick Kujala	Mercedes-AMG GT3	16



Team BMR expects step forward after engine change

Team BMR is expecting a step forward in the performance of its three Subaru Levorg British Touring Cars, following an engine swap.

The Buntingford team is in the process of swapping from Mountune-tuned motors to Swindon Race Engines-tweaked powerplants. It only had one Swindon version of its flat-four, four-cylinder motors at Brands Hatch and it was used by Jason Plato.

Champion Ash Sutton and Josh Price's versions had the old Mountune versions for the opening three races.

Team boss Warren Scott said: "We have had a couple of problems which meant we only had the one version here, but we will have all three ready in time for the second meeting of the season at Donington Park [on April 28/29]."

"We have seen that there is an advantage to doing this and we think it will be a real step forward once we have the programme fully up to speed."

Sutton ended the weekend fifth in the standings after three battling races. Plato and Price's weekends yielded no points



Subarus will run Swindon engines



Proctor and Power Maxed's gamble on slick tyres paid off in race two

Maiden BTCC win a boost for Power Maxed Racing squad

The boss of the Power Maxed Racing Vauxhall British Touring Car Championship team says that his squad will be buoyed by its first outright victory in the series at Brands Hatch last weekend.

Senna Proctor benefited from favourable dry tyres to take his Astra from 27th on the grid in the second race of the weekend to jump into the lead with two laps to go.

PMR boss Adam Weaver said: "There must be something wrong with some of us in motorsport."

"It felt great [to win], but after about 10 minutes, I was already looking ahead. We

want another win and another win. We've ticked a box, but there were circumstances that have helped us and we are already looking higher.

"I am not taking anything away from what Senna did because he still had to beat some great opposition, but we want to win on pure pace."

Proctor was delayed by contact in the opening race and had a further skirmish in race three, but took 15th place in the finale. The 19-year-old, the reigning Jack Sears Trophy holder, is seventh in the overall standings.



Commentator Glew

Comprehensive motorsport insurance products to keep you on track;

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0) 1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026



Photos: Jakob Ebrey, Steve Jones, Kerry Dunlop



Richards won in his Minivan

First LHMC race meeting runs at Lydden Hill

Lydden Hill's plan to boost motor racing at the circuit came to fruition last weekend when the Lydden Hill Motor Club, already a promoter of rallycross events, organised its first totally Tarmac race meeting.

Six entertaining races, three each for South Eastern Saloons/Sports and Ford Saloons took place on Saturday.

Former Lydden saloon champion Bill Richards and Bessie Mk2, his 2.0-litre Duratec-powered Minivan, took two Saloons wins over Robert Knox (Maguire-Stiletto).

The Ashford engineer would have completed his hat-trick but his other car, a Mini Clubman, broke its differential while leading and so Knox went on to win.

David Nye fought off strong opposition to win the first Fiesta frenzy, but next time out brake failure put him into the tyre wall and so Simon Horrobin went on to win the next two.

David Abbott celebrated coming out of retirement with a fine second place in the opening encounter and Peter Daniels, who has not raced at Lydden for four years, drove well to notch up a fourth, third and then a second place.

Daniels was delighted: "We got a practice period, a qualifying session and three races – all for £185. You can't go wrong."

Sowery to race Lambo in GT Open

BRDC British F3 frontrunner Toby Sowery will make a full-time switch to sportscars in 2018 with a Lamborghini Huracan GT3 in the International GT Open Championship.

Sowery, who finished third and fourth in British F3 in 2016 and 2017 respectively with Lanan Racing, will compete in the GT3 series which visits Estoril, Paul Ricard, Spa, Hungaroring, Silverstone, Monza, and Barcelona. He'll share the Team Lazarus car with Formula V83.5 convert and ex-Formula 3000 boss Giuseppe Cipriani.

Sowery has driven a Huracan in competition in the Super Trofeo Asia series last year, in which he was a race winner.

"I've had quite a few years of doing the same British circuits with the occasional Spa thrown in, but it's nice and refreshing to turn a page and have fresh start in a new championship with GTs," said Sowery.

"The Trofeo is a bit different. It's a medium ground between a GT3 and a road car. I've tested the car at Spa and the pace looks good."

Sowery will also help with driver development for single-seater team KDC, and might compete in races in the German and Italian F4 series with the team set-up by businesswoman Emily di Comberti - whose son Aaron was Sowery's team-mate at Lanan - and ex-Sauber team-principal Monisha Kaltenborn.

GOW TO MAKE RACE RETURN IN CITROEN C1

BTCC boss enters 24-hour race with Andy and Seb Priaulx



Gow will join C1 Challenge grid with the Priaulxs (inset)



Gow last raced back in 2007

British Touring Car Championship series director Alan Gow will return to competition later this season when he takes part in the Citroën C1 24-hour race at Rockingham in May.

The Australian will team up with three-time World Touring Car champion Andy Priaulx, Priaulx's son Seb - who

won a race on his maiden weekend in British Formula 4 at Brands Hatch - and friend Richard Solomons to tackle the May 12/13 race.

Gow said he was looking forward to the challenge: "I love 24 hour races. I used to regularly compete in the 2CV 24 Hours and I won it in 1999 at Mondello Park. I

have history! I have also finished second and third in the 2CVs.

"With Andy, Seb and Richard in the car, I think we have the dream team - although that might be me putting the pressure on the others in the crew. It is an event we will just enjoy and the results aren't necessarily that important."

Gow's last 24-hour race was the twice-round-the-clock Britcar race at Silverstone in 2007 but the BMW he was sharing failed to finish after mechanical problems. Gow's last sprint race was in the Scottish Mini Cooper Cup, also in 2007, when he was disqualified for having the wrong combination of tyres on his car.



Roche took two wins when guesting in '17

Roche a late entry for GT4 Supercup

Multiple Mazda MX-5 champion Tom Roche is set for a full Ginetta GT4 Supercup season after he was a late entry with Rob Boston Racing at Brands Hatch last weekend.

Roche took two wins in the series last year when he stood in for Jack Mitchell and he claimed a second place in the

third of the weekend's Ginetta races.

Roche intends to make the drive full-time and said: "I did two round rounds last year and it went pretty well. I really enjoyed it, so I'm glad to be back. It felt a lot better this weekend and it was good to pick people off in the last race."

Tregurtha and Middleton win at Zolder

Reigning British GT4 champions Will Tregurtha and Stuart Middleton claimed a victory on their GT4 European Series debut at Zolder last weekend.

The HHC Motorsport Ginetta G55 duo finished first in the opening race, before winning race two after Tregurtha qualified the car on pole.

"The start was tasty, I fended

off cars that have more top speed than we do and I was happy with my stint," said Tregurtha. "The car felt really good actually and I think it's the best stint I've ever driven. I've always wanted to race at Zolder, to win on our championship debut is incredible."

The next round of the series takes place at Brands Hatch at the start of May.



Ginetta duo had strong debut



Pull helped Bartholomew to Middle East glory

Pull gives up on single-seaters and joins Bartholomew in Super Trofeo

BRDC British Formula 3 runner-up James Pull will contest the Lamborghini Super Trofeo Asia series this season with fellow Briton Jack Bartholomew after deciding to leave single-seater racing.

Bartholomew won the Middle East title during the winter, having triumphed in all four races where he was partnered by Pull. The duo is now targeting the Asian crown.

"GTs is much easier to make a

career for yourself, there's more cars, more manufacturers and more opportunities," said Pull, who will also contest the European Super Trofeo series. "If I had the budget I would still love to do single-seaters but I felt like I was stretching the finances too thin."

Ex-British GT and BRDC F4 racer Bartholomew is entering a second season in Super Trofeo.

"Asia is a slightly different spec

car [to Middle East] but it's good to be in a known environment with the same team [FFF Racing]," he said. "The only goal has to be to win it. All through my career so far I've always been doing something new the following year. There's no excuses now and we want to carry on the form from the Middle East series."

The Asian series begins at Sepang in Malaysia this weekend.



RACING NEWS

Photos: Steve Jones, Jim Moir, Dan Bathie

SMRC: BMW series has a future in Hot Hatch

Scottish Motor Racing Club competitions director Steve Burns believes there is still a future for BMW Compact cars in the club, despite the championship being forced to merge with the newly founded Hot Hatch Championship for 2018.

The Scottish BMW championship suffered a mass-exodus over the off-season due to uncertainty over grid numbers, which have been declining for the past two years.

Several drivers have since moved to other SMRC series, such as regular title contender David McNaughton who made the switch to the Mini Cooper Cup.

"Unfortunately, we've seen a demise over the past 24 months in grid numbers," he said. "A few seasons back we had about 30 cars and last year we had 12 or 13."

"Over the winter, watching social media, a lot of people were selling their cars so I decided to move into a busier championship. The numbers dropped over the years and the club didn't do enough to keep it going."

Burns accepted that a rejuvenation of the BMW series is unlikely but maintains belief that the Hot Hatch Championship can accommodate the Compact cars.

Burns explained: "We have launched the Hot Hatch Championship this year and I believe this will be the natural home for the BMW Compact cars in Scotland from 2019 onwards."

"Currently the Hot Hatch Championship is for front-wheel-drive cars but there's no reason why we can't change the regulations to allow rear-wheel-drives for next year."



No Scottish BMW standalone grids



MG Fs will be assembled

SPECIAL RACE FOR MG F CUP AT SILVERSTONE

The 20th anniversary of MG F categories to be celebrated at MG Live!

By Ian Sowman

The 20th anniversary of the launch of the MG F Cup will be celebrated with a special one-off race for the mid-engined sports car as part of the MG Live! event on the Silverstone Grand Prix circuit on June 2/3.

The event, which is being supported by the MG F Register, is being masterminded by long-time MG Car

Club Cockshoot Cup competitor David Coulthard, who hopes to establish an entry of 30 cars for the one-off event.

"I bought a Cup car myself six years ago and I realised it was coming up to the anniversary, so I thought it was worthy of trying to round up enough cars," he said. "There were actually two series that ran in parallel in 1998, the BRDC-run MG F Cup which was part of the Power Tour, and the MGCC Abingdon Trophy, which was more club-based.

They both had their first races on the same day in April 1998."

The revival event will reflect that history, with separate classes for slickshod cars in the spirit of the Cup, while cars akin to Trophy specification will race on treaded tyres.

"I've spent a year or so rounding up competitors and am looking to bring a few cars back to life that haven't been raced for years" he said. "We have found the original prototype car driven by

Tony Pond, but a lot of the Cup cars – only 30 were built – were sent to Australia, and a lot have been broken up to put the engine and drive train into Lotus Elises."

Warren Hughes, who won the MG F Cup in 1999, was the most well-known graduate, going on to compete in the British Touring Car Championship and at Le Mans, but original drivers such as Matt Kelly and Dave Loudon have been contacted about taking part in the event.

Former BTCC man Kaye in late Carrera Cup GB deal

Former British Touring Car regular James Kaye had a "baptism of fire" for his debut weekend in the Porsche Carrera Cup GB at Brands Hatch after agreeing a last-minute deal.

The 54-year-old has raced sporadically in Creventic endurance races and TCR Middle East in recent years. He last raced regularly in 2013 – when he completed half the BTCC season in an AmD Volkswagen Golf.

He joined the GT Marques squad in Porsches last weekend but

struggled after not testing the car before Friday practice.

"I wasn't planning to race," said Kaye, who took a best result of 11th in race two. "I had a call from the car's owner asking if I wanted to race at Brands."

"I've done just the odd long-distance race recently and I'm used to driving front-wheel-drive cars."

Kaye described the car and series as "fantastic" but is yet to confirm whether he will complete the full season.



Kaye's first running in Porsche machinery came in Friday practice and he claimed a best result of 11th place



Photo: Richard Styles

Ian Everett claimed victory in the first Swinging Sixties race in the Classic Sports Car Club's season opener at Snetterton last weekend. He started from pole in his BMW 1502 and claimed victory by over a minute over Tim Cairns' Austin Healey Frogeye Sprite.

For more on this meeting, see next week's issue of MN.

Metro Cup champion Williams moves to MG Cup

Reigning Metro Cup champion Mike Williams has moved on to the MG Cup for the 2018 season, having upgraded his Rover GTi over the winter break.

Williams retired from the lead of the opening race of the season at Silverstone last weekend with a fuel leak and was sixth in race two.

"I wanted to do something new so I have put an 1800cc engine in it rather than a 1400," he said. "I only had three weeks to do it so I still have the 1400 exhaust on, so the power curve plateaus for the last 1500 revs."

In addition to replacing the



Williams was leading until car woes

exhaust, Williams will also alter the final drive ratio at certain circuits in an attempt to give him the edge over the dominant Rover Tomcat Turbos.

CompetitionEngineServices.co.uk
Quality Engineering. Quality Engines



- Full Engine Builds / Rebuilds & Dyno Testing
- All Marques: Pre and Post War, Road & Competition
- Competition Car Preparation & Track Support



Call or drop in
to talk Engines! Burton-On-Trent, Staffordshire



Tel - 01283 566 783 E - info@competitionengineservices.co.uk



102 Octane – It's All Go For 2018!

New for 2018 – MSA Pump Fuel Regulations are now 102 octane



This means that you can now run 102 octane fuels which will protect your engine even better!

Protection – Consistency – Clean Burn
Meets 2018 MSA Fuel Regulations

We deliver to your door!

We have 102 octane MSA compliant race fuels for turbo, historic and normally aspirated engines in stock. For more information check our online shop or call 01929 551557 and talk to our technical team about which fuel will suit you best.



- FiA FT3 Certified Fuel Cells & Accessories
- Short Lead Times for Stock or Custom Parts
- Fitting Service Available
- Superior Seamless Construction Technology
- Special Large Capacity Fuel Cells for Endurance Events



Classic World Racing

www.classicworldracing.co.uk

Tel: +44(0)1527 521050

Anglo American Oil Company

01929 551557

info@aaoil.co.uk • www.aaoil.co.uk

RALLY NEWS

Photos: Red Bull Content Pool, mcklein-imagedatabase.com



Safari: different in Todt's days

No Safari on world calendar for 2019

FIA president Jean Todt has revealed that the Safari Rally will not be on the World Rally Championship calendar in 2019.

Todt visited last month's Safari Rally, which ran as a round of the African Championship.

He said: "I am pushing [for the Safari's return]. It's true that I would be very happy if the WRC could host one event in Africa in the coming years. FIA is global, WRC is global and I already feel Africa shouldn't be lost."

"There is a process you have to go through if you want to be in the championship. The Safari Rally was not the main reason I was in Africa, I took the opportunity to meet Kenyan President [Uhuru] Kenyatta, and the motorsport federation and I saw great enthusiasm. But I said that they need to be a candidate event to demonstrate they can justify being included in the calendar. It won't be in 2019."

Key to the Safari's return will be a heavily revised nature of the stages. While Todt is keen to see endurance remain part of rallying's DNA, he's well aware that competition on open roads is no longer possible in Kenya.

"If we host one event in Africa, all the security measures will be taken," he said. "We know what was possible 30 years ago is not acceptable anymore. Even in a rally in Corsica you used to go flat-out on road sections. Times are changing, sometimes for the good, sometimes not so good for the enthusiasts, but that's the way it goes."

Todt's presence in Corsica might have been interpreted by some as a message to the promoter – with France's WRC counter understood to be under pressure due to the comparatively small number of spectators and the expense and logistics involved with getting to the island.

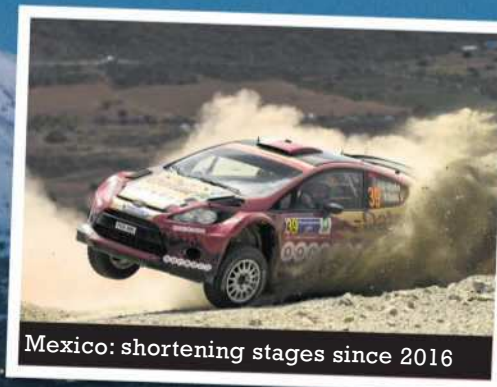
"I love Corsica and I think it's a very good venue," said Todt.

"When you see the roads, they are unique. I went by helicopter in SS6 and I saw a lot of spectators with a great improvement on safety for the spectators, they are doing a great job."

"I think Corsica is the perfect venue to be hosted by the World Rally Championship."

TODT: STILL ROOM FOR LONGER RALLIES

FIA president confirms WRC can still have lengthy stages



Mexico: shortening stages since 2016

Todt also wants more night stages in WRC

By David Evans

FIA president Jean Todt has brought clarity to the World Rally Championship's endurance debate, confirming there's still a place for longer tests and night stages.

Toyota team principal Tommi Mäkinen has long lobbied against any kind of an endurance element in the sport, feeling that format doesn't suit the current World Rally Cars. Former FIA rally director Jarmo Mahonen also reasoned the series' pursuit of an improved social media profile would be best served by running an increased number of shorter stages.

Todt admitted the issue was a thorny one. He said: "It's not an easy question. For me, rallying is not a sprint, rallying should be endurance, adventure."

Personally, I would love to have some

night stages, I would love to see people going in the middle of the night to watch the rallies and I would like to see more service parks, but I understand this is more the history than the future of rallying.

"But I must say, it's great when you see the first stage [30 miles long] in Corsica when we have more unpredictability – they don't get any information during the special stage and the driver can make a difference."

Event organisers talk of mixed messages in recent years from the FIA. One of the WRC's most arduous events, Rally Mexico, has reduced the length of its longest stage for the last two years, from 50 miles in 2016 to 35 miles last year and finally 19 miles this year.

Asked if the event organisers were being put under pressure to run shorter

stages, Todt said: "Pressure from the FIA? Not from me at least."

He also called for motorsport in general to feature more unreliability as a way to make racing and rallying more exciting.

"You know one of my problems with actual racing?" Todt asked. "The cars are too reliable. I mean, look at Formula 1, things are so efficient, it's so much work at the simulation facility and the cars are so reliable. This is something I feel is not so good for the sport, we like things more unpredictable. Racing needs to have some unpredictable flavour. Maybe we could give less allowance during the season for engines, transmissions and the gearbox, this would make things cheaper."

"It's Yves' [Matton, FIA rally director] responsibility to discuss that with the teams and come back with some proposal."



Mäkinen called for shorter events

MOFFETT TAKES ANOTHER IRISH TARMAc POINTS HAUL IN ANTRIM

PAGE 17



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

Corse

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

'Wooden spoon for crasher Loeb'

WRC Tour de Corse report, p20



Photos: Red Bull Content Pool, mcklein-imagedatabase.com, Citroen

DOOR OPEN FOR LOEB WRC RETURN

Citroen boss Linda Jackson has told *Motorsport News* the door is open for a full-time World Rally Championship return for Sebastien Loeb in 2019.

The Frenchman won stages but ruled himself out of a possible win in Corsica last weekend when he slid off the road and out of second place on the second test. He returned on day two. Jackson said Loeb's effect was being felt throughout the team and said the question of a possible 2019 deal would be addressed in time.

"You need to ask me that question later in the season," she said, "but that (a full-time return) would depend completely on Sebastien and his availability and what he wants to do."

Loeb is only scheduled to compete on one more event in 2018, on Rally Spain in October, but questioned on the potential for him competing in Germany in June, Jackson added: "With Sebastien it's three

rallies, it's his agenda and his diary."

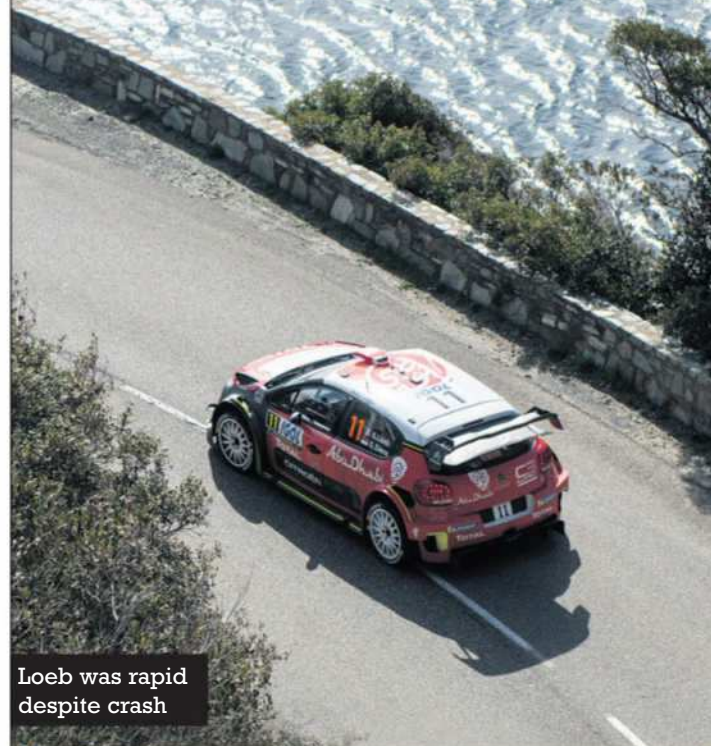
When asked if his Corsican speed had done anything to tempt him back, Loeb affirmed his want for a break.

"It's the summer," he said, "and it's still time for the beach. What happened in Corsica, it's frustrating. I saw really in the first stage the rhythm was good. I could fight, a nice fight and have fun and then finally everything stopped in the first corner of the second stage."

"Without the puncture in Mexico and this here, it could have been two nice results, but now it's not."

Team principal Pierre Budar shared Loeb's frustrations, adding: "It got more and more frustrating with every fastest time he set! But this is the game."

"We didn't talk about anything for later in the year - I read in the press he will be on the beach [for Germany] and I haven't tried to persuade him to come off the beach yet!"



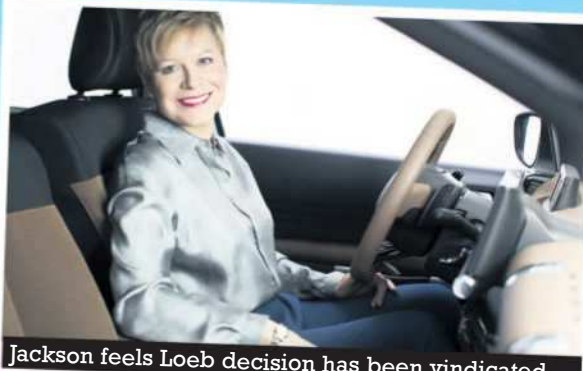
Loeb was rapid despite crash

Bringing Loeb back 'the right choice'

Citroen's CEO Linda Jackson says Loeb's pace and the spike in media interest in Mexico and Corsica proved the team was right to put him in Craig Breen's car.

Jackson told *MN*: "We made the right choices at the start of this season. A lot of people asked: 'Is this the right thing to do?' I think we have shown that it seems to be working well."

Loeb again told *MN*, however, that it was not his intention to substitute Breen. He said: "When I did the deal, originally it was with Yves [Matton, former team principal]. They asked me if I wanted to do some rallies, but nobody told me I would get the car of Craig. I imagined another car, I imagined maybe a Red Bull car, my own car - I'm sorry for him."



Jackson feels Loeb decision has been vindicated



Yaris WRC of Latvala was heavily dented

Latvala praises new WRC safety features after crash

Toyota driver Jari-Matti Latvala has praised the improved safety features aboard World Rally Cars after he walked away from a significant side impact at last week's Tour de Corse.

The Finn crashed out of the Bastia-based event on Saturday afternoon, slamming the right-hand

side of his Yaris WRC into a tree. Revised regulations for the WRC's top class cars meant an increased gap between the door and the outside of the seats and more impact-absorbing foam for this season.

Latvala said: "It was a fairly big impact, but you can see now how well the safety

foam is working. Sometimes you would come away from this kind of crash and you would feel it in the neck, but this time I really don't feel anything."

"You can really start to say these cars are safe, this is the first time we have seen [the side-impact foam] really tested and it's very good."

Mills praised on his WRC return with Evans

M-Sport Ford World Rally Team driver Elfyn Evans praised Phil Mills' efforts as a last-minute stand-in for the injured Dan Barritt at last week's Tour de Corse.

Making their competitive debut together, the Welshmen finished fifth, 3.5 seconds behind Dani Sordo's Hyundai. Mills last competed in the WRC in 2010, but hadn't been to Corsica for 10 years.

"He did a great job," said Elfyn. "It was a big thing to ask him to jump in for this event and, of course, it was never going to be the same as with Dan, but it was really good."

Mills, who won this event with Petter Solberg in a factory Subaru 15 years ago, admitted it had taken him a while to get up to speed with a modern World Rally Car.

He said: "When I was with Petter I remember having time to take half a breath when we were accelerating through third gear and maybe another breath when we got to fourth. There's no chance in these cars. We were coming into corners and Elfyn just kept giving it another gear and another and it just kept going - these cars are just unbelievable. It's been a great, but that's it for me. Job done. Dan's back for Argentina!"



Mills (l) returned to the island for the first time in 10 years

GROUP RALLYING EDITOR

DAVID EVANS

"Corsica demands respect from WRC crews"



Tommi Makinen stopped talking and started watching television. It was understandable: he was watching a young Finn driving a Mitsubishi a good few Tour de Corses ago. He was watching himself.

"Is it?" he said, as much to himself as anybody. "Is it... no, it's not."

Remembering himself, he smiled and added: "I thought it was the cow. You remember the cow?"

How could we forget the cow Makinen crashed into on the Tour de Corse in 1997?

I love these kind of conversations with the four-time world champion. Slightly random, but 100 per cent fever.

"It was a big cow," he said. "Same stage as Sunday morning - that was a bad one. A couple of years later we crashed again there, rolling off the road on a right-hander. But the cow was really a nasty one. We came over the col with about 20 kilometres left in the stage and it was there in the middle of the road. We hit it hard and went straight to the wall. We went over the wall and fell a long, long way down."

Makinen's arch-rival in 1997 Colin McRae had met the cows a minute or two before the Lancer driver, but the Scot's Subaru had squeezed through the gap between bovine bottom and rock face. Not Tommi. The cow was caught mid-ships by a Mitsubishi badge travelling at 100mph.

Even the cow palled into insignificance when Makinen clipped a low wall on a fast right-hander in 2001. The Lancer flipped, clattered the rock face on the left and slid down the road on its roof to within an inch or two of the edge of oblivion. Makinen clambered out, but co-driver Risto Mannisenmaki had injured his back and couldn't get out. The drama was huge, the wheel which had been ripped off on initial impact was on fire next to a car nobody really wanted to touch for fear of tipping it down the mountain with Mannisenmaki still inside.

It's little wonder Toyota's top man remembers Corsica with little fondness.

This place, probably more than anywhere else in the series, still commands the ultimate respect from the crews. Let's be honest, whether it's the Col San Quilic stage, which almost cost Colin McRae his life in 2000, or the road just above Corte which did for Henri Toivonen and Sergio Cresto 14 years earlier, there are plenty of reminders about how hard Corsica can bite.

I'm all for the heritage and the challenge this event brings, but I am starting to wonder how much of a future Corsica has going forward in the world championship.

For years the promoter has banged on about getting WRC events on the mainland - the lack of spectators, once again, bears testament to this. And the hours spent travelling halfway down Europe to get there is roughly the same amount of time it would take to get to, say, Japan...

I'm afraid Corsica could come up short.



AGREE/DISAGREE?
letters@motorsport-news.co.uk

RALLY NEWS

Photos: Jakob Ebrey, Kevin Money, Pro-Rally Photography

SPAIN AND PORTUGAL WRC EVENTS FOR DAVIES

Peugeot Rally Cup Iberica for Welsh driver



Davies heads to Europe

By Jack Benyon

Prestone Motorsport News Junior British Rally Championship frontrunner Cameron Davies will compete on Rally Portugal and Rally Spain in the World Rally Championship, having joined the Peugeot Rally Cup Iberica.

Davies won the JBRC class on the RSAC Scottish Rally last season when running his Peugeot 208 on a tight budget. After the Scottish event, Davies was hit by another competitor when he stalled on a stage on the Ypres Rally. Following that, the engine in his car expired on the Nicky Grist Stages, which ended his campaign early.

Davies' 208 R2 will be run by Portuguese outfit PT Racing in 2018, which Davies believes will help him focus on his driving. "That's one of the main attractions for me: not having to run the car," said Davies, who will be co-driven by Max Freeman. "Going to Europe is good for experience, but all the worry is with the team and then I can focus on the travel, fitness, preparation and the recce. It's a big part as we struggled a lot with that last year.

"When I did the M-Sport shootout [for a drive in Junior WRC in 2017], I



Davies won at Scottish Rally

got to the end but one of the big reasons I didn't win was because of a lack of European experience. I've looked at that and addressed it."

The 2016 Fiesta ST Trophy champion evaluated a number of options before settling on the six-round Iberica Cup, which has three rounds in Portugal and three in Spain. "I was looking at doing select ERC events and looked at the French Championship as well," he added. "I got a great offer to go and do the Peugeot Rally Cup Iberica. They wanted a UK driver to come over and promote it."

There's £17,500 of prizes on offer per round for the cup, which runs a Pirelli control tyre and is only open to 208 R2s. Davies is unlikely to return to the BRC this year. He was one of the pre-season favourites.

The opening round of the contest is on Rally Portugal on May 17-20.

Smith's Darrian T90 heading to Barbados

Oswestry driver Brandon Smith will field the first Darrian to do Rally Barbados in 13 years with his 2018 entry.

Smith competed on the event last year in a Volkswagen Polo.

Smith, who finished 47th in the 2017 event, said: "It's a fantastic event, the atmosphere and the people make it as much as the rally itself. The locals have their cars set up properly for the roads and they are quick."

"The Darrian is shipped in three weeks' time so we're

focusing on knuckling down and getting it ready now. The tests have gone well."

Smith finished sixth on the Blyton Park-based Jack Neal Stages and fourth on the Weeton Camp Roskirk Stages earlier this year in preparation for the event.

Rally Barbados has already attracted over 30 British and Irish crews, including Kevin Procter (Ford Fiesta) and 2012/'13 winner Paul Bird (Ford Focus WRC07). The rally takes place on June 1-3.



Smith tested the Darrian at Blyton Park in February



Bowcott gets Proton Satria for Isle of Man

BTRDA driver Jody Bowcott has bought a Proton Satria S2000 with a Millington engine and will switch to asphalt rallying in 2018.

Bowcott, who has taken class wins in his B11-spec Ford Escort Mk2, will debut the four-wheel-drive machine – purchased from Barry Renwick – on the Manx National Rally on May 11.

"I've been in the gravel Escort for five years and then we picked up the Tarmac Escort, which we used on the Manx last year," said Bowcott. "I've always fancied something a bit different but didn't want to go R5.

"I've had four-wheel-drive cars

before, but never driven them on Tarmac. I'm hoping to do a test with Geoff Jones Motorsport before the Manx. It's going to be a baptism of fire. Everyone says it's just like an Escort with better brakes and more grip."

Bowcott will then head to Essex for the 45-mile Rally Tendring and Clacton, before heading back to Douglas.

"We'll do the three in the Isle of Man, the Manx National, Rally Isle of Man and the Pokerstars in the Proton, and then we've still got the Escort, which we'll use for Rally Tendring and Clacton and maybe one other," he added.

West pledges MN Circuit title defence

New Motorsport News Circuit Rally champion Chris West is already focusing on next year's championship battle after securing his first title last weekend at Cadwell Park.

West brought his Peugeot 306 Maxi home fifth overall on the Alan Healy Memorial Rally after an incident with John Stone and a broken driveshaft demoted him from the lead. His title is still pending a fuel test from round six at Anglesey.

"I can't believe that we're here, I'm absolutely over the moon," he said, "I'm already looking forward to next year."

"I don't go out to finish second, I come to win. We will be back again next year to defend our title in the same car, albeit with some upgrades."

"I've dedicated basically any free time I've had to this car and my missus and my kids have

suffered because of it if I'm honest, but it's been worth it as I've won in a heavier and less powerful car than a Millington Escort."

West sealed the title after taking fifth place on last weekend's Alan Healy Memorial Rally at Cadwell Park. It's the first time the championship has been won with a round to spare in its three-season history.

Also crowned at Cadwell was outgoing champion Ian Woodhouse who won the Michelin Cup for drivers on the French tyres. He wins a number of prizes including 12 tyres for his Ford Escort Mk2 as he finished the event second.

There is still a number of class titles to be decided on this weekend's SMC Stages, the final round of the 2017/18 MN Circuit Rally Championship.

grove & dean
MOTORSPORT INSURANCE

+44 (0)1708 606768

www.grove-dean-motorsport.com

EXPERT, ENTHUSIAST INSURERS

The premier on-track insurer for professional GT, Sports Car, Historic and Single Seater Racing Teams.

*Subject to underwriting criteria. Grove & Dean Motorsport Insurance is a trading name of Grove & Dean Motorsport Ltd. Grove & Dean Motorsport Ltd are an appointed representative of Grove & Dean Ltd. Grove & Dean Ltd are an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

Race / On-Track Cover
Track / Test Day Cover
Storage & Transit Cover
Personal Accident Cover
Discounts for multi-event and annual policies*

WE'LL KEEP YOU ON TRACK

'Strong World Rallycross field meets in Barcelona'
Full 2018 WRX preview, p33



Photos: Chicane Media, Jakob Ebrej



Bogie's first Escort was built for gravel

BOGIE BUILDING NEW ASPHALT ESCORT



Bogie: to Ireland

David Bogie is set to take on the best of the Irish modified class drivers as a new specially built Ford Escort Mk2 nears completion for use in the second half of 2018. The 2011 British and five-time Scottish Rally champion has been campaigning an Escort Mk2 in recent years, most notably winning the national section of the Donegal Rally in 2016, but that car was originally built for gravel. Both the old and new cars are

built by Hamish Kinloch. "I'm going to keep the old one. That was built as a gravel car, it has all the Kevlar guards and things you need for gravel," said Bogie, who drove that car to sixth on the Grampian Rally last year on its first gravel appearance in Bogie's hands. "Because of that it makes the car heavier. We had another bodyshell there and Hamish has freed up the time to build another car. You'll never go wrong with a Mk2. It will be

full modified spec, the plan is to take that to Ireland. The modified class over there is well supported." The car will be a bit different to the usual modified Escorts. It will use a Millington 2.5-litre engine with a sequential gearbox but will be left-hand drive, which is rare in Ireland. "Hamish says that there are benefits to building a left-hand-drive car, and these days I'm in a left-hand-drive car more," added Bogie. "It'll

make it easier to adapt [from the Skoda Fabia he regularly rallies] to the Escort." Bogie will compete on the Speyside Rally on April 21, which he will use as a warm-up for the opening round of the British Rally Championship, the Pirelli International Rally on April 28. Bogie has won the Speyside eight times. The Dumfries driver will also do Ypres, and then evaluate which events to contest after that.

Motor Sports Association's chief executive Rob Jones steps down

Rob Jones, the chief executive of UK motorsport's governing body the Motor Sports Association, has stepped down after 12 years. Jones, 63, spent the last four years as chief executive, and will relinquish his role as of

May 31. Jones' departure comes at a time of change for the MSA, with World Rally Championship winning co-driver and owner of Prodrive, David Richards, taking over from British Touring Car Championship series director Alan Gow as the

chairman of the MSA. "Ahead is the promise of another significant era with an evolving role for the MSA led by a new chairman together with a new board and I believe that the timing is right for me to move on, having achieved what I had been

tasked to do," said Jones. He holds a number of roles in the FIA and will continue to do so. Jones was a rally co-driver and has been a successful solicitor. It is yet to be confirmed who will replace Jones at the MSA.



Leaving: Rob Jones

Severn Valley story waiting for final entry list

Reigning BTRDA champion Stephen Petch leads the field away for the second round of the BTRDA in Builth Wells for the Severn Valley, now known as the Rallynuts Stages. The event joins the series for the first time since 1989, after replacing the Somerset Stages, and is the second round thanks to the cancellation of the Malcolm Wilson Rally due to bad weather. The majority of the top 10 are therefore unfamiliar with the event, at least in recent years, but an intriguing entry in Connor McCloskey could hold an advantage. He has won the event the two times he

has contested it, in 2013 and 2017. The drawback is that the Northern Irishman is aboard an R5 car rather than the likes of Petch, current series leader Paul Bird (Ford Focus WRC07) and Luke Francis. But car three on the road, Matt Edwards, was rapid on the Cambrian to open the season and was leading before an off, so the R5 can challenge. Veteran Welshman Hugh Hunter knows the roads well and lines up as Francis' Fiesta RS WRC team-mate in the Melvyn Evans Motorsport team, while 2016 BTRDA champion Charlie Payne and regular rally winner Julian Reynolds could also challenge.

Gravel debut for Field in Swift Fiesta

Opel Rallye Cup driver Fred Field has been given the opportunity to make his gravel rally debut this weekend on the Rallynuts Stages. Field has exclusively rallied on asphalt in his career so far, which began in 2015. He will drive a Ford Fiesta R2 after being given the chance by Peter Smith. Swift Caravans boss Smith, father of Le Mans winner Guy and a rally winner in his own right, has been giving young drivers a chance to drive an R2 with backing from his company. "It was a surprise," said Field of the offer from Smith. "It will be my first event on gravel, and that's something I've been needing to do for a while. I've got some tuition from Matt Edwards [British Rally

Championship driver] as well, I've only ever done one test day on gravel so that will be really helpful. I'm in Sweet Lamb with him, which I'm really looking forward to. "I've never run from organiser's notes before so that may be the hardest thing. A combination of the notes and a new surface will mean it will take a bit of dialling in, but I'm really looking forward to it." Field is one of 10 R2 cars on the entry list for the Builth Wells-based event. He is joined by Prestone Motorsport News Junior British Rally Championship hopeful Nabila Tejpar (Peugeot 208 R2) and Josh McErlean, who will steer a Ford Fiesta R2T.



Germany regular Field to Wales

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"Rally2WD brought lost crews back"



The first event run to the new Rally 2WD format has come and gone and the response has been remarkably positive. Rally North Wales delivered excellent road conditions and competitors were magnanimous in their praise for the event.

I have to declare an interest here, as I've been involved with Rally 2WD from the start, along with Simon Wallis and Alan Walker, but I'll try and be objective.

In short, Wolverhampton and South Staffordshire Car Club turned a loss-making 2017 event into a rally that should have returned a sensible profit to the club. A few late withdrawals left the entry list just short of the 120 capacity and 105 of them were in two-wheel-drive cars. Over 150 crews initially entered the rally.

Within the two-wheel-drive field were at least 15 crews that had previously stopped doing gravel rallies following the 2015 running order changes. The BHRC started with 53 contenders, compared to 23 cars a year earlier, and the new Rally2 Championship for modern 2WDs started with an encouraging 13 contenders. The best Category 1 field (pre-1968) for years arrived in Dolgellau and the response to the event, road conditions and overall format was overwhelmingly positive.

So, what were the drawbacks? Only one really stands out: it was a long wait for 11 4WD cars for the marshals and everyone involved recognises that. It is something that needs addressing and a larger four-wheel-drive entry would have made it more palatable. But some of those crews were caught out by the speed with which the entry filled up.

Interestingly, leading four-wheel-drive pilot Dylan Davies reported that road conditions did not seem particularly different, which is fantastic news, as rather than being car 1 on the road, he was around car 90. Once again, the quality of work being done by Rally4Wales is bringing massive benefit to gravel rallying.

What next for Rally 2WD? Well, the Pirelli Rally had already pioneered a format that put the two-wheel-drives first and the response to the April 28 event has been excellent. The section started 42 cars in 2017 but the final tally for this year could be close to double that number.

Then, the Red Kite Stages (June 24) will be the second event to run the Rally 2WD format and the entry will fill up fast. The regs are already out and entries are open, with a sensible offer from the organisers of a £50 deposit to secure a place.

Inevitably, work has been underway for some time on how R2WD evolves in 2019. What would be excellent now is to find one or two more organising clubs in Wales that might be interested in adopting the format.

ENTRY LIST: TOP SEEDS

Rallynuts Stages, BTRDA Rally Series, April 14, Builth Wells

NO.	DRIVER/CO-DRIVER	CAR
1	Stephen Petch/Michael Wilkinson	Ford Fiesta RS WRC
2	Paul Bird/Jack Morton	Ford Focus WRC07
3	Matt Edwards/Darren Garrod	Ford Fiesta R5
4	Luke Francis/John H Roberts	Ford Fiesta RS WRC
5	Hugh Hunter/Rob Fagg	Ford Fiesta RS WRC
6	Connor McCloskey/John Rowan	Ford Fiesta R5
8	Tom Cave/Dale Bowen	Subaru Impreza
9	Charles Payne/Carl Williamson	Ford Fiesta WRC
10	Julian Reynolds/Patrick Walsh	Ford Fiesta R5

* car 7 yet to be confirmed

AGREE/DISAGREE?
letters@motorsport-news.co.uk

**On-Track Accident Damage Cover
Motorsport Commercial and Liability**

**Road Insurance for Competition, Sports,
High Performance and Modified Cars**

Insurance for Event Organisers

Personal Accident and Travel

0115 965 1040

On-Track Accident Damage

Motorsport Vehicles, Competition and Sports Cars

0115 965 1050

Commercial Policies, Liability Cover and Personal Accident



www.reis.co.uk / talk2us@reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.

Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).

Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.



**SYSTEM
STORE
SOLUTIONS LTD**

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units



01622 859522 | SALES@SYSTEMSTORESOLUTIONS.COM | SYSTEM-STORE.COM

ITRC WEST CORK REPORT

Photos: Roy Dempster

EASTER WIN FOR JOSH MOFETT

Second maximum points haul cements Josh's title push. By **Maurice Malone**



Josh Moffett beat brother, Sam

Adamp weekend in Antrim for the returning Easter Stages produced another epic Irish Tarmac Championship battle between the Moffett brothers, as Josh came out ahead of Sam by a matter of seconds.

Coming just a few weeks after West Cork, and with the National Championship's Circuit of Kerry round occurring on the same weekend, it wasn't hugely surprising to see a relatively small entry for the Ulster Automobile Club's Easter Stages event.

The second round of this year's ITRC had all the main championship contenders take the start, though, and once again it was the Moffett men from Monaghan that provided the main drama. Based in Ballyclare, County Antrim, the event had 12 stages (familiar to some from Ulster rallies past), and conditions were to prove a real challenge for the competing crews.

Quickest out of the blocks and into a lead that he would hold for the whole of the first day, Derek McGarrity was making full use of both the technology advantage of

his Subaru Impreza S14 WRC and local knowledge with his house being only a few miles from the stages. His WRC car was not eligible for overall ITRC points as those positions are reserved for R5 cars.

The first test was shortened due to organisational issues, and torrential rain on SS2 meant treacherous amounts of standing water for all.

Desi Henry was the quickest R5 man on SS1, back in a new upgraded Skoda Fabia after his Ford Fiesta foray on round one, though issues with brake bias and an overshoot meant he dropped back down the field until he put the Fabia off on Saturday's penultimate test to go OTL and out of the event.

Daniel Cronin was going well on his first-ever event in Northern Ireland in his Fiesta R5, and could have been further up the leaderboard were it not for a time-consuming incident with a chicane.

Marty McCormack and David Moynihan (Skoda Fabia R5) set a rapid time on the second test and followed up with good consistency all day to end up second overall overnight behind McGarrity, although as they aren't registered for Tarmac points, it was the Moffett brothers who once again headed the championship contenders. Sam was

fastest on the final stage of the day to keep Josh in his sights. Robert Barrable and Damien Connolly (Ford Fiesta R5) were behind after they also had a fastest time during the day.

Clutch issues after the overnight halt stopped McGarrity in his tracks, and stunning times by both Josh and Sam Moffett on the first stage of the day meant they leapfrogged McCormack into the top two slots.

It was to remain like this for the rest of the rally, with sometimes only fractions of seconds between stage times as the brothers went on full attack, Josh commenting that the rally really came alive on the last loop.

The thorny issue of bogey times came to the fore, with the maximum allowable average speed (75mph) beaten by the top four crews on SS9 and the top two crews on SS12. Even without the bogey intervention, Josh would have won by a tiny margin, and another maximum points allied to victory is very good news for his title bid. The 2018 season is rapidly shaping up to be a titanic duel between the brothers, and this battle will continue on the next round in Killarney.

McCormack took the final podium slot, though Barrable garnered

RESULTS

Irish Tarmac Rally Championship, round 2/6, April 6/7

POS	DRIVER	CAR	TIME
1	Josh Moffett/Andy Hayes	Ford Fiesta R5	1h12m29.7s
2	Sam Moffett/Karl Atkinson	Ford Fiesta R5	+4.6s
3	Marty McCormack/David Moynihan	Skoda Fabia R5	+16.4s
4	Robert Barrable/Damien Connolly	Ford Fiesta R5	+54.1s
5	Jonny Greer/Kirsty Riddick	Ford Fiesta R5	+1m10.5s
6	Daniel Cronin/Shane Buckley	Ford Fiesta R5	+1m15.3s
7	Alan Carmichael/Ivor Lamont	Mini JCW WRC	+1m59.2s
8	Stephen Wright/Arthur Kierans	Ford Fiesta R5	+2m52.7s
9	Eugene Donnelly/Mark Kane	Hyundai i20 R5	+2m59.3s
10	Kevin Eves/Chris Melly	Toyota Corolla	+3m58.9s

Class winners Kyle White/Sean Topping (Peugeot 208); Michael McGarrity/Damien Garvey (Citroen DS3 R3); William Mavitty/Brian Daniels (Mitsubishi Lancer E9); J Moffett/Hayes; Carmichael/Lamont

third-place points to consolidate his championship position. Jonny Greer put in a promising performance for fifth in the Fiesta used by Desi Henry in West Cork, the Carryduff man's new Citroen C3 R5 still not ready and awaiting parts from abroad. Cronin – brother of four-time British Rally champion Keith – wound up just five seconds behind Greer, his pace improving with each event, and the Cork man will be one to watch as the year progresses.

Alan Carmichael took his Mini Countryman WRC to seventh ahead of Stephen Wright (Fiesta R5) and Eugene Donnelly's

MRF-shod Hyundai i20 R5.

While a strong R5 entry provided interest at the head of the field, many of the International classes suffered from depleted numbers. William Mavitty took Group N honours in a Mitsubishi Lancer E9 ahead of the Impreza of Liam Egan, with Kyle White (Peugeot 208 R2) winning class A2 and Michael McGarrity (Citroen DS3 R3) the sole A3 entrant and finisher.

Alan Carmichael was the victor in class A7 for WRC cars after McGarrity's demise, with Denis Biggerstaff bringing his Subaru Impreza WRC S9 17th overall for second in class.

Eves has another difficult event, and another maximum points haul

Following a somewhat troubled weekend in West Cork (which still resulted in a maximum points haul), Kevin Eves and Chris Melly headed the rest of the Modified machinery home in their Toyota Corolla to stretch their lead at the head of the championship table.

Alan Smyth and Mac Kierans (Mitsubishi Lancer E10) led a gaggle of Ford Escorts after SS1 on their first proper stage rally in the car. Although former Billy Coleman Award nominee and reigning modified champion Eves started to claw back lost time as the day went on, Smyth's grip advantage really showed in the slippery conditions.

Frank Kelly's event unfortunately ended with the infamous 'Baby Blue' Escort on top of a ditch on SS5, the

same test that caught out Desi Henry.

Heading into the second day, Smyth headed Keith White and Eves, the gap between the latter pair standing at just over four seconds. There was to be no stopping Eves as the day went on as he inexorably reeled in first White and then Smyth to take the Modified spoils and 10th overall thanks to a major push on the last few stages. Donegal man Eves will doubtless be buoyed by this performance heading into Killarney and his home International in June.

Jason Roche was next up of the registered Tarmac contenders and took his first points of the season to move into joint third place, while JR McDaid followed and now lies second overall in the Modified championship. Wesley Patterson had mechanical

problems and was forced into Rally 2 but picked up some championship points ahead of Joe McQuillan, another man to get back out in Rally 2 after issues on Friday.

Renowned preparation guru Camillus Bradley finished third in Class M3 and fifth Modified overall, behind Niall Henry's Citroen DS3 R5 which, unusually, was running in the non-homologated M4 category for modified four-wheel-drive machinery.

The M2 class featured a big entry of Escorts with John Devlin taking the win ahead of John Bradley, while James and Heather Kennedy took third.

In the Historic section, Stanley Orr and Graham Henderson (Ford Escort) obliterated their competitors to finish inside the top 20 overall after an impressive drive. Martin Freestone

made up for his non-finish in West Cork to get some points on the board.

The Junior category ran under the umbrella of the Easter Stages Saturday Rally, and as well as taking the Junior win and Junior Tarmac points, Gary McNamee and Brian Brady (Honda Civic) won the poorly-supported Saturday event in which five cars finished. Gareth Deazley and Eathan McColgan (Honda Civic) were almost four minutes behind come the finish, but took second-placed Junior points and are now joint second in the Junior championship as Killarney looms.

Results

1 Kevin Eves/Chris Melly (Toyota Corolla) 1h16m28.6s; 2 Alan Smyth/Mac Kierans (Mitsubishi Lancer E10) +07.4s; 3 Keith White/Paul Mulholland (Ford Escort Mk1); 4 Niall Henry/Damien Duffin (Citroen DS3 R5); 5 Camillus Bradley/Crawford Henderson (Ford Escort Mk2); 6 John Devlin/John McCarthy



Kevin Eves won modified class

(Escort). Class winners: Eamon McLaughlin/Hannah Johnston (Vauxhall Nova GTE); Devlin/McCarthy; Eves/Melly; Smyth/Kierans; Stanley Orr/Graham Henderson (Escort); Ernie Graham/Damian Shields (Escort); Gary Rodgers/Geoff Patterson (Mitsubishi Lancer E9); Eamon Doherty/Damian McAuley (Escort); Marshall Kennedy/Wendy Blackledge (Peugeot 306 GTI); Gary McNamee/Brian Brady (Honda Civic)

MN CIRCUIT RALLY CHAMPIONSHIP

Photos: Kevin Money

MOTORSPORT NEWS **CIRCUIT RALLY CHAMPIONSHIP**
IN ASSOCIATION WITH MSVR



Kelly took second win

KELLY WINS AS WEST IS CHAMPION

Despite clashing with rival, West is new champion. By **Luke Barry**

Chris West made Motorsport News Circuit Rally Championship history on the Alan Healy Memorial Cadwell Park Stages, but it was Mark Kelly with the biggest smile on his face after nine special stages.

Kelly powered his Ford Escort Mk2 to a five-second victory over the similar car of Ian Woodhouse, setting a scorching time through the penultimate test to go seven seconds quicker than anybody else.

"We're delighted with that," beamed Kelly at the finish after his second victory following his Brands Hatch win in January. And he had every right to be. Conditions had begun dry but with every counting stage the roads were getting wetter and more difficult.

As Woodhouse acknowledged: "Kelly's very good in the wet." And so it proved, but both men suffered issues.

Kelly's Escort developed a paddleshift problem on the opening test which lost him a few seconds, before he then got stuck behind the Mitsubishi Lancer of Tony Clements on the fifth stage.

Woodhouse was struggling with traffic too. Peter Stephenson stalled his ex-Juha Kankkunen Impreza WRC on the narrowest part of both the opening two stages, blocking the road entirely on the second. Woodhouse's Escort was caught behind on both occasions and was left so furious he lodged a complaint with the stewards.

His appeal proved unsuccessful, and left him just a couple of seconds ahead of Kelly when he felt he should have had at least a 10-second cushion.

Woodhouse began his charge in the afternoon, eking out a 5s lead over Kelly only for him to drop seven on the penultimate test. Any thoughts of a final stage fightback were dashed when he was

delayed briefly by the Escort of Colin Gemmell, feeling "pretty gutted" to lose out to Kelly after such a close battle.

Staying out of trouble was the Millington Proton Satria of Graeme Bell. Despite entering the event "just for the laugh," Bell was never outside the top five all day and kept his nose clean to record a well-earned podium finish.

But while the unregistered Bell stayed out of trouble, the championship-chasing West was doing anything but.

Despite "driving at 75 per cent", the Peugeot driver had opened up a 13-second lead courtesy of four consecutive stage wins in the morning, but saw that gap eroded down to seven when his power-steering failed on stage five.

Stage six would turn the event on its head. John Stone got "caught out" through a tight square right and slid into a tyre-cushioned barrier, with West approaching just behind and making exactly the same mistake; except his tyre-cushioned barrier was Stone's Fiesta.

The damage caused was too great for Stone to continue, but West managed to stay in contention despite bending a steering arm, breaking a wheel and feeling "a vibration".

By now though he was down to fourth, but he only needed fifth to secure the title. With that in mind he took it steady through the next few stages, but drama was about to strike again.

That vibration happened to be a failing driveshaft, which he was worried about before the event, and a boost in engine revs through a puddle managed to break the component completely half-way through the final test.

"I didn't think we were going to finish to be honest, but we've got the championship and that's what we came here to do," was his final assessment of an eventful day.

Overhauling the limping West in the final stage was a delighted Ian



West takes Championship

RESULTS

Alan Healy Memorial Rally, Cadwell Park, April 8

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Mark Kelly/Andy Baker	Ford Escort Mk2	46m35s
2	Ian Woodhouse/Jason Leaf	Ford Escort Mk2	+5s
3	Graeme Bell/Russ Radford	Proton Satria S2000 Millington	+1m15s
4	Ian Bainbridge/Daniel May	Subaru Impreza	+2m04s
5	Chris West/Keith Hounslow	Peugeot 306 Maxi Kit Car	+2m09s
6	Mike Taylor/Martin Hagggett	Talbot Sunbeam-Lotus	+2m23s
7	Dane Walker/Dave Boyes	Ford Escort Mk2	+3m19s
8	Toni Carannante/Franco Carannante	Subaru Impreza STi	+3m27s
9	Tom Blackwood/Gordon Winning	Ford Escort Mk2	+3m27s
10	Colin Gemmell/Derek Keir	Ford Escort Mk2	+3m44s

Class winners: David McMullan/Marc Melhuish (Vauxhall Nova), Paul Sheard/Bruce Lindsay (Mazda MX-5), Walker/Boyes, Kelly/Baker, Bell/Radford.

Bainbridge, who was making his debut in a freshly-built Subaru Impreza. Bainbridge came into the day hoping for a top 10 finish, but wildly exceeded his expectations in fourth overall.

Behind West's fifth was the Talbot Sunbeam of Mike Taylor. That position had belonged to the Escort of Stephen Beck before he too lost control in the increasingly wet conditions.

Taylor, who stayed out of trouble, offered his own explanation as to why so many others were making mistakes: "Where it's difficult is the changes between the stages.

"If you're coming up somewhere and

going left, then the next stage you're going right, there's mud and dirt everywhere on the line with barriers looming."

Dane Walker got the better of Toni Carannante's Subaru Impreza to finish seventh in his Escort, Tom Blackwood tying on overall time ahead with Carannante in ninth. Colin Gemmell finished 10th.

There would be no repeat podium for Peter Swift in the ex-Ott Tanak Fiesta WRC after he completed an extra lap of the second stage, while John Griffiths' strong early run to eighth ended early with turbo woes in his Subaru.

ROUND-UP

Dane Walker sealed the **Class C** win in a Ford Escort Mk2 in what was a highly-impressive seventh overall, especially considering that some of his fastest stage times were achieved with a broken steering arm and ball joint (SS7) and a front tyre unseated from its rim (SS6). Stephen Beck's crash on SS7 assured Walker's class win. He remains in the lead of the championship.

Fellow Escort driver Gary Mason was second, on his first rally with the car. Roland Brown was third in a Escort Mk1, but as he is not championship-registered, so Vince Sillett picked up the points for third. Sillett changed to 13-inch wheels to allow bigger tyres for extra grip.

Cathy Sewart holds on to second in the championship, finishing despite three offs. Beck and Sillett are now tied for third. Darrian regular Josh Davey attempted to salvage his season with a run in his old MG ZR, but the gear selector broke on SS3.

Paul Sheard was the runaway winner of **Class B**. The Mazda MX-5 driver was five seconds off a top-10 finish, having posted a sixth-fastest time on SS9. The Congleton driver found his car suited to the wet track and benefited from an early switch to wet tyres.

Elsewhere, the class was a war of attrition. Mark Burton sheared a driveshaft on his Ford Fiesta on SS3 and Chris Platt, returning in his Vauxhall Tigra, exited on SS6 with electrical problems, having had a mysterious oil leak for most of the day.

This left Anglesey class winner Ashleigh Morris and Ken Sturdy in his Suzuki Swift with a chance. Sturdy was third on the stages, but second-placed driver Des Campbell was not championship-registered.

Morris was third in the points and fourth on the stages, having struggled for grip even with wet tyres. She relinquished her narrow championship lead to Sheard.

David McMullan and Aaron Rix continued their battle for **Class A** honours. McMullan was "on a mission" to put as much time between himself and Rix as possible, in an attempt to overhaul the Ford Ka driver's championship lead.

He finished two minutes ahead of Rix, despite a 60s penalty for arriving late at a time control. This came just after a spectacular run to 20th place on SS1.

Rix took a steadier approach, protecting his championship lead rather than chasing McMullan. Cadwell is not a favoured venue for Rix and he was happy with second.

McMullan's only hope for the championship lead was Dale Lawson, in an MG ZR.

If Lawson overtook Rix, then McMullan could have taken the lead. Lawson is known for his prowess on wet tracks but he was unable to overhaul Rix.

Non-championship driver Andrew Chandler, in an Escort, split them on the stages.

Rachel Harris Gardiner

RALLY REPORTS

Photo: Martin Walsh, EDP Photo News



Kelly fought hard to beat in-form Boyle

KELLY COMES OUT ON TOP OF ANOTHER BATTLE WITH BOYLE

Circuit of Kerry

By Martin Walsh

Organiser: Kerry Motor Club When: April 8 Where: Tralee, County Kerry Championships: West Coast Rally Championship Stages: 10 Starters: 106

The Circuit of Kerry Rally, the second round of the Irish National Rally Championship, transpired to be another battle between Donegal duo Donagh Kelly (Ford Focus WRC) and Declan Boyle (Ford Fiesta RS WRC), after the latter won the opening round the Mayo Stages Rally.

On this occasion it was Kelly that emerged victorious by a margin of 16.4 seconds, while yet another national champion Roy White (Fiesta RS WRC) rounded out the top three.

Early morning rain in west Kerry eventually made way for a more spring-like day. On the opening stage that

spanned between the picturesque villages of Camp and Castlegregory, Kelly led Boyle by 3.1s. However one stage later, Boyle turned the tables on his rival and went 3.5s ahead.

Kelly's response was immediate and he was back in front albeit by seven tenths of a second after the opening loop of three stages.

Even at that point, the Donegal pair had moved 24 seconds ahead of third-placed White, who admitted that he needed to be far more aggressive.

Elsewhere, Daragh O'Riordan (Fiesta RS WRC), on his first outing of the season, was fourth and was followed by Joe McGonigle (Mini John Cooper Works WRC), who lost time with an off-road excursion on the third stage.

PJ McDermott retired his Subaru Impreza WRC at the service park due to a crack in the gearbox casing.

In the two-wheel-drive category, Chris Armstrong (Ford Escort Mk2) held

some suspension adjustments, took third and was followed by McGonigle, O'Riordan and Maguire.

Stuart Darcy won the two-wheel-drive category as Armstrong, who had a steering problem on SS6, suffered two time consuming overshoots on SS8.

John Doogan (Escort) was ninth and the legendary Kenny McKinstry (Subaru Impreza WRC) completed the top 10. He had been slowed by brake troubles on the opening loop.

Wray retired his Mitsubishi with a mechanical problem and Trevor Bustard (Mitsubishi) took a Group N award for the first time in six years.

Paul Barrett's Mitsubishi Lancer E10 was sidelined with a damaged oil cooler, earlier, he suffered the loss of brakes. Sean Liston (BMW), who was on the fringe of the top 10, crashed heavily on the closing stages, himself and his co-driving wife Katrina, escaped serious injury.

In the Junior category, Monaghan's Jonny Treanor (Honda Civic), who moved into the lead on SS2, took a fine win – his time on SS3 was quicker than those of the two-wheel drive contenders in the main field. Mark Falvey (Ford Escort) won the Historic section.

Results

1 Donagh Kelly/Conor Foley (Ford Focus WRC) 51m1.2s; 2 Declan Boyle/James O'Reilly (Fiesta RS WRC) +16.4s; 3 Roy White/James O'Brien (Fiesta RS WRC); 4. Joseph McGonigle/Ciaran Geaney (Mini John Cooper Works WRC); 5 Daragh O'Riordan/Andy Hayes (Fiesta RS WRC); 6 Niall Maguire/Enda Sherry (Subaru Impreza WRC); 7 Stuart Darcy/Keith McCarthy (Darran T90 GTR); 8 Chris Armstrong/Chris Melly (Ford Escort Mk2); 9 John Doogan/Cairan Marron (Escort); 10 Kenny McKinstry/Kenny Hull (Subaru Impreza WRC).
Class winners: Garry Kelly/Mark Hurley (Honda Civic); DJ Browne/Denny Greaney (Citroen C2 R2); Michael Rodgers/Aiden Connolly (Honda Civic); Trevor Bustard/Kenny Bustard (Mitsubishi Lancer E9); Maguire/Sherry; Shay Laheen/Kerrill Dempsey (Escort); Shane Griffin/Ian Madigan (Peugeot 205 GTI); Brian Lavelle/Dave Mannion (Honda Civic); Allen Treacy/Bob Fitzgerald (Toyota Corolla); Vincent Collins/Fintan Kilroe (Escort); Raymond Conlon/Darren McCague (Corolla); Darcy/McCarthy; McGonigle/Geaney; David Griffin/Ray Stack (Corolla); Mark Falvey/Damien Fleming (Escort); Jonny Treanor/Paul Sheridan (Civic).

Ross is first home but Hopewell takes the victory in Cirencester

Get It Sideways Stages

By Ian Harden

Organiser: Cheltenham MC When: April 7 Where: Down Ampney Airfield, Cirencester Championships: WAMC Clubmans Mixed Surface; Cotswold Motor Sport Group; Gwynnespeed Rally Challenge 2018; FMP Rally Challenge Stages: 10 Starters: 68

Ian Ross was the fastest driver on the road, but due to four-wheel-drive cars being ineligible for overall honours, Steve Hopewell and co-driver Mike Smith (Ford Escort Mk2) took victory from Wayne and Will Lloyd (Escort Mk2).

Pre-event rain and a downpour immediately before SS1 left Down Ampney's surface coated in wet mud, causing numerous spins as competitors fought for grip on cold tyres. Andrew Graham/Peter Brennan (Mitsubishi Lancer E6) seized the early initiative. Despite running on second-hand tyres they built a strong lead over Ross – who lost time with several half-spins – and Hopewell who, in turn, was pursued

by Lee Kedward/Mark Newman (Mitsubishi Lancer E2).

A chasing pack consisted of Glyn Cartwright/Adam Wilks (Escort Mk2), Andy Corner/Adrian Camp (Peugeot 205), Lloyd/Lloyd and Chris Ransley/Chris Sharp-Simkiss (BMW M3) were covered by 13 seconds after SS4.

In the afternoon the track began drying but Ransley retired on SS8 after sliding onto still-wet grass and hitting a tree, wrecking his BMW's front end. One stage later, Graham's superb run ended with transmission failure.

Having begun the day cautiously, Lloyd

went on a charge on the final three tests, going fastest or equal fastest and jumping from seventh to third.

Corner finished fourth after taking a chance with slick tyres for the final stages; they gripped strongly and he headed Cartwright by 18 seconds. Sixth-placed Geoff Bennett/John Billett's only real problem was intercom failure on SS1.

Further back, Kedward finished ninth in his immaculate original Group N-spec machine outpaced in the closing miles.

Results

1 Ian Ross/Daniel Petrie (Subaru Impreza) 66m 18s; 2 Steve Hopewell/Mike Smith (Ford Escort Mk2) +15s; 3 Wayne Lloyd/William Lloyd (Escort Mk2); 4 Andy Corner/Adrian Camp (Peugeot 205); 5 Glyn Cartwright/Adam Wilks (Escort Mk2); 6 Geoff Bennett/John Billett (Warrior Escort Mk2); 7 Steve Goode/Dan Stanton (Subaru Impreza S11 WRC); 8 Jay Wyatt/Sally Wyatt (Escort Mk2); 9 Lee Kedward/Mark Newman (Mitsubishi Lancer E2); 10 Richard Poole/Jim Clarke (BMW M3 E36).
Class winners: Paul Davis/Chris Smith (Vauxhall Corsa), Richard Davies/Gareth Wilcox (Escort Mk2), Nick Vine/David Galbraith (Nissan Micra); Scott Barnes/James Boyles (Peugeot 106 GTI), Lloyd/Lloyd, Bennett/Billett, Ross/Petrie.



Hopewell was top two-wheel-drive

ROAD RALLY ROUND-UP

Robert Stephens/Nathan Summer moved from second place at the petrol halt to take a clear victory on the **Rali Bro Preseli** on Saturday night.

The annual novice-oriented event, from which Expert crews are excluded from competing, attracted a near capacity entry of 72 for a very wet and slippery route through the Preseli Mountains.

Regular autogross competitor Daniel Owen James, navigated by Hefin Jones, started at Car 58 and they were the surprise leaders at the halfway point. They were the only crew to have cleaned the section through the Glogue Quarry, which was timed to the minute. Combined with quick times on all other sections in the first half, they held a 26-second lead at the petrol halt.

However they couldn't quite maintain that pace in the second half and fell to fourth overall at the finish, although they were still seven minutes ahead of any other Novice Class crew.

Stephens/Summer dropped just over a minute after the restart and came home as well-deserved winners.

Heulyn Phillips/Wyn Mathias moved from sixth at Petrol to take the runner-up spot, just holding off a late challenge from Eifion Thomas/Dewi Davies for the position.

Nigel Nelson continued his run of bad luck, when he and navigator Rhys Lewis retired their Subaru Impreza with engine problems in the early part of the event.

Ian Mills

Results

Rali Bro Preseli
Organiser: Teifi Valley Motor Club When: April 7/8 Where: Pembrokehire Route: 110 miles Starters: 72
1 Robert Stephens/Nathan Summer (Ford Escort) 2m43s; 2 Heulyn Phillips/Wyn Mathias (Vauxhall Astra) +46s; 3 Eifion Thomas/Dewi Davies (Proton Satria); 4 Daniel Owen James/Hefin Jones (Peugeot 206); 5 Daniel Morris/Tom Blair (Peugeot 206); 6 Dilwyn John/Simon Summers (Ford Puma); 7 Aled Thomas/Aled Jones (Escort); 8 Jason Davies/Richard Davies (Peugeot 206); 9 Geraint Davies/Steffan Davies (Mini Cooper); 10 Aled Jones/Rhodri Evans (BMW 318).
Class winners: James/Jones; Dion James/Sion Phillips (Puma).

RALLY FRANCE



BY DAVID
EVANS

The backroom might not hit the headlines, but the driver does

From the outside it's a bland, beige, unbranded container at the side of the runway at Bastia airport. Inside? It's the nerve centre of Sebastien Ogier's tilt at a sixth straight World Rally Championship title.

The M-Sport Ford World Rally Team is surrounded by swankiness: the brains behind Citroen's operation look down on the Cumbrians from first floor hospitality; Hyundai's triple-level facility can top that; Toyota has spread its sparkle and shine far and wide across one level.

Yet they all trail a crew guided by 12 men packed inside that dull container. The plush race truck that once offered engineers and senior team personnel their own desks, darkened windows and climate control has gone. Sold.

Team principal Malcolm Wilson and his deputy Rich Millener are perched on the same corner of a work bench. "The struggle's real," Millener smiled thinly.

For the first time, *Motorsport News* was given access to this inner sanctum for the Tour de Corse last weekend. Ordinarily, such areas are a strict no-go to those further down the food chain. Only two rallies ago, M-Sport's container door was kept firmly shut as plans were laid to tactically stall Ogier's start to the Rally Sweden powerstage.

But last Sunday, we were allowed in to watch the morning's 34-mile run from Vero to Sarro-Carcopino, just inland from Corsica's west coast.

With Ogier starting the final day 44 seconds clear of his nearest rival, the season's longest stage so far wasn't quite as critical as it might have been. Regardless, the process was the same and silence descended as the start time approached. M-Sport's second factory Ford Fiesta WRC – the all-Welsh version of Elfyn Evans and his stand-in co-driver Phil Mills – arrived at the line on their way to the finish of a fine first outing together.

The arrival of WRC AllLive and coverage of every stage of every rally has transformed these command centres. Before this year, the vast majority of stages were nervously consumed via split-time displays and a tracking system plotting the cars' progress as dots on a screen. But now, it's wall-to-wall telly with nowhere to hide.

The cars moved into the stage and the only discussion in the container was the brief confirmation of split times, with Wilson noting an early charge from Ott Tanak, the Estonian formerly of these parts. Evans' progress was plotted positively against Hyundai's Dani Sordo – the Spaniard with whom he was vying for fifth.

In terms of footage, the teams get the general feed beamed around planet Earth, they don't have tailored coverage showing only their own cars. I wonder if that's frustrating?

"I'll be honest," smiled Wilson, "we're sometimes a bit happier when it's not our cars on screen!"

There was no doubting a nervier edge to the atmosphere when a Fiesta onboard filled the screen. Every kerb looked closer; every gear change more laboured. And that noise... did anybody hear that change in the engine note?

The camera cut to Esapekka Lappi pulling over to change a puncture. Immediate calculations were made to consider the implications on the road, should the Finn be delayed and come out in front of an M-Sport car. He didn't.

A fraction over 34 minutes after the lights went green for Ogier, his co-driver Julien Ingrassia pushed a button on his side of the car.

"Stage clear for Julien," said the five-time world champion co-driver. M-Sport's Iain Tullie responded: "Time for Julien: 34, zero, zero point four." And relax. For now. "That'll do," smiled Wilson. "One down, one to go."

Just over two hours later, the second Sunday run was done and Ogier, Ingrassia and the British team celebrated its third win from four starts. Last season a fifth title was secured with just two wins from 13 events. It's difficult to imagine a better start to 2018.

M-Sport was missing some pace at the end of last season, with Hyundai looking stronger than ever, but now there's even less doubt about which of the WRC's big four has wintered well.

"It's true," said Ogier, "we were missing something at the end of last year. We made a step [last time out] in Mexico and another here. But it's not perfect yet, there's always more to do – don't tell the team it's perfect. We have to keep pushing."

Ten days out from last week's Tour de Corse, at the pre-event test, M-Sport's head of rally engineering Chris Williams had a fair idea they were on the right road.

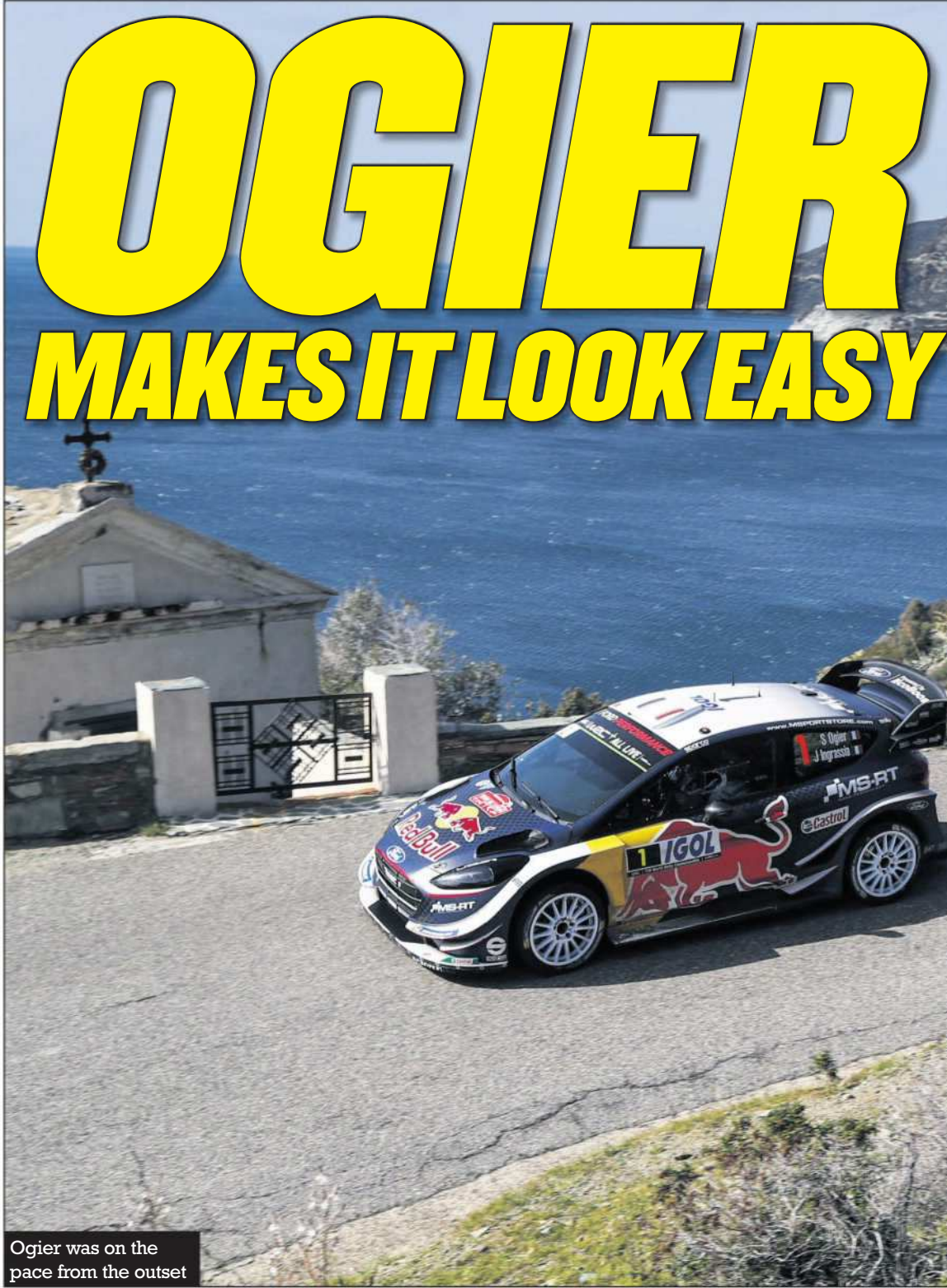
"My comments [to Chris] were a bit more positive than normal after the last test," admitted Ogier.

Corsica and the first asphalt encounter of the season offers a real indication of who's where with their car. If it's bone dry, you'll have a fair idea of which engine's pulling the best, mixed conditions demonstrate a car offering the best feedback to fill a driver with confidence, while full wet shows who's got what in terms of traction.

Ogier was sublime on a changeable day one and even better through a dry weekend. Admittedly, running at the front of the field on the cleanest road first time through Friday's stages offered a small advantage, but rivals who pointed to that were clutching at straws. Blown away by Citroen in Corsica 12 months ago, the French Fiesta left the rest for dead last week.

"Seb's very direct in what he wants and we've spent time working towards what he wants," said Williams. "We have one or two small pieces that are new, but it's all fine-tuning. We made a step forward with damping, the geometry's slightly different."

Demanding drivers are nothing new to Williams, who cut his teeth at the sport's highest level with Carlos Sainz. "Working with Carlos was pressure," he said. "He was a workaholic. All the time: push, push, push. Even when the other guys were testing, he was straight on the phone as soon as they had finished: 'What have they been doing? What have you tested?' When we first tested the Escort [WRC in 1996], he didn't get out of the car and if he thought you were taking too long working on the car between runs he



Ogier was on the pace from the outset

started beeping the horn and shouting: 'Come on, I want to go!'"

Williams is typical of the M-Sport hardcore: he's been there and seen it all. But none of them have seen anything like the sort of dominance being generated right now.

And that brings us right back to that beige container.

Well known for running the tightest of ships, it's no coincidence that as Wilson trims the niceties, the car's getting quicker. And as the car gets quicker, Ogier relaxes and drives faster still.

From the moment Ogier arrived at Volkswagen in 2012 to the moment of his dieselgate-enforced departure four titles later, he wanted for nothing with the German manufacturer. He was comforted and cosseted at every turn. M-Sport was always going to be different. The Gap star quickly learned to live without his own space in the team's hospitality, but a lingering doubt remained about longer-term development and the required budget

to tailor the Fiesta to him. Those doubts have gone.

That was evidenced in Mexico last month. Starting the powerstage a minute ahead, how much would Ogier risk a bankable 25 points for a potential bonus of five. Time after time in the Polo he delivered the perfect weekend, something he's yet to do with the Fiesta. In Mexico he came within 0.4s of a perfect 30 points (before being penalised for clipping the chicane). And in Corsica, there was even more proof of a driver in complete harmony with the machine and team around him.

Williams has seen that from the inside: "He is more at home with us now. He knows we're very focused on him and winning the championship with him again."

Wary that such talk might tempt the slightest complacency, Ogier steers clear.

"It's difficult to compare the teams and the cars," he said, "but it's sure that it's coming better and better with M-Sport. But, you know..."

Yeah, we know – there's always room for improvement.

The team's heard this one time and again before. And they're not going to stop hearing it any time soon.

Not that they need to be told. The drive, push and passion for back-to-back success is as strong as ever behind those beige walls.

Toyota's fair weather

Rarely had an MN-delivered weather forecast been so badly received. Wednesday's storms were reckoned to be returning to the island come Sunday, but sharing that news with Esapekka Lappi didn't go down very well.

With a grimace, he said: "If you are right, then we are in trouble."

Round four really was a rally of two halves for the Yaris WRCs. Suspension changes for this season left the Finnish-based squad experimenting with new dampers. It's fair to say the opening day's damp and dirty patches had them scratching their heads.

Once it dried for the weekend, things



Tanak kept the heat on for Toyota

'Fantastically frustrating for Sebastien Loeb'
Frenchman's rally rated, p23



ROUND 04



Photos: mcklein-imagedatabase.com

Ogier was unstoppable

STAGE TIMES



Lappi: Powerstage win

■ **SS1 La Porta-Valle di Rostino 1 (30.47 miles)**
Fastest Ogier 31m53.8s **Leader**
Ogier **Second** Loeb +9.7s

■ **SS2 Piedigriggio-Pont de Castirla 1 (8.42 miles)**
Fastest Ogier 7m59.9s **Leader**
Ogier **Second** Meeke +21.1s

■ **SS3 La Porta-Valle di Rostino 2 (30.47 miles)**
Fastest Ogier 31m44.1s **Leader**
Ogier **Second** Neuville +33.7s

■ **SS4 Piedigriggio-Pont de Castirla 2 (8.42 miles)**
Fastest Lappi 7m59.4s **Leader**
Ogier **Second** Neuville +33.6s

■ **SS5 Cagnano-Pino - Canari 1 (22.13 miles)**
Fastest Loeb 21m58.6s **Leader**
Ogier **Second** Neuville +34.2s

■ **SS6 Desert des Agriates 1 (9.60 miles)**
Fastest Loeb 8m32.4s **Leader**
Ogier **Second** Neuville +38.4s

■ **SS7 Novella 1 (10.81 miles)**
Fastest Tanak 11m07.7s **Leader**
Ogier **Second** Neuville +41.6s

■ **SS8 Cagnano-Pino - Canari 2 (22.13 miles)**
Fastest Lappi 21m44.7s **Leader**
Ogier **Second** Neuville +47.7s

■ **SS9 Desert des Agriates 2 (9.60 miles)**
Fastest Loeb 8m31.1s **Leader**
Ogier **Second** Meeke +49.5s

■ **SS10 Novella 2 (10.81 miles)**
Fastest: Tanak 11m07.1s **Leader**
Ogier **Second** Tanak +44.5s

■ **SS11 Vero-Sarrola-Carcopino (34.28 miles)**
Fastest Tanak 33m46.9s **Leader**
Ogier **Second** Tanak +31.0s

■ **SS12 Penitencier de Coti-Chiavari [Powerstage] (10.10 miles)**
Fastest Lappi 9m41.2s **Leader**
Ogier **Second** Tanak +36.1s

COLIN CLARK

"Have Ogier's young rivals missed a golden chance?"



A very wise colleague of mine said to me in the latter half of last season: "[Thierry] Neuville knows this could well be his best chance of winning the title and if he throws it away now, he might never get such a good chance again." Well, if Neuville himself didn't necessarily believe that last season, he sure as hell does now.

Sebastien Ogier was the man to beat last year, and here's the thing, he was beatable. He was vulnerable, particularly in the first half of the year. Yes he won Monte, but then there was a period of uncomfortable settling in to a new car and team. The Ford Fiesta WRC was good, but it wasn't good enough for the champ. The handling and the balance just weren't to his liking and, for the first half of the season, he looked oddly out of sorts.

The cloak of invincibility that he wore with such breathtaking self-assuredness in his all-conquering VW days, had not just slipped, it had fallen and been discarded.

That was when the pretenders to Ogier's crown really needed to step up. There's always a time when the cocky younger lion in the pride senses a vulnerability in the dominant alpha male and challenges him for the right to lead the pack. Maybe the young pretenders in the WRC pack were sleeping last year, because they somehow missed a glaring opportunity to assert their dominance and send the alpha male packing.

And now? Well it's too late. Ogier has regained his powers. He's stronger than ever and that swagger of invincibility has returned. It's astonishing really, but somehow M-Sport has done it again. With the most limited resources, and I suspect the smallest budget by quite some margin, they have produced a car that the others can't get near. How much of that is down to Ogier's input and direction? Well a fair bit I'd wager, but let's be clear: what we're seeing this season is a concerted team effort by all behind that Fiesta to dominate the WRC.

Ogier, Wilson, M-Sport, Ford Performance – it's a winning combination. As one observer out on the stages remarked: "That Fiesta looks more and more like a VW with every rally that passes."

High praise indeed.

It's the relentless consistency of the Fiesta that has the others worried. They're all playing catch up and, as we know, that's a difficult game to play. There was a lot of head scratching going on at Hyundai at the weekend and the car was, at times, impossible to drive. The Toyota looked good, but lacked consistent pace in all conditions and the Citroen was a fair way from the dominant force it was in Corsica last year.

Back to Neuville. Well, I have to tell you that he drove his socks off at the weekend and he got more out of that car than many thought possible. But, my goodness, it was a hell of a risky ride. At stage ends, he was more often than not shaking like a leaf and almost incapable of putting words to his thoughts. He ignored the dodgy handling, drove through the massive moments and pushed right to the final stage.

But, I fear these heroic efforts may not be enough again. Ogier looks supreme, and to further compound Neuville's woes, Esapekka Lappi and Ott Tanak are shaping up to be real challengers this season.

improved no end. The Toyota drivers shared three stages wins apiece with Sebastien Loeb, and Lappi was quickest across the whole day.

It was hard to know who to be more impressed with: Tanak was in the Yaris for the first time on asphalt, but he had more knowledge of Corsica. Lappi had more knowledge of the car, but he'd only done one and a half Corsicas before. Certainly, it wasn't Jari-Matti Latvala. Or it wasn't until the senior Finn's last few minutes in the car on the island.

Latvala was nowhere through the first half of the rally. Sporting his most serious face, he said: "We made a mistake in the test. We brought a race car for this rally. It didn't work."

The thinking was very straightforward: stiffen the rear of the car, load the front up on the brakes and get it turning in on a sixpence. Nobody had factored in a wet and very muddy sixpence. "We were losing the rear of the car all of the time," said Latvala.

Continued on page 22



The nerve centre of the M-Sport World Rally Championship attack... a freight container

NOW TURN OVER TO READ MN'S DRIVER RATINGS

RALLY FRANCE



BY DAVID EVANS

RALLY ESSENTIALS

Day one: 77.77 miles; 4 stages

Weather: sunny 13-24°C

- Sebastien Ogier is the master of day one, winning three from four stages to open up a half-minute lead.
- Ogier's countryman Sebastien Loeb is his closest rival on stage one and then the day's biggest casualty one stage later. The nine-time champion's out after running out of road on a left-hander near the start of SS2.
- A great fight is developing for second with three different drivers holding the provisional runners up spot in four stages. Ultimately, Thierry Neuville ends Friday in P2 despite early brake trouble. He is five seconds up on Kris Meeke with Ott Tanak a similar distance back in fourth.
- Esapekka Lappi is impressive in fifth, his Toyota Yaris WRC is the only car other than Ogier's Ford Fiesta WRC to win a stage today. The atmosphere in the #9 car is very different to the other Finnish Yaris, that of Jari-Matti Latvala. Toyota's team leader is eighth, 1m25s off the lead and in a world of pain courtesy of his car's loose rear end.
- Sordo declares himself Hyundai's gravel specialist after his high-flying second last time out in Mexico, but the real-time Tar charger is struggling with a lack of front-end grip from his car.
- Elfyn Evans and Phil Mills enjoy a solid first day in a Ford Fiesta WRC together to place the second M-Sport car just three tenths behind Sordo on Friday night.

End of day one: 1 Ogier/Ingrassia 1h19m39.0s; 2 Neuville/Gilsoul +33.6s; 3 Meeke/Nagle +38.7s; 4 Tanak/Jarveoja +44.2s; 5 Lappi/Ferm +1m13.5s; 6 Evans/Mills +1m13.8s

Day two: 85.06 miles; 6 stages

Weather: sunny 12-23°C

- A more cautious approach from Ogier is still enough for the leader to add 1.1s to his advantage at the front of the field.
- Tanak – like the other Toyota drivers – has found a set-up which works for the Yaris and he wastes no time moving up two places (one of which is coming courtesy of Meeke going off the road on the final stage of the day). Tanak's team-mate Lappi moves up to fourth, but third-placed Neuville admits he's pretty powerless to stop the Toyota man's charge towards the bottom step of the podium. Lappi is the quickest driver through the second day, courtesy of two fastest times (one of which he shared with Tanak).
- Latvala crashes on the first stage after lunch, having finally found something to smile about with the set-up. Sordo and Evans stay out of trouble, but remain just a handful of seconds apart on the leaderboard.

End of day two: 1 Ogier/Ingrassia 2h43m07.7s; 2 Tanak/Jarveoja +44.5s; 3 Neuville/Gilsoul +44.6s; 4 Lappi/Ferm 54.9s; 5 Sordo/Del Barrio +1h46.7s; 6 Evans/Mills +1m49.8s

Day three: 44.38 miles; 2 stages

Weather: cloudy 12-17°Cs

- Ogier and co-driver Julien Ingrassia turn in another faultless final-day performance to deliver their third win of the season and move 17 points clear of second-placed Neuville.
- Sunday is a Toyota day, with Tanak romping home on the rally's longest stage, the Sunday morning opener, beating his nearest rival by 13s on the 34-miler. Tanak stays second, but a puncture for Lappi spoils what would likely have been a double-podium for the Finnish-based Japanese team.
- Neuville is the man most grateful for that deflation after an engine fault ensures he can do nothing in the pursuit of a powerstage point or two.
- Evans has beaten Sordo on the long stage, but still misses out on fifth by just 3.1s.
- Andreas Mikkelsen has briefly made it three Hyundais in the top six, but, in what rates as one of the Norwegian's toughest rallies to date, he can't stop Lappi coming back past him to demote him to seventh in the 12th and final test.

Continued from page 21

Major set-up changes transformed the car for Jari-Matti at lunchtime on day two and he repaid the team with quickest split times on the first afternoon stage. Then he dropped it in a left-hander, rearranging the right-rear.

"I don't normally smile after a crash," said Latvala, "but this time I did because now I know the car is quick."

Happily for Toyota, our weather call was wrong, but a final morning puncture still contrived to ruin Lappi's race for second. He stopped, changed and finished sixth – a powerstage win a small crumb of comfort.

Where the Finns failed, the Estonian delivered, with Tanak an absolute master on his way to second. "I found the sweet spot with the car," he said. "We were having understeer, then oversteer, we couldn't find the balance, but once I did that car was giving me really good confidence. I'm happy with this."

A test for the rest

'Understeer' was the word of the week at Hyundai, with the Korean squad failing to find anything like the form it managed to win in Corsica last season. The ultimate insult came for Thierry Neuville when a final-stage problem cost him his chance to challenge for bonus points. The Belgian remained third overall, but



Neuville's i20: understeer

Kopecky climbs a huge mountain

Skoda's resident asphalt expert Jan Kopecky delivered a peerless performance in the mountains to dominate WRC2 and win by almost two minutes.

France's round of the World Rally Championship marked the arrival of rallying's latest R5 car, with Citroen junior driver Stephane Lefebvre charged with winning this year's support series title aboard one of the all-new C3 R5s. PH Sport ran a brace of cars for Lefebvre and Yoann Bonato but both were knobbed by significant brake problems through the first day (see rally news). Those brake issues were a contributing factor in Lefebvre's crash.

Bonato drew praise from Citroen team principal Pierre Budar for keeping Kopecky honest for as long as possible, but once the Fabia-driving Czech Republic star got into his stride you had the feeling this result was only going one way.

Kopecky kept his nose clean and the factory Skoda in the middle of the road en route to a solid maximum score, further bolstering his hopes of lifting (or being given the opportunity by Skoda to lift) this year's WRC2 title.

As the event progressed, Bonato spent more and more time looking in his mirror, fighting off a spirited



Meeke's rally came to an abrupt end

his face said it all as he stood to the side and slightly lower than Ogier and Ingrassia as they serenaded him with a top-step rendition of *Les Marseillaise*.

Citroen's nine-time champion Loeb arrived with fond recollections of that same song being played in his honour. He also arrived chasing a fifth Corsican win.

The returning giant's challenge was taken significantly more seriously after he led and looked capable of winning in Mexico last month. And he started where he left off – on sublime form. Second only to Ogier in the opener, the Citroen star's SS1 time was rightly lauded, with him running

at the back of the WRC pack on the dirtiest of roads and on a stage his rivals knew better than him.

Unfortunately, that was as good as the weekend would get for Loeb in terms of the overall classification. Failing to get the C3 turned into a second-stage left-hander following a quick right dropped him into the deepest of ditches. And left him there.

That he was fastest on half of Saturday's stages while driving for fun served merely as a demonstration of what might have been.

Citroen's home round was soured further after Paul Nagle mistakenly told Kris Meeke to take a left-hander in fifth gear rather than third. They

both escaped unscathed and an all-nighter from the team put them back on the road for the final day. Nagle held his hand up immediately, but Meeke was even quicker to point out that he'd made plenty of mistakes of his own...

Up front, Ogier turned what was supposed to be one of the tightest WRC rounds in years into a championship benefit for himself. He locked it down on day one and controlled it thereafter. His rivals need to find an answer before Argentina later this month, because you can rest assured there's plenty more bright ideas behind those dull walls.



Skoda man was almost two minutes clear by the end of the event

Folb was magnanimous in second, saying: "Jean-Baptiste had a very good rally, it was difficult to match him here."

Irishman Callum Devine scored a solid fifth on only his second appearance in the series, coming in behind more experienced rivals Emil Bergkvist and Denis Radstrom. Devine admitted the experience had been an eye-opener. "I've never done anything like the length of these stages," he said. "I've learned so much again on this event. I felt a bit more at home on the Tarmac than I did on the snow,

but these roads really are nothing like what we have in Ireland."

Brit Tom Williams returned to the JWRC after his Mexican adventure and was running inside the top 10 until a puncture first thing Saturday dropped him back to 11th.

Corsica marked the return of the FIA R-GT Cup, with a class win for Italian Andrea Nucita in his Abarth 124. There was widespread disappointment across Corsica after Irishman John Coyne crashed the bellowing Porsche 911 GT3 out on the opening stage.

ROUND 04

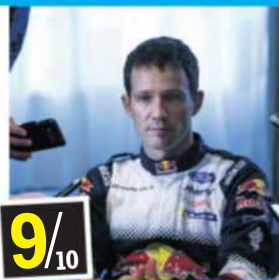
DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER

M-SPORT FORD FIESTA

Brilliant through the first day, but then chose to conserve his advantage through the weekend rather than pushing on to demoralise his rivals further. Probably sensible. Probably why he's a five-time champion and I'm not.



9/10

ELFYN EVANS

M-SPORT FORD FIESTA

From the moment he inverted the Fiesta in Mexico last month, this event was always going to be compromised. Such a shame, had Dan Barritt been alongside, they would have challenged Ogier. Not taking anything away from super-sub Phil Mills.



8/10

BRYAN BOUFFIER

M-SPORT FORD FIESTA

Deserves huge credit for coming here and firing one of those cars down those roads, but ultimately he was never at the races even before an engine problem ruled him out of running on the second day.



5/10

THIERRY NEUVILLE

HYUNDAI MOTORSPORT HYUNDAI i20

Rarely, if ever, looked like scoring back-to-back Corsica wins last week. Rightly pointed out (regularly and often) that he was the fastest i20 driver, but this was a weekend to forget for the Belgian.



6/10

ANDREAS MIKKELSEN

HYUNDAI MOTORSPORT HYUNDAI i20

Like Sordo, couldn't get the Hyundai dialed in for the Corsican roads! Mikkelsen's worst event in a long time. He did, however, come up with the line of the rally when asked what he took away from Corsica: "Lots of homework!"



4/10

DANI SORDO

HYUNDAI MOTORSPORT HYUNDAI i20

Like Neuville, couldn't get the Hyundai dialed in for the Corsican roads. Every now and then the conditions came to the car, but they went away just as quickly as they came. Disappointing follow-up to a great second in Mexico.



5/10

KRIS MEEKE

TOTAL ABU DHABI CITROEN C3 WRC

Struggled to find the same edge he enjoyed at this rally last year, but was in the thick of the fight for second when Paul Nagle got "tonguetied" and called a three a five and sent them to the trees at speed on Saturday afternoon.



6/10

SEBASTIEN LOEB

TOTAL ABU DHABI CITROEN C3 WRC

This was a fantastically frustrating event for Loeb. Three scratch times highlight the genuine pace needed to battle with Ogier, but was caught out just trying to take much out of the start of the second test.



9/10

JARI-MATTI LATVALA

TOYOTA YARIS WRC

Woeful for the first half as he laboured with a car clearly unsuited to the conditions. Finally decided to follow his team-mates into transmission set-up changes and was immediately fastest. Then in the trees.



2/10

ESAPEKKA LAPPI

TOYOTA YARIS WRC

On stages he'd done before, Lappi was genius once the conditions became more consistent through the weekend. Drops a point for a final morning puncture which cost him a podium place.



8/10

OTT TANAK

TOYOTA YARIS WRC

Struggled for set-up on the first day, but did enough to keep the thing at the races and was then sublime. You would never have known this was the Estonian's first outing in the Yaris on pure asphalt.



9/10

JAN KOPECKY

SKODA MOTORSPORT FABIA R5

Domination of the WRC2 category in another brilliantly surefooted drive aboard the Skoda Fabia R5. Always looked to have another gear were it needed. It wasn't. Richly deserved.



9/10

MOTORSPORT NEWS STAR DRIVER



SEBASTIEN LOEB

He came, he saw and, on three stages at least, he conquered. Like in Mexico, Loeb demonstrated an uncanny ability to drop back into the sharp end of the World Rally Championship. Another brilliant drive from the nine-time champion.

MOTORSPORT NEWS WOODEN SPOON



SEBASTIEN LOEB

Disaster. Ever since he came close to winning in Mexico last month, French folk had been counting the hours and minutes until they would see him making a victorious return to Corsica, only for him to drop it on the second stage.

RESULTS

FIA World Rally Championship, round 4/13, Tour de Corse, April 5-8

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	3h26m52.7s
2	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	+36.1s
3	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+1m07.5s
4	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	+2m02.6s
5	Elfyn Evans (GBR)/Phil Mills (GBR)	Ford Fiesta WRC	+2m06.1s
6	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	+2m33.5s
7	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+2m43.4s
8	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5	+10m34.8s
9	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen C3 WRC	+10m40.5s
10	Yoann Bonato (FRA)/Benjamin Boulloud (FRA)	Citroen C3 R5	+12m26.0s
14	Sebastien Loeb (FRA)/Daniel Elena (MON)	Citroen C3 WRC	+20m58.0s
16	Mauro Miele (ITA)/Luca Beltrame (ITA)	Citroen DS3 WRC	+24m12.6s
37	Armando Pereira (FRA)/Remi Tutelaire (FRA)	Ford Fiesta RS WRC	+43m52.4s
R	Bryan Bouffier (FRA)/Xavier Panser (FRA)	Ford Fiesta WRC	SS8/engine
R	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	SS8/accident

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Sebastien Ogier	84
2	Thierry Neuville	67
3	Ott Tanak	45
4	Andreas Mikkelsen	41
5	Kris Meeke	36
6	Esapekka Lappi	36
7	Jari-Matti Latvala	31
8	Dani Sordo	30
9	Craig Breen	20
10	Elfyn Evans	18

MANUFACTURERS

POS	TEAMS	PTS
1	Hyundai Shell Mobis WRT	111
2	M-Sport Ford WRT	107
3	Toyota Gazoo Racing WRT	93
4	Citroen Total	81

RALLY ARGENTINA APRIL 26-29

NEXT RALLY

Is there anybody out there who can stop Ogier?

Changeable weather produced some stunning results

INGRAM RULES ON INDEPENDENTS' DAY



Ingram tops the table



Goff had to work hard to secure his race one victory in the rain



Dan Cammish (r) had a roller coaster on his debut in the BTCC



After a hugely dramatic race two, Proctor broke his winning duck



Austin and Morgan fought hard over second place in race three

If fans were looking for a championship storyline to emerge after the opening three British Touring Car Championship races of the year, then they would have left Brands Hatch on Sunday sadly disappointed.

If they wanted to see door handle racing and an epic chase, then the races would have left them well satisfied.

A controlled drive by Jack Goff in his Eurotech Racing Honda Civic grabbed a race one win, while a truly sensational wet-tyred cars versus dry-tyred cars battle in the second encounter left everyone guessing until Senna Proctor took the laurels for his maiden win in the Power Maxed Racing Vauxhall Astra.

Tom Ingram's accomplished performance to win race three in the Speedworks Motorsport Toyota Avensis restored some normality.

For last year's title protagonists, Ash Sutton (Subaru Levorg) and Colin Turkington (WSR BMW 125i M Sport), it was merely a weekend to endure, collecting slim pickings.

The meeting at Brands encompassed more twists and turns than the Indy circuit itself.

Race one

As the rain increased on Sunday morning, one question was removed: who would make the soft tyres work?

Instead, the entire field, headed by poleman Goff, was on wet tyres. Alongside him on the front row was Sam Tordoff in the Motorbase Performance Ford Focus RS.

But there, lurking on row two, was the rear-wheel-drive BMW of Turkington. Renowned for good starts, the smart money was on him reaching the top of Paddock Hill Bend first. The Northern Irishman,

however, was more circumspect after a shunt away from the line ruled him out 12 months beforehand. "The race and the championship can't be won at the first corner..." he pondered.

Dan Cammish, the rookie in the Team Dynamics Honda, was sharing row two with Turkington ahead of Andrew Jordan's WSR BMW and Matt Neal in his Honda.

Goff's start was a peach, but as he looked in his mirror, the rear-wheel train was coming. Turkington leapt into second and Jordan was attached to his bootlid, but the Honda had enough of an advantage to hold sway.

Going into Druids, Jordan's preference to head for the outside line, which he thought would offer more grip in the damp, caught him out. Cammish powered back ahead on the inside. The slow-starting Tordoff followed in fifth.

Going into Surtees, Tordoff had dropped further back – his freshly bolted on wet tyres were too cold – and his woe increased. He was slow into the left hander, which allowed Matt Simpson to try and pass around the outside of the turn, but the pair made contact. Simpson speared across the bows of the following Neal and Ingram was involved too. It served to break Neal's front-left suspension and deposited the three-time champ in the gravel and it ended Simpson's race too.

That suspended the action for five laps, but it didn't bother Goff. When the green flag flew, he simply got his head down again. Turkington, though, was a constant shadow.

The positions almost swapped on lap 14 when the Honda ran slightly wide at Clearways, but the BMW was wrong-footed.

"I had a chance down the inside, but the track was so slippery I couldn't get the power down,"

explained Turkington. "I wasn't going to risk it all."

Goff's third career win was certainly his hardest fought but he was beaming. "What a way to start," he said. "There was pressure, sure, but I was having to concentrate so hard."

Behind them, Jordan was able to reassert himself over Cammish at the start of lap 11 as the new Civic's grip disappeared.

In the end, Ingram's Avensis overtook Cammish as well, as the double Porsche champ slumped.

Tom Chilton (Motorbase Performance Ford Focus) jumped him, then Adam Morgan (Ciceley Motorsport Mercedes) too.

The fight for seventh place went to the line with Cammish struggling to hold on. The team admitted it hadn't gone far enough towards a wet set-up and the Yorkshireman knew he was a sitting duck.

"I was pleased with my start as it was my first in a BTCC car and it was in the wet," said Cammish. "But as the race went on, the grip disappeared at the front. I had two options: either I could have held everyone up and had a huge queue behind me and then risk losing a bunch of places, or try and manage it. I managed it, and I am glad I did but the car had absolutely no grip at all at the end."

Sutton had been on a charge in his Subaru. His underpowered car revelled in the wetter conditions, and his climb from 18th on the grid was mesmerising. He was into the top 10 after 16 laps and stalked the prey ahead, and that brought him onto the tail of Cammish's Honda on the final lap.

In the end, it was easy work as the Subaru took the inside line into Clearways to grab seventh.

Cammish held off Chris Smiley (BTC Norlin Honda) and James Cole

(Motorbase Performance Ford Focus) to round out the top 10, although those positions were reversed as the official race results. Smiley had 'pushed t

Race two

That pesky weather. For race two, but the rain stopped. The dilemma which tyres to go for.

The frontrunners played a safe option of wets. Turkington's E was sensible given the track at the start, but would Those at the back, who had opted to gamble o

The first major drama from the line on the wet when Turkington's E into limp mode, which stranded and headed With Neal starting fr too (on slicks but with set-up), that was two out of the picture. Bu would become very b

Jordan got the jump the start, and Ingram second place. The picture sharp focus as Ingram hunted Jordan down safety car to zero in o

The Independents' pulled a move for the inside coming through the end of lap eight, a fair to win.

But after 18 laps, it was that the top three were Goff was resurgent, of success ballast on pass Jordan and clos

Behind them though going bananas. Proctor started his Vauxhall the grid after contact had the softer option

Three solid scores helped Sutton

'Ayrton Simmons started strongly'
British F4 report, p27



ROUNDS



Photos: Jakob Ebrex



Race three win was exemplary

ance Ford
he top 10,
ions were later
als deemed
o pass' Cole.

fitted to his Astra and he was searing into the top eight by lap 19 – and he had the dry-tyred Jake Hill (Team Hard VW CC) and Aiden Moffat (Laser Tools Racing) for company.

Just two laps later, Moffat was in the lead. As the regular pacesetters were wobbling all over the place with their knackered Dunlops, Proctor went three-wide with Goff and Moffat for first at Druids, and the Mercedes man nipped through.

Moffat fended off Proctor, Hill and Ollie Jackson (AmD Tuning.com Audi) in a hungry crocodile, with all but the leader set for their best career results in the BTCC no matter what happened from this point.

On lap 25, with just two to run, Proctor tried to get underneath Moffat coming out of Druids and made the move stick. There was brief contact between the pair and the former leader ended up hard in the tyres on the outside of the circuit (although he regained the track to come home in fifth).

That was enough to give Proctor his maiden win from Hill and Jackson, with returnee Tom Boardman (AmD Tuning.com MG) in fourth.

Behind Moffat, sixth place was taken by the slick-tyred car of Rob Austin (HMS Racing Alfa Romeo Giulietta), who was pulled on the reversed grid pole. Other slick runners Simpson, Mike Bushell

(Team Hard VW CC) and Rory Butcher (AmD Tuning.com MG) rounded out the top nine.

Of those who had persevered with the wet weather tyres, Goff headed

those runners in 10th place ahead of Ingram and Sutton.

It was a crazy result to a crazy race.

Race three

This was going to be an interesting one, with the majority of the runners on the preferred softer option tyre. Drivers have to nominate which race to use it in and if the race they nominate is wet, they have to use it at the next opportunity. As most had run wets in races one and two, they would run the softer tyre in race three.

For a few moments, it looked like Austin would have the front row to himself as Moffat's car failed to get away on the warm-up lap, but the Merc cleared itself and he managed to restore himself to his rightful place in time.

It didn't help him jump the Alfa though, and he instead was staring at the rear of Jackson's Audi as the pack headed to Paddock as he had slipped to third.

The pressure cooker of Boardman and Bushell behind only lasted one lap before contact at the first turn second time around, and they served to slow themselves and allow Ingram through to fourth.

At that point, the safety car was out for a clash between Cole and Rob Collard (WSR BMW 125i M Sport) at Druids. Calm was restored.

At the restart, Ingram jumped Moffat immediately at Druids and then hunted down Jackson. As the cars finished lap seven, he was into second, a remarkable climb from 11th on the grid.

"No matter what we do to this car – put weight in, take it out – it handles brilliantly," said Ingram. "I can put it where I want to and it sticks, which is a credit to my team."

Austin was one second up the road when Ingram found himself heading the chase. It took four laps

for the Toyota to attach itself to the bootlid of the Giulietta, and then a further three laps to unseat the Italian machine. Ingram used a tighter line coming out of Clearways – a move that had been hugely successful for him throughout the day – to move alongside Austin at the end of lap 12 and into the lead.

Austin, who was using the softer tyres on the brand new car for the first time, was in trouble with his rubber and fell back into the clutches of the flying Morgan, who was mirroring Ingram's charge.

His move to depose Austin was more robust than Ingram's, with a brief touch between the two at Clearways going on to the last lap.

"I am not really sure there was a gap there," said a rather miffed Austin afterwards.

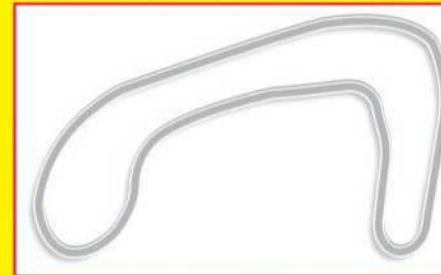
Behind them, one of the recoveries of the weekend belonged to Sutton. Despite not having pace in the car, he had taken his chances and his rise to fourth capped a solid weekend's performance. He had passed Bushell with four laps to go. Bushell headed home Butcher's MG and Simpson's Honda to round out the top seven.

Goff, who had slumped down the order after running in the top five earlier on, came home in eighth place. He blamed repeated contact during his early battles with Jackson for his demise.

"He was hugging the inside of every corner, and then switching from one side of the track straight to the other do defend," said the exasperated Eurotech man. "He gave me a proper whack into Clearways early on and my car wasn't the same after that."

Turkington rescued points from 27th place after his electrical woe in race two with a fine ninth spot in the finale, and Josh Cook's Power Maxed Racing Vauxhall Astra rounded out the top 10.

RACE FACTS



BRANDS HATCH

Where: Longfield, Kent
First BTCC round: 1958
Lap length: 1.21 miles
Qualifying lap record: Tom Ingram 47.990s (90.61mph) 2016
Race lap record: Matt Neal 48.498s (88.97mph) 2011

RESULTS

Round: 1 Laps: 27 Weather: Raining, wet

POS	Q	DRIVER	CAR	TIME
1	1	Jack Goff	Eurotech Racing Honda Civic Type R	27m 11.465s
2	3	Colin Turkington	WSR BMW 125i M Sport	+0.547s
3	5	Andrew Jordan	WSR BMW 125i M Sport	+2.481s
4	9	Tom Ingram	Speedworks Toyota Avensis	+3.577s
5	7	Tom Chilton	Motorbase Performance Ford Focus RS	+11.290s
6	13	Adam Morgan	Ciceley Motorsport Mercedes-Benz A-Class	+12.263s
7	18	Ash Sutton	Team BMR Subaru Levorg	+14.578s
8	4	Dan Cammish	Team Dynamics Honda Civic Type R	+15.087s
9	14	James Cole	Motorbase Performance Ford Focus RS	+15.612s
10	16	Chris Smiley	BTC Norlin Honda Civic Type R	+15.715s

11 (10) Brett Smith (Eurotech Racing Honda Civic Type R) +16.352s; 12 (23) Ollie Jackson (AmD Tuning Audi S3 Saloon) +24.724s; 13 (24) Rory Butcher (AmD Tuning MG6) (S) +25.244s; 14 (17) Aiden Moffat (Laser Tools Racing Mercedes-Benz A-Class) (S) +27.530s; 15 (19) Rob Collard (WSR BMW 125i M Sport) +28.106s; 16 (15) Tom Olliphant (Ciceley Motorsport Mercedes-Benz A-Class) +28.689s; 17 (26) James Nash (BTC Norlin Honda Civic Type R) +29.739s; 18 (28) Tom Boardman (AmD Tuning MG6) (S) +30.860s; 19 (27) Bobby Thompson (Team Hard Volkswagen CC) +31.281s; 20 (29) Jason Plato (Team BMR Subaru Levorg) +32.190s; 21 (30) Michael Caine (Team Hard Volkswagen CC) +36.255s; 22 (20) Stephen Jelley (Team Parker Racing BMW 125i M Sport) +36.635s; 23 (31) Josh Price (Team BMR Subaru Levorg) +40.825s; 24 (32) Sam Smelt (AmD Tuning Audi S3 Saloon) +52.214s; 25 (25) Jake Hill (Team Hard Volkswagen CC) -1 lap; 26 (2) Sam Tordoff (Motorbase Performance Ford Focus RS) (S) -2 laps; 27 (21) Senna Proctor (Power Maxed Racing Vauxhall Astra) -2 laps; NC (12) Josh Cook (Power Maxed Racing Vauxhall Astra) (S) 18 laps; R (11) Rob Austin (HMS Racing Alfa Romeo Giulietta) 6 laps/damage; R (6) Matt Neal (Team Dynamics Honda Civic Type R) 0 laps/accident; R (8) Matt Simpson (Eurotech Racing Honda Civic Type R) 0 laps/damage; R (22) Mike Bushell (Team Hard Volkswagen CC) 0 laps/damage. Pole position: Goff 48.038s (90.52mph). Winner's average speed: 71.96mph. Fastest lap: Cook 55.849s (77.86mph). Lap leaders: Goff 1-27. (S) = soft tyre.

Round: 2 Laps: 27 Weather: Wet, but drying

POS	Q	DRIVER	TIME
1	27	Proctor (S)	25m 41.530s
2	25	Hill	+0.568s
3	12	Jackson (S)	+1.761s
4	18	Boardman	+2.393s
5	14	Moffat	+3.348s
6	29	Austin	+9.395s
7	31	Simpson (S)	+16.386s
8	32	Bushell	+17.145s
9	13	Butcher	+17.770s
10	1	Goff ¹	+22.213s

11 (4) Ingram (48kg) +24.101s; 12 (7) Sutton (27kg) +25.780s; 13 (6) Morgan (33kg) +27.807s; 14 (17) Nash +28.166s; 15 (28) Cook +28.514s; 16 (8) Cammish (21kg) +30.268s; 17 (10) Smiley (15kg) +31.456s; 18 (26) Tordoff +31.638s; 19 (9) Cole (9kg) +36.923s; 20 (11) Smith +38.708s; 21 (3) Jordan (57kg) +40.609s; 22 (20) Plato +41.774s; 23 (23) Price +42.342s; 24 (21) Caine +48.575s; 25 (24) Smelt -1 lap; 26 (15) Collard -1 lap; 27 (2) Turkington (S) (66kg) -1 lap; 28 (5) Chilton (39kg) -1 lap; 29 (30) Neal -3 laps; R (19) Thompson 22 laps/damage; R (16) Olliphant 18 laps/damage; R (22) Jelley 0 laps/spin. Winner's average speed: 76.16mph. Fastest lap: Proctor 49.757s (87.39mph). Lap leaders: Jordan 1-7; Ingram 8-20; Goff 21; Moffat 22-25; Proctor 26-27. (S) = soft tyre.

Round: 3 Laps: 27 Weather: Cloudy, dry

POS	Q	DRIVER	TIME
1	11	Ingram (S)	23m 52.580s
2	13	Morgan (S)	+3.237s
3	1	Austin (S) ⁶	+4.202s
4	12	Sutton (S)	+8.939s
5	8	Bushell (S) ⁸	+10.376s
6	9	Butcher ⁹	+10.500s
7	7	Simpson ⁷	+10.992s
8	10	Goff (S) ¹⁰	+11.913s
9	27	Turkington	+12.068s
10	15	Cook	+12.503s

11 (16) Cammish (S) +12.894s; 12 (29) Neal (S) +14.628s; 13 (18) Tordoff +15.033s; 14 (4) Jackson (57kg) +15.127s; 15 (6) Proctor (75kg) +15.634s; 16 (17) Smiley (S) +17.254s; 17 (21) Jordan (S) +17.321s; 18 (3) Boardman (48kg) +20.438s; 19 (22) Plato (S) +21.777s; 20 (31) Olliphant (S) +22.413s; 21 (2) Moffat (39kg) +22.831s; 22 (20) Smith (S) +26.435s; 23 (32) Jelley (S) +26.775s; 24 (24) Caine (S) +26.953s; 25 (25) Smelt (S) +28.041s; 26 (30) Thompson (S) +28.288s; 27 (28) Chilton (S) -2 laps; 28 (23) Price (S) -2 laps; 29 (6) Hill (S) (66kg) -3 laps; R (14) Nash (S) 7 laps/damage; R (19) Cole (S) 1 lap/crash; R (26) Collard (S) 1 lap/crash. Winner's average speed: 81.95mph. Fastest lap: Turkington 48.500s (89.66mph). Lap leaders: Austin 1-11; Ingram 12-27. (S) = soft tyre.

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

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Tom Ingram	40
2	Jack Goff	37
3	Adam Morgan	30
4	Rob Austin	26
5	Ash Sutton	26
6	Colin Turkington	25
7	Senna Proctor	23
8	Ollie Jackson	21
9	Rory Butcher	20
10	Mike Bushell	19

11 Matt Simpson 18; 12 Jake Hill 17; 13 Andrew Jordan 16; 14 Aiden Moffat 14; 15 Tom Boardman 13; 16 Dan Cammish 13; 17 Tom Chilton 11; 18 Josh Cook 8; 19 James Cole 7; 20 Chris Smiley 6; 21 Brett Smith 5; 22 Matt Neal 4; 23 Sam Tordoff 3; 24 James Nash 2; 25 Rob Collard 1.

INDEPENDENTS

POS	DRIVER	PTS
1	Ingram	43
2	Goff	36
3	Morgan	35
4	Jackson	32
5	Austin	26
6	Butcher	26
7	Boardman	23
8	Bushell	22
9	Moffat	22
10	Hill	20

11 Simpson 20; 12 Smiley 19; 13 Chilton 15; 14 Cole 12; 15 Smith 11; 16 Tordoff 10; 17 Tom Olliphant 9; 18 Nash 8; 19 Bobby Thompson 2; 20 Michael Caine 1; 21 Stephen Jelley 1.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Cammish	43
2	Jackson	41
3	Butcher	39
4	Smiley	36
5	Bushell	33
6	Smith	31
7	Hill	28
8	Caine	21
9	Olliphant	19
10	Josh Price	18

11 Sam Smelt 17; 12 Thompson 14.



Jake Hill: overjoyed with second spot



BTCC: BRANDS HATCH



MOTORSPORT NEWS STAR DRIVER

SENNA PROCTOR

When all those around you are losing their heads...Senna Proctor kept his. A bold decision to go on slick tyres in the damp at the start of race two was his and the team's – and it reaped the biggest of rewards, with a charge through the pack to eventually seal his first win from 27th on the grid. "Well, the others could have chosen slicks, couldn't they?" he said afterwards. "It was an equal opportunities race..."

MOTORSPORT NEWS WOODEN SPOON

SENNA PROCTOR

While there was elation for the Vauxhall man in race two, there was also a visit to the officials' bus for his part in contact with Aiden Moffat which left the Scotsman, who had been leading, in the fence. He got a verbal warning from the BTCC bosses, and he followed that up with an official reprimand for an incident with James Nash (BTC Norrin Honda Civic) and collected two points on his race licence in race three.



DRIVER ANALYSIS BY MATT JAMES

MATT NEAL

5/10

Team Dynamics Honda

It was very hard to gauge Neal's performance. Sixth in qualifying promised a lot but a race one shunt meant the rest of the weekend was academic really. The car is strong and will get better, but there is still some way to go and the veteran needs to collect a slice of good fortune too.



DAN CAMMISH

6/10

Team Dynamics Honda

The speed is there – his scrubbed sub-48s qualifying lap proved that – but there was still some learning to do. His attitude when his qualify time was deleted for missing a red light in the pits was... interesting. Despite that wobble, he raced well in a poorly set-up car and has learned a great deal.



TOM INGRAM

8/10

Speedworks Toyota

There was very little to fault in Ingram's driving, and he managed to hold it together while other top-line drivers faltered. The team gave him a superb car, which had strong traction and he used it well. Showed aggression when he needed to and caution as well. A very solid start to his campaign.



COLIN TURKINGTON

7/10

WSR BMW 125i M Sport

A great rescue job from Turkington. Second place in the opening race was a platform, but an electrical problem at the beginning of race two was a hammer blow. However, his climb into the top 10 in race three showed that this is a potent race car and he will be in the thick of the title hunt.



JACK GOFF

8/10

Eurotech Honda Civic

For race one and most of race two, Goff did everything that had been asked of him. He withheld pressure to win the opener, and then took the battle to Ingram in race two before the rubber wilted. Damage in race three restricted him to eighth spot. He was frustrated but shouldn't have been. It was a very strong weekend.



ASH SUTTON

8/10

Team BMR Subaru Levorg

There weren't any headline-grabbing performances from the champ, as his car needs more refinement, but his rescue job was immense. He collected a top 10 in race one from 18th on the grid and snuck up to fourth in race three from 12th on the grid. Said he had got the maximum from the car. He certainly did.



ADAM MORGAN

7/10

Ciceley Mercedes-Benz

For the opening part of the weekend, Morgan was fairly anonymous. He qualified 13th after having his best time taken away for a track limits infringement and then clambered to sixth in race one. Took wet tyre pain in race two, but second in race three finally showed what he is capable of.



ROB AUSTIN

6/10

HMS Racing Alfa Romeo

It was always tough with a new car, but 11th in qualifying was cause for optimism. Suspension damage in race one prompted race two gamble, which gave him sixth place and reversed grid pole for the finale. Held on well but gave up the lead as his softer tyres began to wilt. Held on for third.



SENNA PROCTOR

6/10

Power Maxed Vauxhall

There was not much sign that Proctor would turn his weekend into a winning one after contact in race one ruled him out, but his brave selection of slicks in race two worked a treat. The skirmish with Aiden Moffat was a blot, but he still had to fend off a host of others. This could be a turning point.



ANDREW JORDAN

6/10

WSR BMW 125i M Sport

Unusually, the WSR team was all over the place in terms of the car's handling, but Jordan and the crew pulled it around for the races. He was third in the opener and had a shot at race two until his tyres went off. Race three was stymied by damage which meant he could only make it to the flag in 17th position.



AIDEN MOFFAT

5/10

Laser Tools Merc A-Class

Moffat came close at Brands Hatch. Having opted for the slicks in race two, the king of car control put himself in prime spot to win it before being nerfed off the road by Proctor. He was rightly furious at a great chance lost.

JAKE HILL

6/10

Team Hard VW CC

Bitter-sweet weekend for the local racer, who took a brilliant second in race two, but was biffed on the warm-up lap of race three to force him into the pits. Showed that there is real potential in this combination though, and there is more to come.

ROB COLLARD

1/10

WSR BMW 125i M Sport

What went right for Collard last weekend? Struggled with set-up in race one, wrong tyres in race two and a crash in race three gave him a single point from the three races. There is much more to come from him, and he was gutted.

TOM CHILTON

5/10

Motorbase Ford Focus

One of the quiet stars of pre-season testing, Chilton shone at Brands and qualified seventh. All good. Fifth in race one was as good as it would get though as he was another on the wrong tyre in race two and that scuppered race three.

OLLIE JACKSON

5/10

AmDTuning Audi S3

Jackson has been promising a podium in his career, and it was a delight that he finally got one in race two – it drove team manager Shaun Hollamby to tears. Was shovelled out of a potential good finish in race three, which was a real shame.

SUPPORTS

'Browning made amends for error'
Ginetta Junior, below



Ladell scoops first Ginetta victories

Ginetta GT4 Supercup

By Dan Mason

Former Clio Cup racer Charlie Ladell was the Ginetta GT4 Supercup's star performer with two wins at Brands Hatch.

Rob Boston Racing's Ladell converted twice from pole position, tailed by Carl Boardley who grabbed the final victory after a Harry King jump-start penalty. "Gutted" when red flags aborted his strong start in race one, Ladell kept Boardley and King at bay en route to a "perfect" maiden win.

King's graduation from Juniors was seamless as he grabbed a podium ahead of a defensive Reece Somerfield, the podium unchanged in a wet race two.

Two spins at Surtees eliminated Somerfield, while Tom Roche's lunge at Paddock Hill Bend left Tom Hibbert in the gravel and the former out with steering damage.

"A clean car and three podiums" were Boardley's demands, and were completed with race three spoils. Roche recovered from 10th to a fine second, Ladell demoted 5s to third for track limits.

A heavy race one shunt at Druids ended Graham Tilley's weekend, he and Adam Shepherd powerless to avoid rookie Angus Fender, who spun after contact with Roche.

Michael Crees claimed two Am class wins, although was demoted to second behind Jack Minshaw for race one startline contact.

Plato mistake gifts Gamble a win on debut

Porsche Carrera Cup GB

By Stephen Lickorish

It wasn't just in British Touring Cars where there was a surprise winner at Brands Hatch, the second Porsche Carrera Cup GB race produced a bizarre result too.

With an already mixed-up order after a partially-reversed grid, Lewis Plato looked to be in control until a mid-race safety car when Pro/Am racer Greg Caton went off at Druids and Am driver Fraser Robertson was pitched into a roll by Peter Kyle-Henney at Clearways. That wiped out a four-second lead for Plato and then, just before the restart, he ran wide out of the final corner and handed the lead to George Gamble.

There was no time for Plato to fight back, as just three laps later the race was red flagged with Iain Dockerill stranded at Clearways and fluid all over the track after a collision with Justin Sherwood.

That gifted Gamble the win in just his first weekend in the series. "That was a crazy race," he said. "I didn't know I had won!"

Tio Ellinas was classified second with Dino Zamparelli completing the podium, ahead of Plato.

Race one was less bizarre with Zamparelli dominant throughout and Ellinas emerging ahead in the battle to be best of the rest.

Photos: Jakob Ebrey

Rivett took a win and a second



RIVETT DELIVERS A CLIO MASTERCLASS

Three-time champ bags two podiums to head points



Renault UK Clio Cup

By Stephen Lickorish

The results sheets may suggest comfortable wins for Paul Rivett and Max Coates in the opening races of the Clio Cup season, but that doesn't tell the full story of two frenetic contests.

The first was red flagged after just three laps following a typical Brands Hatch Clio roll.

The victim this time was Brett Lidsey, whose car flipped over after hitting the barriers backwards out of Druids following contact with Zak Fulk.

But already in that time, Rivett had managed to storm into second after staying around the outside all the way

from Paddock Hill Bend and up through Druids to pass Jack McCarthy and Sam Osborne for second place.

Three-time champion Rivett was again looking racy on the restart and on lap two dived down the inside of leader Coates at Paddock.

But Coates never allowed Rivett to escape and with three laps to go made an attempt to pass the WDE driver at Druids. He was too far back, though, and clattered into Rivett – gifting the Clio veteran a win, despite him missing virtually all of Friday testing with an actuator problem.

"We took a very different line – I tried a move and it didn't work," was Coates' take on the attempted move. But it backfired badly for the Pyro

driver as the contact damaged his steering.

This set up an incredible final few tours with a whole swarm of Clios ganging up on Coates.

He tried valiantly to hang on with his hobbled car, but ended up taking fifth after succumbing to James Colburn, Dan Rowbottom and Lee Pattison.

There were no such troubles for Coates in race two as he made a great start – beating poleman McCarthy off the line – and stormed to an easy win.

"It was a change to have a clear race!" beamed Coates. "Apart from the little bump with Paul the weekend was pretty much perfect."

But it was again frantic behind. Rivett made another great start and had climbed to third when he was the victim of

contact with Pattison and McCarthy at Graham Hill Bend that sent him wide and dropped him to sixth.

He didn't stay there for long. Rivett pulled off a series of great moves, culminating in a pass on McCarthy at Clearways to take second.

"I had three great starts, which is quite unusual for me," joked Rivett. "We leave here leading the championship and I'm determined to get that fourth title this year."

McCarthy salvaged something from his weekend, after disappointing getaways in both races dropped him back from front-row starts, by claiming the final place on the podium ahead of former British Touring Car racer Mike Epps following more close battling.

Simmons supreme in F4 season opener

British Formula 4

By Dan Mason

Ayrton Simmons grabbed the early British F4 advantage with two hard-fought victories at Brands Hatch.

Sharing the wins with Sebastian Priaulx, Saturday's qualifying session crucially gave Simmons the edge as he pipped rookie Kiern Jewiss to pole position.

The JHR Developments driver almost threw away victory in race one, with a wide moment at Paddock Hill Bend on lap two. Fortunately

for Simmons, "a small mistake" at Graham Hill Bend for Jewiss meant he could hang on to win.

It took Priaulx until only his second race to claim his maiden victory in single-seaters. The Arden man finished third on the road, but 10s jump-start penalties demoted Fortec Motorsport's Johnathan Hoggard and polesitter Patrik Pasma to fifth and sixth respectively.

Simmons lost out to Jewiss at Druids on the opening tour of a greasy final race, but the latter drifted wide at Surtees a



lap later to hand his rival a second win.

A narrow third in race one, Red Bull Junior Dennis Hauger was then limited to seventh by a slow puncture.

A safety car to remove the bizarrely interlocked cars of Lucca Allen and Sebastian Alvarez gave the Norwegian a

chance in the final race to attack Simmons, but he slid wide at Paddock Hill Bend to ninth. "I had the speed to win, but it's hard to overtake here," he bemoaned.

Team-mate Jack Doohan put a "difficult" first race behind him to fend off Jewiss for a maiden podium in race two.

Error doesn't prove costly for Browning as he bags maiden win after thrilling contest

Ginetta Junior

By Stephen Lickorish

Luke Browning had done all the hard work. He had passed leaders Ruben Del Sarte and Adam Smalley to take first place in the second of the Ginetta Junior races, but then he looked to have thrown it all away as he ran wide at

Graham Hill Bend.

The error dropped the Richardson Racing driver back to fourth on lap six of 17, but he quickly set about making amends. He soon deposed of Louis Foster and then in the closing stages pounced on the leaders on consecutive tours at Druids to reclaim his place at the front of the field and take a

brilliant maiden win.

"I had my heart in my mouth," he admitted after making the mistake, while Smalley reckoned Browning had the faster car as rain intensified later in the contest.

There were three cars at the front of a terrific first race too. Smalley, his Elite Motorsport team-mate Fin Green, and Del

Sarte had a frenetic battle which Smalley emerged victorious from, after light contact between the other two out of Paddock Hill Bend.

Further back, Foster took a brace of excellent fourth places – the first particularly impressive after keeping a stream of cars behind for the duration.

RESULTS

Renault UK Clio Cup (17 laps)
1 Paul Rivett (WDE Motorsport); 2 James Colburn (Westbourne Motorsport) +4.72s; 3 Daniel Rowbottom (Team Pyro); 4 Lee Pattison (WDE Motorsport); 5 Max Coates (Team Pyro); 6 Michael Epps (Matrix Motorsport). FL Coates 52.411s (82.97mph). P Coates. S 19. **Race 2 (19 laps)** 1 Coates; 2 Rivett +2.346s; 3 Jack McCarthy (Team Pyro); 5 Bradley Burns (Team Pyro); 6 Pattison. FL Zak Fulk (Team Pyro) 58.834s (73.91mph). P McCarthy. S 19. **Points (after 2/18 rounds)** 1 Rivett 48; 2 Coates 45; 3 Epps 31; 4 Pattison 28; 5 Rowbottom 26; 6 Osborne 26.

Ginetta GT4 Supercup (16 laps) 1 Charles Ladell (Rob Boston Racing); 2 Carl Boardley (Team Hard) +1.413s; 3 Harry King (Elite Motorsport); 4 Reece Somerfield (Privateer); 5 Tom Hibbert (Privateer); 6 Tom Roche (Rob Boston Racing). FL Ladell 48.271s (90.08mph). P Ladell. S 19. **Race 2 (26 laps)** 1 Ladell; 2 Boardley +0.516s; 3 King; 4 Jac Constable (Fix Auto Racing); 5 Carl Shield (AK Automotive); 6 Michael Crees (Century Motorsport). FL Ladell 53.777s (80.86mph). P Ladell. S 18. **Race 3 (26 laps)** 1 Boardley; 2 Roche +3.203s; 3 Ladell; 4 Shield; 5 Constable; 6 Somerfield. FL Boardley 49.014s (88.72mph). P Andrew Gordon-Colebrooke (Century). S 18. **Points (after 3/23 rounds)** 1 Ladell 99; 2 Boardley 96; 3 King 88; 4 Constable 56; 5 Shield 54; 6 Gordon-Colebrooke 48.

Porsche Carrera Cup GB (34 laps) 1 Dino Zamparelli (Redline); 2 Tio Ellinas (Slidesports) +3.683s; 3 Lewis Plato (JTR); 4 George Gamble (Parker); 5 Jamie Orton (JTR); 6 Tom Wrigley (JTR). FL Ellinas 52.632s (82.62mph). P Zamparelli. S 21. **Race 2 (25 laps)** 1 Gamble; 2 Ellinas +2.074s; 3 Zamparelli; 4 Plato; 5 Wrigley; 6 Orton. FL Daniel Harper (JTR) 47.336s (92.25mph). P Orton. S 21. **Points (after 2/16 rounds)** 1 Zamparelli 20; 2 Ellinas 18; 3 Gamble 16; 4 Plato 13; 5 Orton 7; 6 Wrigley 7.

British F4 (26 laps) 1 Ayrton Simmons (JHR Developments); 2 Kiern Jewiss (Double R) +0.362s; 3 Dennis Hauger (Arden); 4 Seb Priaulx (Arden); 5 Paavo Tonteri (Double R); 6 Johnathan Hoggard (Fortec). FL Simmons 46.583s (93.35mph). P Simmons. S 14. **Race 2 (24 laps)** 1 Priaulx; 2 Simmons +0.852s; 3 Jack Doohan (Arden); 4 Jewiss; 5 Hoggard; 6 Patrik Pasma (Arden). FL Hoggard 46.395s (93.73mph). P Pasma. S 14. **Race 3 (23 laps)** 1 Simmons; 2 Jewiss +0.922s; 3 Tonteri; 4 Priaulx; 5 Josh Skelton (JHR Developments); 6 Hampus Ericsson (Fortec). FL Simmons 46.872s (92.77mph). P Simmons. S 14. **Points (after 3/30 rounds)** 1 Simmons 68; 2 Priaulx 49; 3 Jewiss 48; 4 Tonteri 25; 5 Doohan 23; 6 Hauger 23.

Ginetta Junior (18 laps) 1 Adam Smalley (Elite Motorsport); 2 Ruben Del Sarte (TCR) +4.622s; 3 Fin Green (Elite Motorsport); 4 Louis Foster (Elite Motorsport); 5 Luke Browning (Richardson Racing); 6 Greg Johnson (Elite Motorsport). FL Del Sarte 57.415s (75.74mph). P Smalley. S 21. **Race 2 (17 laps)** 1 Browning; 2 Smalley +0.500s; 3 Del Sarte; 4 Foster; 5 Johnson; 6 Patrick Kibble (TCR). FL Browning 1m04.248s (67.68mph). P Smalley. S 21. **Points (after 2/26 rounds)** 1 Smalley 66; 2 Del Sarte 57; 3 Browning 56; 4 Foster 44; 5 Johnson 38; 6 Green 32.

Keeping you On Track.....



Insurance products available

- ✓ Rally damage On Event
- ✓ Accident damage On Track
- ✓ Storage and transit
- ✓ Liability
- ✓ Personal accident
- ✓ Track day



- ✓ Competitive premiums
- ✓ A-Rated Insurers
- ✓ Fast claim payments
- ✓ Simple quote form
- ✓ Bespoke cover
- ✓ Knowledgeable staff

Complete an online quote request form at

www.ryanmi.com

Email us: info@ryanmi.com Call us: +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services registration number is 312026.

RACING REPORTS

DONINGTON PARK: HSCC BY PAUL LAWRENCE
APRIL 7/8

Photos: Mick Walker

BARTER BEGINS SEASON WITH ROAD SPORTS WIN


Victory for Barter in Datsun 240Z

Charles Barter opened his 25th season of 70s Road Sports with yet another victory in his Datsun 240Z, but Saturday's win at Donington Park only came after a self-inflicted handicap.

As the HSCC season kicked off in fine style, Barter made a great start to his title defence, although arriving at Redgate on the first lap in sixth place was not the planned opening gambit. "I went from first to fourth off the line," admitted Barter as the 33-strong field attempted to mug him.

Once into his stride, Barter quickly worked his way to the front, deposing the Morgan Plus 8 of early leader Russell Paterson in the process. But the Scot didn't go down without a fight, keeping the pressure on Barter all the way home and little more than a second adrift at the flag. "There's nothing like making it difficult for yourself," said Barter. The Lotus challenge wilted a little, but James Dean and Howard Payne made it two Europas in the top four.

There was Lotus payback in the **Historic Road Sports** when John Davison tigered his Elan clear of a

mighty Morgan battle for second. "I was keen to get ahead of the Morgans straight away," said Davison, after pouncing before the Moggies really got into their stride. Richard Plant got a duff start and had to chase back up the similar Plus 8 of Kevin Kivlochan. After racing Kivlochan's car last October, Plant knew what he was up against and never found a chink in his resolute defence. However, for lap after lap the rumbling V8s made a wonderful spectacle as they ran in close formation. "He was in my mirrors all the time," said Kivlochan. "It was fantastic: a really close race."

Both Jon Milicevic (Brabham BT21B) and Lee Cunningham (Dallara 381/382) took Formula 3 doubles. Milicevic topped the **F3 one-litre** cars and had to contend with a big challenge from the recovering Andrew Hibberd in the opener. "I hooked second on the downchange into McLeans and it locked the rear wheels," said Hibberd of his quick spin. He was straight back up to second and hunted down Milicevic on a track still oily from the preceding race. The final laps were wheel-to-wheel but

Milicevic was ahead by just eight-hundredths of a second when it mattered. Into third went a jubilant Ian Bankhurst in the rare Alexis. "Those two are in a different league: we won the other race," he said on the podium. Nobody was more disappointed than Milicevic when Hibberd dropped time with an Old Hairpin spin in the second race as light rain made conditions tricky.

Cunningham blitzed the **Classic F3** pack in the newly-restored Dallara from Edginton Racing to win both races in convincing style. The former FIA GT racer won from the front in the largely untried Dallara as Keith White (Ralt RT1), Pat Gormley (Safir) and David Thorburn (Ralt RT3) disputed the other podium places. Chris Levy and Drew Cameron were the best of the concurrent URS Classic FF2000 pack.

The fact that Schryver and Hadfield won the **Guards Trophy** race in a Chevron B6 had a familiar feel as Michael and Simon have been doing just that for three decades. However, this victory went to the junior team as sons Will Schryver and James Hadfield kept up the family tradition. The cockpit of the Elva

of Nick Pancisi filled up with oil early on and the result was an incredibly slippery track. But Schryver turned in a nicely measured opening stint to work clear of the other Chevrons and Hadfield, racing the B6 for the first time, completed the job in style. "It was lads not dads for this one," said Schryver. Despite sitting in a puddle of petrol and suffering a mid-race spin, Gregory Thornton ran his B8 into second from early leader Charles Allison. John Davison's Lotus Elan headed the GT pack as the TVRs failed to reach half-distance.

Former VW racer Philip House mastered the **Historic Touring Cars** on only his second race in his Lotus Cortina, but Viking raider Martin Strommen was a constant threat. Steve Platts was in on the act as well, spending the first half of the race snapping at the ankles of the Cortinas. Eventually, the Singer Chamois dropped a few seconds back but still scored a very impressive third place ahead of many more powerful cars.

Finally, Sam Wilson (Lotus 20/22) had little trouble in scooping **Historic Formula Junior** spoils, although Peter Morton was still chasing hard at the flag.

WINNERS BOX

Historic Formula Ford 1600
 Qualification race 1: Harvey Sykes (Crosbie 20F)
 Qualification race 2: Ben Tusting (Merlyn Mk20)
 Championship race 1: Ben Mitchell (Merlyn Mk20)
 Championship race 2: Richard Tarling (Jamun T2)

Historic Road Sports
 John Davison (Lotus Elan)

70s Road Sports
 Charles Barter (Datsun 240Z)

Historic Formula Ford 2000
 Race 1: Andrew Park (Reynard SF81)
 Race 2: Andrew Park (Reynard SF81)

Guards Trophy
 Will Schryver/James Hadfield (Chevron B6)

Historic Formula 3
 Race 1: Jon Milicevic (Brabham BT21B)
 Race 2: Jon Milicevic (Brabham BT21B)

Classic Formula 3/URS Classic FF2000
 Race 1: Lee Cunningham (Dallara 381/382)
 Race 2: Lee Cunningham (Dallara 381/382)

Historic Touring Cars
 Philip House (Ford Lotus Cortina)

Historic Formula Junior
 Sam Wilson (Lotus 20/22)


Philip House raced in Historic Touring Cars

Double win for Park in FF2000s

A fabulous field, with quality to match quantity, got the **Historic FF2000** season off to a barn-storming start with a double win for reigning champion Andrew Park.

In Saturday's opener, Nelson Rowe languished down in 14th on the grid. The brakes needed bleeding early in the session and by the time he went out again, the track was wet. That was good news for defending champion Park, who set a fearsome early pace with Benn Simms sitting on his gearbox. "Benn was giving me a hard time," admitted Park. Sadly, Simms was destined not to finish as a failing rear upright finally gave way and his race was over.

Meanwhile, Rowe was making very strong progress in an attacking drive and jumped into second once Simms parked up. Rowe got to within 10s of the leader but that was as far as the laps would allow. Importantly, it put the equine vet on the front row of the grid for the second race on Sunday. Andrew Storer fended off a lengthy challenge from David Walton to complete the podium.

With Simms at the back of the grid for the second race, another cracker was expected. Unfortunately, a first lap midfield tangle sent him into the wall on the exit of McLeans to complete a weekend to forget. Up front, Park was in stunning form, holding Rowe at arm's length over the early laps then eking out a winning margin of four seconds in a truly impressive performance.


Park: Reigning champion

Thrilling eight-car battle in Historic Formula Fords ends with Tarling on top

There are not enough superlatives to adequately describe the weekend's second **Historic Formula Ford** race.

From an eight-car lead pack, Richard Tarling somehow got to the flag first, with just two seconds covering eight cars. The spectators stood in awe as the pack raced wheel-to-wheel for 20 minutes, often three abreast in a commendably clean contest.

This was **Historic FF1600** at its very best. Saturday's race was pretty good when Ben Mitchell finally wriggled clear of the pack

to take a superb win from Nelson Rowe as Tarling, Callum Grant and Cameron Jackson fought tooth-and-nail over third.

But the remarkably strong field saved the best for Sunday in a race where any one of eight cars could have won and most of them had a turn in the lead. It was a race that modern single-seater racing will never come close to matching as Tarling, Jackson, Mitchell, Grant, Rowe, Ed Thurston, Gislain Genecand and Stuart Kestenbaum showed how it should be done. Will Nuthall was in there too,

until a loose nosecone made a bid for freedom. It was so close, with constant place changing, yet the racing standards among this fine crop of racers ensured that, somehow, everyone finished.

Ultimately, Tarling used all his guile to work his way into a winning position from Jackson and Mitchell, as less than a fifth of a second covered the top three cars. "That was hard work," said Tarling, who has had some big battles since switching to **Historic FF1600**. Few wins will ever be tougher than this one.


The top eight cars were covered by just two seconds at the finish

JUST £1

FOR YOUR FIRST 6 WEEKS

GREAT REASONS TO SUBSCRIBE

SAVE
54% on the cover price

FREE
delivery direct to your door

ACCESS
content anywhere, anytime



SUBSCRIBE ONLINE
WWW.AUTOSPORTMEDIA.COM/OFFER/MSNAPR18

OR CALL 0344 848 8834
QUOTE OFFER CODE PMSN0418BD

OVERSEAS RATES ARE AVAILABLE ON +44 (0)1604 251 457

Terms and conditions: This offer is open to UK residents only. After your first 6 issues your subscription will continue at £34.99 every 13 issues for the print and digital bundle. Direct Debit rates are valid for one year after which they are subject to change. Details of the Direct Debit Guarantee are available on request. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable. Please allow 35 days for delivery of your first issue. Savings are based on the standard UK cover price of £3.60 and digital cover price of £2.29. Offer ends 1 May 2018.

RACING REPORTS

SILVERSTONE: MGCC BY IAN SOWMAN

APRIL 7

Photos: Steve Jones

Burgess' race one win came amid controversy

DOUBLE WIN FOR BURGESS



WINNERS

- BCV8 Championship**
Rob Spencer (MGB GT V8)
- Cockshoot Cup**
Ray Collier (MG ZR 190)
- Equipe GTS**
Group A: Mark Ashworth (TVR Grantura MkII)
Group B: Babak Farsian (MGB Roadster)
- Equipe Pre 63**
Martin Brewer (Aston Martin Project 214 Copy)
- MG Cup**
Race 1: Matthew Simpson (Rover Tomcat Turbo)
Race 2: Richard Buckley (Rover Tomcat)
- MG Trophy**
Race 1: Jason Burgess (ZR 190)
Race 2: Jason Burgess (ZR 190)
- Metro Cup**
Jack Ashton (Rover Metro GTi)
- Midget/Sprite Challenge**
David Morrison (MG Midget)

The first part of a Silverstone MG Trophy victory double for Jason Burgess was clouded by controversy following a safety car restart.

Burgess summed it up: "It is not the most happy victory I have had. I don't like seeing my competitors feeling hard done by." The Stamford driver passed the napping Doug Cole marginally before the timing line when the safety car made a late dive for the pitlane. Cole, who had climbed from fourth on the grid to lead the race within half a lap, was shuffled back to third by Graham Ross at Brooklands three laps after the resumption.

Cole was also frustrated in race two: early contact put him well back, but he had raced back up to fourth when forced to retire. Up front, Ross tried to out brake Burgess at Brooklands but spun after door-to-door contact between the ZR190s.

Reigning champion Matthew

Turnbull was immediately on the pace as he stepped up to the ZR170 division but he was twice denied class victory by last year's runner-up Paul Luti. Tylor Ballard and John Booth shared the ZR160 spoils.

Mark Ashworth's battle-scarred TVR Grantura clung on to victory in the main **Equipe GTS** race despite contact with Tom Andrew's Elva Courier at Woodcote on the penultimate lap. This also brought Chris Ryan's Triumph TR4 and Tom Smith's MGB into last minute contention. The overflow race ended in a photo finish, with Babak Farsian's MGB Roadster a nose ahead of Rob Cobden's Elva Courier after erstwhile leader David Keers-Trafford took a self-imposed drive-through penalty after misinterpreting a warning flag.

Martin Brewer drove his Aston Martin Project 214 copy to victory in the inaugural **Pre-'63** race despite an

off that briefly handed the lead to the Sarah Bennett-Baggs/Mike Thorne Big Healey. The spinning Elva of Paul and Tom Andrew, that Brewer had been trying to avoid, came back to finish second.

There was an impressive field for the **BCV8** season-opener, but it didn't include reigning champion Russ McCarthy thanks to dramas during qualifying. Rob Spencer just about led throughout, but the challenge from Neil Fowler intensified in the closing laps. Ollie Neaves took advantage of a huge spin at Becketts for Andrew Young to win Class C.

Ray Collier was another to rotate at Becketts, the second corner of the **Cockshoot Cup** encounter. Within two laps he was back into the lead in his ZR and he pulled clear of Philip Standish's bright orange TF and Peter Bramble's B, after Ashley Woodward's ZS blew its engine.

Rover products were to the fore in the pair of **MG Cup** contests, with the Tomcats of Matthew Simpson and Richard Buckley splitting the honours although the show was stolen by Metro champion Mike Williams. He has updated his title-winning GTi to run an 1800cc engine, but even that did not give him enough puff down the straights. He chucked it through the corners well enough to spend plenty of time in the lead, until a leak took hold. In his own words: "It was stinking of fuel and then it just died."

Buckley had already retired with drive flange failure, although he bounced back later when the Metro was affected by gearbox issues.

In the absence of Williams, the Ashton brothers resumed their **Metro Cup** rivalry. Jack left Silverstone with bragging rights as his sibling Andrew was edged back to third by Dan Balster three laps from the end.



New Equipe Pre 63 series began at weekend

KNOCKHILL: SMRC BY STEPHEN BRUNSDON

APRIL 8

BRILLIANT START FOR REID AS HE TAKES A MINI HAT-TRICK

Kyle Reid kicked off the new Scottish Motor Racing Club season at Knockhill in dominant fashion with a hat-trick of **Scottish Mini Cooper Cup** victories. But it was full-season driver John Duncan who left the Fife circuit happiest after a trio of podiums.

With reigning champion Mark Geraghty pursuing other ventures south of the border, Reid stamped his authority on the weekend taking pole position by 0.3s from Duncan.

A clean getaway amid the chaos behind was key to claiming victory from Duncan and Robbie Dalgleish in an opening race that was twice interrupted by the safety car. Simon Holderness and Craig Blake both found themselves in the gravel at McIntyres early in the race. Hannah Chapman and rookie Jake Hutchison also suffered race-ending contact during a fractious encounter. Reid and Duncan replicated their results in an entertaining second race, but Dalgleish's hopes were dashed by a blown clutch exiting the Hairpin.

The reverse-grid final race meant Reid had to work his way through from fifth, which he achieved superbly. The Aberdeenshire-local made the most of series returnee David Sleight's ambitious dive up the inside of Dominic Wheatley to snatch second at Duffus. Then he went on to assume the lead from Wheatley approaching half-distance.

"It's awesome to get three wins, but I don't compete in the full season due to work commitments which is a

great shame," explained Reid.

Duncan leads the points courtesy of his two seconds and a third, while Wheatley also bagged three valuable points finishes.

An enhanced grid of 15 cars helped the **Scottish Sports & Saloons** deliver two excellent races, won by Robert Drummond and Roddie Paterson.

Paterson showed great tenacity in his two-wheel-drive Caterham C400 as he fended off Drummond's faster four-wheel-drive Ford Escort Cosworth, and the similarly turbocharged Mitsubishi Evo of Kenneth McKell. Title contender Ron Cumming (Nemesis Kit Car) suffered mechanical problems throughout and failed to make the finish in either race. Oliver Mortimer claimed a pair of Cooper S class wins.

Despite not having driven his Ray GR17 since November's Walter Hayes Trophy at Silverstone, Ross Martin remained dominant in both **Scottish Formula Ford 1600** races. The Mazda Road to Indy finalist broke the circuit lap record no fewer than five times en route to victory in race one, as Jordan Gronkowski's Van Diemen broke down on the third lap. Martin then converted a second pole into victory in race two, beating Seb Melrose to the line, with the recovering Gronkowski third.

Defending champion John Paterson began his quest for a fifth **Scottish Legends** title by remarkably taking all three wins on offer. 'Wee Pat' made up 10 places in two laps in the opening heat, to



Reid beat safety car interventions and a reverse-grid finale to take all three wins

take victory from David Newall and engine prep expert Ivor Greenwood.

Having taken race two at a canter from pole, Paterson then produced another sensational drive from 16th to beat Ryan McLeish in the final race.

Robert Bremner cruised to a pair of **Scottish Classic Sports & Saloon** race wins in his striking AC Cobra V8, beating the Rover 3500 of John Kinmond in both. Kinmond fought off Raymond Boyd (Porsche 911) in the first race, with the pair joined in a stunning podium battle by Andrew Graham in his Triumph TR8 in race two.

Fiesta XR2 class honours went to Martin Ramsay.



Bremner's Cobra won Classic Sports & Saloon race from Kinmond (1)

Photos: Jim Moir

WINNERS

Scottish BMW & Fiesta & Hot Hatch Championship
Race 1: Peter Cruickshank (Fiesta ST)
Race 2: Wayne MacCaulay (Fiesta ST)

Scottish Classic Sports & Saloons Championship
Race 1: Robert Bremner (AC Cobra)
Race 2: Robert Bremner (AC Cobra)

Scottish Formula Ford 1600 Championship
Race 1: Ross Martin (Ray GR17)
Race 2: Ross Martin (Ray GR17)

Scottish Legends Championship
Race 1: John Paterson
Race 2: John Paterson
Race 3: John Paterson

Scottish Mini Cooper Cup
Race 1: Kyle Reid
Race 2: Kyle Reid
Race 3: Kyle Reid

Scottish Sports & Saloons Championship
Race 1: Robert Drummond (Ford Escort Cosworth)
Race 2: Roddie Paterson (Caterham C400)

HISTORICS

'Baines finally made his debut'
FF2000 racer on track, below



Photos: mkpics.net, Paul Lawrence

DOWN THE PUB WITH

SAM WILSON

Age: 33 Lives: Leicester
Historic Lotus racer

He drives a Lotus 18

"It is John Chisholm's Lotus 18 and it is an ex-works car, chassis 372, and it is very original. It was the car that Jim Clark drove in his first major single-seater win at Brands Hatch in 1960, so it is quite a significant car. Iain Rowley rebuilt it a couple of years ago and then John brought it to us and since then I've been driving it. We've done some HGPCA races and John will do some more events with it this year."

He took it to Donington

"It was a rush to get it ready for the Jim Clark celebration on Saturday as we've just put it back to 1.5-litres. It was lovely to see the Lotus 18 there with the other cars and it was fantastic to see so many people there to remember Jim Clark. My dad was there as well."

There is a baby on the way

"I was hoping to race the 18 at Monaco but we've got a little one on the way. My wife Janine is due to give birth to a boy in early May. He's due the weekend of the Donington Historic Festival and we're only half an hour away from Donington. But Monaco the following weekend is probably not such a good idea. I've bought him a 1962 pedal car that's like a little Lotus 20. Damon Hill had one when he was a little boy."

His dad is involved

"I've heard endless stories from my dad Rob because he was the chief mechanic at the Donington Collection when Tom Wheatcroft first started rescuing grand prix cars. There were a lot of Jim Clark stories and he was just an incredible driver."

He's a Jim Clark fan

"It was quite an emotional moment on the grid on Saturday. They were asking some questions over the commentary and they asked me what I thought of Jim Clark and I was starting to get emotional. In my opinion he was the best racing driver of all time. I love the cars from that era: they are pure and it is before slicks and wings and I've been around them since I was a baby."



Wilson: Lotus 18 racer

BLAND BACK IN BMW 635i

Donington return 17 years after monster accident



Bland is a National Hot Rod regular



Bland will return to the wheel of a BMW

By Matt James

Shane Bland will race at Donington Park next month for the first time since breaking his neck in a British GT accident in 2001.

The Leamington Spa racer will return to the wheel of the Geoff Steel Racing Group A BMW 635i CSI at the Donington Historic Festival on May 4-6. He will again share the machine with Andre d'Cruze, who he drove alongside at the 2017 Oulton Park Gold Cup where they failed to finish with a gearbox problem.

"I always wanted to race at Donington Park again just to finally put that bad memory to bed," said Bland, who crashed an Eclipse Motorsport GTO class Marcos Mantis at Redgate when the brakes failed.

"I am not nervous about racing at Donington again – as soon as you get behind the wheel that is all that you think about and I am sure there will be nothing to spook me."

Bland said taking part in the Gold Cup last season had rekindled his interest in long circuit racing, and he is partners in a three-litre Ford Capri that is being rebuilt by ex-BTCC Production class racer Matt Kelly. The pair aim to use that machine at the Silverstone Classic if it is ready in time.

"I just really enjoyed the atmosphere in historic racing, and you get to handle some really iconic machines," added Bland. "It will be a hectic weekend for me because on Monday after Donington, I will be heading to Hednesford Hills for the next National Hot Rod round."

Ex-David Purley Brabham finally makes a race comeback



Jones got to grips with the Brabham

The ex-David Purley Brabham BT28 one-litre F3 car raced for the first time since the mid-1970s when new owner Steve Jones contested the Historic F3 races at Donington Park. The Brabham had been

stored at Retro Track and Air for 20 years before Jones bought it and commissioned the Retro team to rebuild it.

Purley raced the BT28 in 1970 on his way up to Formula 1 and it was then fitted with a

Lotus twin-cam for Formula Libre. "I bought it at the beginning of the project," said Jones, who claimed ninth and seventh place finishes. He elected not to race the car at Goodwood because of the snow.

Briggs reunited with McLaren for F1 bid

UK-based New Zealander Warren Briggs will step up to Historic Formula 1 this season in an ex-John Watson McLaren M29C, chassis number two.

Briggs has more recently raced a Ford Mustang with great success but has always wanted an M29 as his first job on arriving in the UK in 1978 was with McLaren and the early work on the M29.

"The car is fantastic, I feel very privileged to be able to

own it let alone race it," said Briggs after a first run at Brands Hatch. "It is M29-2 and was built and introduced part way through 1979 to replace the M28. Patrick Tambay drove this car from the German GP on that season. For 1980 the car was upgraded to C spec and John Watson drove it that season."

Briggs plans a limited 2018 campaign before a full programme next year.



An estimated 500 people stood in silence on the Donington Park grid on Saturday to remember Jim Clark, 50 years to the day from the Scot's death. At the head of the grid was the Lotus 18 now owned by John Chisholm, the car in which Clark scored his first major single-seater win in 1960.

Classic Jaguar XK120s to gather at Shelsley Walsh and aim to set a world record

The 70th anniversary of the Jaguar XK120 will be celebrated at Shelsley Walsh by the XK70 Jaguar Festival over the weekend of June 9/10.

As well as a huge number of

XK120s and subsequent models, some important race cars will also be on hand and some will be driven at speed up the historic 1000-yard Worcestershire hillclimb course.

Feature cars include the TWR XJ220C driven by David Coulthard, David Brabham and John Nielsen at Le Mans in 1993 and the 1987 World Sportscar Championship-winning XJR-8.

Justin Law and Chris Ward will drive the race cars up the hill.

The organising XK Club is aiming to set a world record by gathering 700 classic XKs together.

IN BRIEF

Teacher's lesson

Cumbrian school teacher Jono Baines finally made his Historic FF2000 debut at Donington Park. Plans to start racing last summer in the Royale RP30 were thwarted by an engine failure in his first test at Croft but he has since done a couple of sprints to get a feel for the car. At Donington he achieved his target of two finishes.

Jackson for Fford

Historic single-seater racer Cameron Jackson is planning a full assault on the Historic Formula Ford title in a Lola T200 from Neil Fowler's stable and opened his season with a second and a fifth at Donington. Jackson will also race his Formula Junior Brabham BT2 in the three-event final leg of the category's Diamond Jubilee World Tour in the UK this summer.

Matra memories

Nearly half a century after works-entered Matra sports-racing cars won the Tour de France, a Matra MS650 will be a star entry on the 2018 Tour Auto when it runs across France on the last week of April. The pseudonymed 'Mr John of B' will drive the open cockpit V12-engined car on the week-long event that mixes races with closed-road special stages.

Park's Hawke run

Historic FF2000 champion Andrew Park made his Formula Ford 1600 debut at Donington in a Hawke DL2 recently rebuilt by Tom Smith at TS Historic Motorsport. "It was a bit of a project," said Smith who entrusted it to Park for a debut race. With no testing, Park finished midfield in the two championship races.

Titanic ladies

Famous lady rally drivers Rosemary Smith and Louise Aitken-Walker have joined the entry list for the Titanic Deja Vu Ulster event in early September. The non-competitive tour over some of Ulster's best rally stages follows the success of Circuit of Ireland retro events. Smith will drive a V8 Sunbeam Tiger and Aitken-Walker will drive a Sunbeam Lotus.

Bromyard delay

Due to water-logged car parks, the Bromyard Speed Festival 'on tour' event scheduled for Shelsley Walsh last Sunday was postponed. The new date will be Sunday, May 13, when a wide array of competition and classic cars will take part in demonstration runs at the Worcestershire hillclimb venue.

Stars in a Porsche

Richard Attwood and Anthony Reid raced a classic Porsche 911 in the Guards Trophy race at Donington Park. Masterminded by the Road and Race Restorations team for the Porsche Classic Partners programme, the car is destined for the new 2.0L Cup for pre '66 911s this season. They raced to a class-winning 12th place overall.



Reid/Attwood's Porsche 911

WRX PREVIEW

Photos: fiaworldrallycross.com



Kristoffersson is the man they want to beat



Solberg's PSRX team has a reworked VW Polo

CALENDAR

2018 World Rallycross Championship

TRACK	DATE
Barcelona, Spain	April 14/15
Montalegre, Portugal	April 28/29
Mettet, Belgium	May 12/13
Silverstone, Great Britain	May 26/27
Hell, Norway	June 9/10
Holjes, Sweden	June 30/July 1
Trois-Rivieres, Canada	August 4/5
Loheac, France	September 1/2
Riga, Latvia	September 15/16
Circuit of the Americas, USA	September 29/30
Estering, Germany	October 13/14
Cape Town, South Africa	November 24/25

OPEN SEASON FOR AN OPEN CONTEST

Several new challengers take aim at the reigning champion Johan Kristoffersson. By Hal Ridge

The post-season World Rallycross Championship video, produced for the 2017 FIA prize-giving, promotes all that is good about the sport. Despite having seen it many times, title winner Johan Kristoffersson couldn't help being glued to a rerun at the recent PSRX team launch. "I do still enjoy watching that," says VW Polo driver Kristoffersson. "That's rallycross itself: when they make a video like that and there's some good music, there's a lot of action in rallycross, so of course when the new season is just around the corner, you feel a bit even more motivated to start to compete again when you watch it."

Despite being a class above last season, the 29-year-old does need to be motivated if he is to stand a chance of defending his crown.

The same goes for each of the 15



Peugeot driver Timmy Hansen

permanent 2018 entries. The PSRX team had things largely its own way last term and will start the opening round this weekend in Barcelona as favourites, but if the array of new teams, new cars and pre-season testing form are anything to go by, World Rallycross will be anything but predictable this year.

Volkswagen Motorsport has continued tinkering with its WRC-based Polo for a second term in World RX, but Mattias Ekstrom has received increased input from Audi Sport. The driver has ditched his DTM commitments to focus solely on rallycross and the new EKS S1 Supercar created as a collaboration between the two parties. It also has a new driver in Andreas Bakkerud, who has six World RX victories to his name and scored several podiums in a Ford Focus RS RX last season.

And then there's Peugeot Sport, which has taken the running of its rallycross programme away from Kenneth Hansen's team to be the first full factory effort in World RX. The French outfit will start with a pair of new cars similar to the 2017 versions, but will implement step changes through the opening part of the year. By mid-season, the Parisians also expect to be challenging at the front, and have



Prodrive's new Megane R.S. RX

the right drivers with which to do so. It has rally legend Sebastien Loeb, who will be sharper than ever thanks to recent seat time in the WRC, and rallycross' most under-rated talent, Timmy Hansen. His younger brother Kevin will drive a third 2017-spec car.

However, if the old existing guard have any thoughts that they only have to watch out for each other this season, they're going to be mistaken.

Marcus Gronholm's GRX team has followed a similar route to that of Volkswagen by adapting an ex-WRC car (circa 2016) for World RX, the Finn's team set to field Hyundai i20s for his son Niclas and triple European Champion Timur Timerzyanov.

The Hyundais are the only cars not to be seen so far in pre-season testing and are an unknown, but the team led

by Gronholm and team manager Jussi Pinomaki has been working hard behind the scenes.

Doing away with the 1.6-litre WRC engine, the i20s are now home to what is widely acknowledged to be the best customer engine in the sport, courtesy of Pipo.

Gronholm Jr has shown flashes of pace in his maiden two campaigns, while Timerzyanov was a match for any driver before World RX began. If the Hyundai is competitive and Timerzyanov can rekindle the kind of performances that allowed him to dominate Euro RX events, he could be the dark horse for wins this season.

Also new on the block is the GC Competition squad with its Prodrive-built Renault Megane RS RXs (see feature, page 34). While the cars are a mouth-watering creation and impressed with testing pace at Silverstone last month, team owner and driver Guerlain Chicherit openly admits he needs more experience to be able to challenge the sharp end regularly. He is also racing in the French Rallycross Championship to gain that mileage, while team-mate Jerome Grosset-Janin has proved he has what it takes to challenge for titles in Euro RX but embarks on a maiden World

Championship campaign this year against some of the very best in drivers in the world.

Making a return to the series after a year of absence as a full-time entry, Olsbergs MSE has revised its Ford Fiesta platform to use an inboard suspension and front-mounted radiator, similar to VW's Polo.

The squad will also field a pair of former event winners: Kevin Eriksson (son of team owner Andreas) and Robin Larsson.

Manfred Stohl's STARD team and Sebastien Loeb Racing will also run cars for Janis Baumanis and Gregoire Demoustier in individual efforts this term.

Adding to the list of unknowns in the teams and two new venues at Silverstone and Circuit of the Americas, a number of changes to the technical and sporting regulations designed to both bring costs down and even out performance have been implemented and changes to the number of tyres available per event and items such as gear ratios and rear aerodynamic devices being fixed before the season.

The variables in World RX could be huge this season. If those are reflected by on-track performances, 2018 could be more spectacular than ever. ■

SIX THINGS TO WATCH

1 Gronholm's GRX Team

GRX's i20 Supercars are yet to be seen in action, having missed both official pre-season tests, but if Timur Timerzyanov can return to past form and the car is on the pace, Marcus Gronholm's squad could be a dark horse this year.

2 Prodrive's Megane RS RX

The Banbury firm's return to off-road top-flight World Championship competition is with a bang, with the stunning Renault Megane RS RX that hasn't just opened a new page in the 'how to build a Supercar'

book but has ripped it up completely.

3 Bakkerud's new drive

Mattias Ekstrom is arguably one of the best racing drivers in the world. He's calculated, clean and precise. His new team mate, Andreas Bakkerud, is more akin to the old school. Yes, he has finesse, but he can also grab a car by its scruff and get stuck in. If the S1 is good, he could be great.

4 Circuit of the Americas

For the first time World RX will

head to the USA in September. The new track was revealed last week, situated in an amphitheatre setting in the Turns 12-17 complex of the F1 circuit. If rallycross can harbour the same kind of razzmatazz that F1 does in Texas, it will be a great addition to the calendar.

5 Peugeot

The French marque is managing its expectations for the early part of 2018 as it gets to grips with running a rallycross programme in house and develops the 208 WRX. But it won't take the French firm long. If form is hit in time for its home round at

Loheac, with Loeb at the wheel the atmosphere will be more goosebump-inducing than ever.

6 Estering's first, and last, corner

World RX heads to some amazing new venues in 2018, but there's equally nothing quite like the old school. Buxtehude's pokey circuit, the oldest on the calendar, has rough loose sections and a lottery of a tight-right first corner. The form book could go out of the window here, while the last corner joker makes for an exciting sprint to the line.

ENTRY LIST

2018 World Rallycross Championship

DRIVER (NATIONALITY)	TEAM	CAR
Mattias Ekstrom (SWE)	EKS Audi Sport	Audi S1
Andreas Bakkerud (NOR)	EKS Audi Sport	Audi S1
Guerlain Chicherit (FRA)	GC Competition	Renault Megane R.S.
Jerome Grosset-Janin (FRA)	GC Competition	Renault Megane R.S.
Niclas Gronholm (FIN)	GRX Taneco Team	Hyundai i20
Timur Timerzyanov (RUS)	GRX Taneco Team	Hyundai i20
Kevin Eriksson (SWE)	OlsbergsMSE	Ford Fiesta
Robin Larsson (SWE)	OlsbergsMSE	Ford Fiesta
Petter Solberg (NOR)	PSRX Volkswagen Sweden	Volkswagen Polo R
Johan Kristoffersson (SWE)	PSRX Volkswagen Sweden	Volkswagen Polo R
Sebastien Loeb (FRA)	Team Peugeot Total	Peugeot 208
Timmy Hansen (SWE)	Team Peugeot Total	Peugeot 208
Gregoire Demoustier (BEL)	Sebastien Loeb Racing	Peugeot 208
Kevin Hansen (SWE)	Team Peugeot Total	Peugeot 208
Janis Baumanis (LVA)	Team STARD	Ford Fiesta

WRX PREVIEW

HOW PRODRIVE THINKS IT HAS ENGINEERED ITS WAY TO A

David Evans gets under the skin of a revolutionary rallycross beast

What did you get for question six? Remember those inevitable post-exam debriefs? And that slightly uneasy feeling when your answer didn't tally with those around you. That was Silverstone last month when the GCK Megane R.S. RX car rolled out of its garage towards the Stowe circuit for the first time.

There had been plenty of chatter about the potential revolution this car was going to provide, but rarely does the reality live up to the rumour. It did this time. And it did thanks to Prodrive. Anybody pulling a late one past junction 11 of the M40 recently will have noticed the lights have been on longer, later than usual. The reason is Guerlain Chicherit and his desire to do something different in rallycross.

As an extreme skier, Chicherit is more than used to taking an alternative route to the masses, but no couloir or cliff jump in his previous life is as radical as what he and Prodrive have come up with to challenge the established order of the World Rallycross Championship.

"When I started my own RX team, I wanted to make a car from scratch," says the Frenchman. "There are cars coming to RX from other sports, but nobody built one completely new. I knew my team couldn't do this, but there was a team I had been dreaming about since I was young. This was the same team my hero drove for, my hero was Colin [McRae]. And the team is Prodrive. It's incredible for me to come to the place where Colin was and it's even more incredible for me to see what Prodrive has created for me. I have to thank those guys: they've made my dream real."

And, on paper (or more likely a computational fluid design [CFD] page), it looks like Prodrive might have created every other team's nightmare.

The Banbury firm's pedigree in world rallying and endurance racing is beyond question, but its brief

flirtation with rallycross didn't deliver. In between fixing up Sir Ben Ainslie's America's Cup challenger and making the world's lightest folding bicycle, there was an idea to revisit RX.

Prodrive technical gurus David Lapworth and Paul Doe sat down with a copy of the World RX technical regulations. Already acquainted with them from the time they converted the Mini John Cooper WRC into an RX racer, they were ready to crunch the numbers on a whole different project.

Zero carryover (actually, that's not true – the wheelnuts share the same part number); empty screen; free your mind.

Doe explains: "We wanted to avoid the limitations which comes with [converting a] rally car. On the chassis side [in a rally car], the engine position has to be kept within 25mm of the production engine, which all-but forces you down the transverse [layout] route. The suspension is going to be MacPherson struts, which come with massive limitations and the sub-frame has to be interchangeable with a road car – again this creates problems."

The solution was a simple one: tear it up. Forget convention.

The real benefit for Prodrive mid-way through 2016 was that the car wouldn't be breaking cover until last month and that gave them plenty of thinking time.

Lapworth smiles the smile of an engineering genius emerging from 18 months of playtime in a series with significant regulatory scope.

"The last time I did something like this was back in the 1980s," he says, "when we worked on an off-road project..."

That off-road project? Porsche's 959, the one that finished 1-2 on the 1986 Paris-Dakar.

He continues: "In the beginning, Paul and I started looking at priorities, themes and what we could do and where we could do it with the car. We did that for six months before we started committing the resource to it. It's rare that you get that time, but it's so, so valuable. Commercially you're almost always backed into a corner in terms of development, then you're up against it and trying to cut corners to get the car ready in time. This wasn't like that."

And then, just like Prodrive had with its Mini World Rally Car, the whole thing was designed and built virtually.

"This [approach to design] is something that's been coming more and more for the last 10 years," says Lapworth. "It's a cliché, but, who was it? [Abraham] Lincoln, I think, said: 'If you've got a day to chop down a tree then spend the morning sharpening the axe.' That's what we've done. Time



Prodrive has built two of the new Megane R.S. RXs

is more valuable than money when it comes to developing a car. Honestly, to be given twice the amount of time rather than twice the budget is preferable."

And that clean sheet of paper meant nothing would be compromised. The engine mounts would be perfect for a Prodrive-designed motor to slot into a Prodrive-designed chassis.

"Prodrive is a very data driven company," says Doe. "We have a huge amount of experience to call on, but we do like to do it with the numbers. We've had a lot of fun in the last 12 months."

Ground-up revolution

The most talked about part of what will be the fastest-ever accelerating Renault Megane is the absence of brakes in the wheels. All four discs are inboard, which means the fronts are located inside the engine bay.

"We came close to doing this with the rear brakes on the Mini WRC," says Lapworth, "but in the end it was too much of a risk when you have events like Mexico which can be really hard on brake temperature."

With four-minute races, rapidly rising brake temperatures won't be a problem. And the pay-off is potentially huge in terms of improved unsprung

mass and the ability to contain tyre temperatures and pressures – via tailored aircraft-style O.Z. Racing wheels.

"So far, it's worked pretty well," says Doe, deadpan, not giving anything away. "We should be fine providing World RX doesn't introduce half-hour races."

The absence of brake mountings on the hub means a very minimalist upright and this leads the eye nicely into suspension.

"The suspension is a good step," confirms Lapworth. "It's not all win, but on balance we think it's the right way to go. The Mini, with some development, would have been a very good rallycross car without throwing everything away that we'd done for rallying. But with a clean sheet of paper it wasn't difficult for us to say that we would discount the MacPherson strut straight away."

In its place is a double wishbone set-up which offers wider camber options and much improved grip as the car loads up in a long corner.

"The car's ready to turn more and more in the long corners," says Doe, "in these places, with the limitations of the MacPherson, you would have started to lose to the tyre. The double

wishbone takes away friction issues and gives us so much more freedom around the geometry."

All of which should result in improved grip and balance from the car. And it's the grip where Lappy reckons the big win could come.

"The limitation on grip is probably why this sport's not F1-expensive," he says. "I don't know exactly but I'd say 60 or 70 per cent of the lap is probably grip limited, so you don't need to chase 1000bhp – you're not going to need it and it's not really an aero formula. Of course you need to optimise what you've got [in terms of aero], but Adrian Newey wouldn't get very excited about rallycross because you're not chasing after 1000s of Newtons, you're chasing a few hundreds of Newtons and the difference between one car and another car could be measured in 10s of Newtons. Like I said, I think we've made a good step with the suspension."

Damping comes courtesy of bespoke Ohlins.

New engine is crucial

To make the inboard brakes work, any plans for a transverse engine were binned. Which was just as well because – for issues of centre of



"Prodrive is a data-driven firm"

Paul Doe

Photos: Prodrive, fiaworldrallycross.com

WRX WINNER



Initial testing at Silverstone has shown that the new car is already on the pace



Chicherit and Grosset-Janin will team up for the World Rallycross Championship in 2018

gravity and mass distribution – Doe and Lapworth favoured longitudinal anyway.

Doe explains: “The engine is as low as it can go. We’re limited by the flywheel regulation [sized at] 240mm. We can’t go smaller than that, so we have crankshaft, [the] 120mm flywheel radius, a very small gap, floor and road. It doesn’t go lower than that. Look at other longitudinal cars and normally the engine is sat on top of the transmission with driveshafts going under the engine, in this case we’ve really sat everything on the floor.”

Once the layout of the engine was decided, the research and design was handed over to Arthur Shaw, Prodrive’s chief engine engineer.

“We’d done an in-depth study into all engine options and it became clear that designing our own bespoke engine was the way forward,” says Shaw. “We have experience of this with the endurance programme, which has given us real insight into both power and durability. The power was the key attribute.

“Once we knew the parameters, namely the two-litre [capacity] and 45mm restrictor, we then worked backwards and sketched the

geometry. It’s a fairly high output from a two-litre engine, so we worked hard within the restraints of maximum bore and valve size, the minimum crank height. We wanted a low-friction engine, there’s no point making all that power only to throw it away with friction and heat.”

Another key area was the engine-side airflow as well as the water system. “This is like nothing we’ve really seen before,” says Shaw. “We’re really proud of the water system, we’ve put a lot of effort into it. [On] a lot of previous projects, we’ve inherited water jackets, but we’ve been able to cure a lot of those ills with this engine. In a nutshell, we did a lot of CFD work around the waterjacket: the water goes in in the inlet side, goes around the block and through the head and comes together to exit out of the exhaust side of the head. This means the heat generated on the hot side of the head never goes into the head it just gets pushed straight out.”

After hours and hours of fatigue analysis on the equipment, virtual valve-train work and the consideration of acceptable levels of torsional vibration, the plans were handed over to the

purchasing department which went out and sourced the required parts.

“We have an extensive analysis process,” admits Shaw. “This is key to leading the design, and it means no surprises at the end. We front-loaded the project with design and analysis, so when you get the product, you can be pretty sure it’s going to work. It’s much harder to come back from a problem than it is taking the time and getting it right in the first place.”

Once the bits were bolted together, it was time to fire it up on the bench. Shaw adds: “We did a full engine calibration and system optimisation to make sure it worked out of the box. Then we handed it over to the chassis group to go and drive it.”

Which they did.

Transmitting the power

The gearbox casing and transmission architecture is tailored to the Megane, it had to be to make it work with the engine position and inboard brakes. The internals, the differentials, gear cluster, the rear ‘diff disconnect, they were all off the shelf having been used in an American racing series where plenty of power and truck-loads of torque are high on the agenda.

What about the skin?

While Renault had nothing to do with the project, the area where it was keen to be looped-in was in how the thing would look when it took to the grid for the first time.

Doe says: “You can sometimes find when designers like myself have a go at styling work, the cars can come out looking a bit ugly: that can be seen in the RX paddock. Renault hasn’t been tremendously involved in the engineering side, but they did give us some help on the styling work.”

But the styling’s not all about the look, it’s about the feel from the aero as well. While RX cars rocket off the line, they’re not known for towering apex speed – but when they spend so much time sideways, they’ll take all the help they can get in keeping the car on track.

“We see some crazy, crazy slip angles in this series,” says Doe.

“So we’ve run different analysis for yaw to create the right angle for the rear wing. That combined with the suspension means this thing just hangs on in the corners.”

Immediately, the Megane R.S. RX signalled its intentions with Chicherit’s team-mate Jerome Grosset-Janin blitzing the timesheets

to go fastest around a sunny Stowe RX track during the official test.

That was the clincher. That was the point when everybody in the paddock started questioning their own answer to question six.

But this week comes the real answer. There’s more to a team than just the car; Prodrive’s still short on RX experience, track time and real-world data and Grosset-Janin and Chicherit will face the full force of the WRX pack when they drop the clutch and aim their revolution at the apex in Turn 1.

Only then will we know if this Chicherit-Prodrive alliance has graduated to become WRX masters. ■

“We have had time to perfect this car”

David Lapworth



WRX PREVIEW

Photos: fiaworldrallycross.com, Jakob Ebrey

It is the start of something big for World Rallycross this season. By **Matt James**

SILVERSTONE PREPARES FOR A SPEEDMACHINE



The new track has plenty of spectacular backdrops

There is a buzz surrounding the World Rallycross Championship's move to a new home at Silverstone at the end of May. It was a wrench to leave Lydden Hill, which had hosted the WRX for four seasons, but the facilities and the layout at Silverstone offers many options to create an event from the ground up.

The circuit was opened in March with the first round of the British Rallycross Championship and WRX visitor Sebastien Loeb dominated the clash in his Peugeot 208. The Frenchman, along with all the other full-time competitors in the series, plus some surprise guests, will be ripping up the mixed surface event on May 25-27. The WRX meeting will have more of a festival feel to it, with a host of other attractions bolted on to the on-track action. The southern part of the venue will be thronged, and it isn't only the new rallycross track that will be used.

Anyone buying a ticket expects to see top-class motorsport, but almost every element of the weekend at Silverstone has been thought about and enhanced by the organiser.

Driving experiences will take place on the International configuration, which includes classic corners such as Stowe and Club, with manufacturers offering visitors the chance to try out their latest products. There will also be the opportunity to be a passenger in a drift experience car.

And there will be music in the evening. Dizzee Rascal, Basement Jaxx, Ministry of Sound, Razorlight and Lethal Bizzle will be among those performing on the specially created stage on the inside of Club Corner.

Championship promoter IMG has worked hard to formulate an event with a difference along with the circuit bosses. Lessons have been learned from the host of WRX meetings held globally over the last four years and they have been included in the creation of both the rallycross circuit at Silverstone and Speedmachine itself.

IMG's James Taylor explains: "We've ensured that fans can view the entire track so that they can enjoy all of the race from their seat. We've also worked hard on the layout of the festival so that fans can move easily around the venue.

"There are going to be so many different aspects of the event that it's hard to choose one that will stand out above the others: but, aside from the on-track action, our team is looking forward to the music acts on Friday, Saturday and Sunday."

The final of the Codemasters DiRT 4 eSports World Championship will be hosted in The Wing pits over the course of the weekend. More than 10,000 people entered the competition and have been through regional heats, quarter finals and semi-finals and the fastest men will be selected to battle it out. The competition will be live streamed on Motorsport.tv, and the winner will get the chance to test drive a RX2 rallycross machine at Silverstone.

Some iconic machines will also be on display from Prodrive and some of the Group B machines from a jaw-dropping period of the World Rally Championship's history.

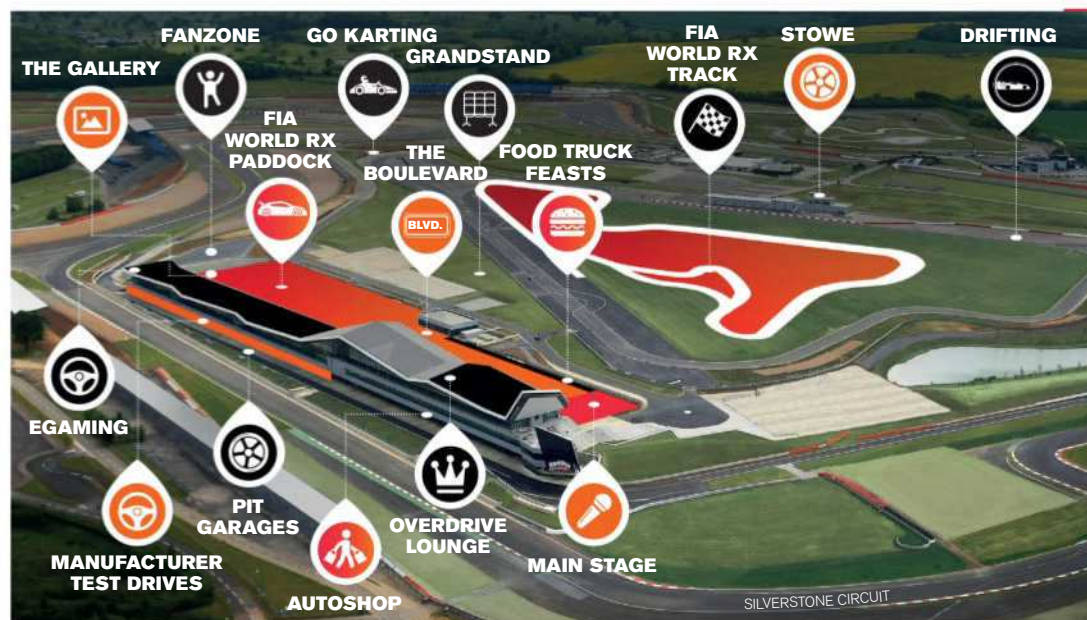
For those who prefer more energetic sport, there is even the chance to run the circuit on Friday night in either a 5km race or a 10km version at 1900hrs. That is just the curtain raiser to what will be a flat-out weekend.

Taylor explains this has very much been a joint programme between the circuit and the series promoters, and it is a deal that is likely to evolve over the longer term.

"Silverstone shared our vision for the festival that we wanted to create," says Taylor. "The first-class facilities and support have allowed us to make the event possible.

"We've been delighted by the interest and enthusiasm shown by our existing championship partners too, and manufacturers competing in World RX this year, but also from new event partners and the wide range of exhibitors who will be on site during the festival. We intend for Silverstone to be the UK home of rallycross for the foreseeable future."

For details of how to buy tickets for speedmachine, go to speedmachine.com. ■



There is a large spectator grandstand alongside the 972-metre mixed surface layout at Silverstone



The infrastructure at Silverstone has made it the ideal venue for Britain's World Rallycross round

SPORTING SCENE

Photos: Colin Casserley, mkpics.net



New layout is sited in the GP circuit

New World Rallycross track at COTA revealed

The new World Rallycross layout at America's Formula 1 venue, COTA, has been revealed.

The rallycross track is situated in the turns 12-to-17 complex of the F1 circuit, starting at the exit of Turn 12, before heading across the infield, crossing the main circuit between Turns 13 and 14 and then onto a second loose section and over a jump. A hairpin right follows to bring the cars back onto the F1 asphalt, travelling in the opposite direction to 'normal' into Turn 16, before again cutting through the infield back to the start straight. The first-corner joker lap will use Turns 13 and 14 on the main circuit.

The circuit was launched last week with World RX star Petter Solberg and former GRC champions Tanner Foust and Scott Speed in attendance. "World RX is exciting and fan-friendly. The new course that has been designed is sure to challenge the drivers and wow the spectators," said COTA chairman Bobby Epstein.

"I look forward to their action-packed partnership for years to come."

BENNETT BEATS THE CLOCK FOR MINI WRX PROGRAMME

Simpson Motorsport team unveils new challenger on eve of the season

By Hal Ridge

British driver Oliver Bennett and the Xite Racing team will debut a brand new Mini Cooper SX1 Supercar at the opening round of the World Rallycross Championship in Spain this weekend.

The car is the product of a four-month design and build time. Built by Gloucestershire-based Simpson Motorsport, construction of the new Mini was completed last week before being revealed to the public today (Wednesday) ahead of its maiden outing.

"This feels amazing, we have worked non-stop for four months to get to Barcelona with our new car," Bennett told *Motorsport News*. "A year ago I was stood watching at Barcelona with some friends. I'd never have guessed I would be driving there the following year."

The squad revealed a mock-up of the Mini SX1 in MN ahead of a display at the Autosport International Show in January, which was around the same time that work

began on the race car in earnest.

"The bodyshell was started in January after the idea of building a new car was finalised in mid-December," said Bennett. "Everyone from those doing admin to mechanics on the car, to the team owners and me as the driver have played a critical role in making what seemed impossible, possible."

The new Cooper, the first of its kind to be used in World RX, uses some of the best customer products available in rallycross. A Sadev gearbox is mounted

transversally to a Pipo engine, while the suspension has been provided by Reiger.

LD Motorsports team owner Liam Doran has played a significant role in helping to conceive the concept.

"We've only managed to test once before Barcelona due to the tight time schedule," continued Bennett.

"We are confident in the car but won't have a fully optimised set-up this weekend. Barcelona will be a celebration of what we have achieved in four months alongside doing set-up changes and finding a balance."

The team plans to contest approximately nine World RX rounds this season and is likely to skip the Belgian, Canadian and German events.



New Mini Cooper will make debut in Spain

NATIONAL HOT RODS

Murray finds form for a big Hot Rod victory

National Hot Rods: Ipswich

By Graham Brown

Organiser: Spedeworth When: Bank Holiday Monday, April 2
Where: Foxhall Heath Starters: 22

Gavin Murray collected a big points haul on Bank Holiday Monday: a brace of heat second places pushed him to the front of the grid for the main event and left him handily placed to pick up the baton after Jason Kew was forced to retire from a solid lead.

Murray still had to fend off a challenge from Billy Bonnar though, the experienced Scot vying for the win throughout the closing laps.

A shower before the start meant that the first heat was run in very wet and slippery conditions.

Enjoying a solitary start from the white grade, Lewis Shelley set off in determined fashion, clearly intent on putting as much space as possible between him and the rest. Colin Hitch headed the rest of the pack for a while before he managed to pull clear of a big scrap between Colin Smith, Danny Smith, Alistair Lowe, Murray and Lee Pepper.

It took Murray a while to work his way to the head of this bunch and longer still to relieve Hitch of second, by which time there was only five laps to go and Shelley wasn't to be caught.

The second encounter followed much the same pattern. Shelley got away fast, building a lead which quickly went from merely substantial to around half a lap, while the rest battled to get past second man Shaun Taylor. Indeed, it wasn't until Murray—who seemed to be able to pass at will once he found the right



Murray (r) holds off a charging Bonnar

groove—caught up that Taylor's position looked in any danger. Murray swept past round the outside, but again, much too late to bother the leader.

That would all change for the final, of course. Although Shelley had pole wrapped up, he wouldn't be alone this time. Having Murray alongside would have been bad enough, but all the other top scorers of the night were sat right behind as well.

Despite a very greasy track it was still the impressive Shelley who went straight to the front. The expected pressure was soon on though, with Murray and Kew clamouring to get past, Kew darting down the leader's inside with Murray swiftly following through.

With those two out front and Shelley embroiled in a fight which ended with him losing more places to Bonnar, Carl Waller-Barrett and Colin Smith, they were all brought up short by a waved yellow for a multi-car tangle on the back straight. But as the cars slowed,

Kew retired to the infield with a blown differential.

That left Murray in charge for the restart and he immediately pulled clear of Bonnar. It looked to be the end of the matter as they moved beyond half distance but, as the laps dwindled, Bonnar came back strongly. With a big bunch of seven backmarkers directly ahead, passing opportunities looked like they might be plentiful for the Scot, but Murray proved to be the canny one here as he simply maintained his position and never tried any passes he wasn't completely sure of making.

Results

Heat one: 1 Lewis Shelley (Vauxhall Tigra); 2 Gavin Murray (Vauxhall Tigra); 3 Colin Hitch (Peugeot 206); 4 Colin Smith (Vauxhall Tigra); 5 Jason Kew (Vauxhall Tigra); 6 Alistair Lowe (Vauxhall Tigra); 7 Danny Smith (Vauxhall Tigra); 8 Chris Crane (Vauxhall Tigra). Heat two: 1 Shelley; 2 Murray; 3 Shaun Taylor (Vauxhall Tigra); 4 Lee Pepper (Peugeot 206cc); 5 Carl Waller-Barrett (Vauxhall Tigra); 6 Billy Bonnar (Vauxhall Tigra); 7 Kew; 8 Billy Wood (Vauxhall Tigra). Final: 1 Murray; 2 Bonnar; 3 Waller-Barrett; 4 Wood; 5 Kym Weaver (Tigra); 6 Chris Haird (Tigra); 7 Smith; 8 Shelley; 9 Jack Blood (Tigra); 10 Pepper. Points (after 10/13 rounds): 1 Wood 365; 2 Haird 351; 3 Weaver 313; 4 Waller-Barrett 311; 5 Murray 310; 6 Bonnar 286.

BriSCA F1

Smith survives a last-corner assault for F1 victory

BriSCA F1: Mildenhall

By Colin Casserley

Organiser: Spedeworth When: April 7 Where: Mildenhall Raceway
Starters: 39

BriSCA F1 cars made their first appearance at Mildenhall Raceway since 2002 and an action-packed meeting left the huge crowd demanding it's not another 15 years before they return to the Suffolk raceway.

Consolation winner Graeme Robson and Colin Nairn battled for the lead at the drop of the green flag, but the race was quickly brought to a halt when Chris Cowley rolled his machine going down the backstretch.

The dazed driver said: "I got squeezed into the outside wall and had nowhere to go, luckily there is not much damage."

Robson and Nairn tangled shortly after the restart and that allowed Bobby Griffin to take the lead.

Will Hunter closed in on the leader but as he went to take the lead, the pair collided and retired from the race.

Mark Sargent assumed the lead but he was then baulked by a backmarker, which caused a multi-car pile-up that blocked the track causing a yellow flag to slow the

race three laps from home.

Stuart Smith Jr escaped the chaos and was at the head of the pack for a short dash to the chequered flag with Mat Newson close behind. As the duo went into the final turn Newson barged into Smith and the pair raced side-by-side for the line. Smith held on and took the win by half a car length.

Smith said that a car problem worked in his favour.

"I had a front tyre going flat, which caused me to get off-line in Turn 2 of the last lap, which worked to my advantage because I slowed down and it caught Newson off guard. To be fair, he has been the faster driver tonight."

The disappointed Newson said: "[Smith] was clever, he cut me up coming out of Turn 2 on that last lap and I could not get a run on his back bumper so I just had to try and barge in the side of his car. It was close, but that is racing."

Ben Hurdman came home third. He said: "That was fun, it's a great track. To be honest I had no idea I was in third: there was so much going on."

Result

1 Stuart Smith Jr; 2 Mat Newson; 3 Ben Hurdman; 4 Frankie Wainman Jr; 5 Nigel Harry; 6 Rick Wobbes; 7 Bradley Harrison; 8 Mark Sargent; no other finishers.

Smith (390) took a popular victory



HAVE YOUR SAY

WE NEED YOU!

GET INVOLVED WITH MN



EMAIL
letters@
motorsport-
news.co.uk



TWITTER
Rally updates:
@MNMotorsport



FACEBOOK
Search for
'Motorsport News'



DIGITAL ISSUE
See motorsport-
news.co.uk



WRITE TO US
Motorsport News
1 Eton Street,
Richmond,
TW9 1AG

MN does not always agree with opinions expressed in letters

MN SAYS...

Be careful what you might wish for

Is there really anything wrong with F1? How two weeks can divide opinion

What a difference a couple of weeks make: after Formula 1 got roundly panned following the Australian Grand Prix for a lack of overtaking, Last weekend's race in Bahrain provided a great antidote to that. Cars were racing wheel-to-wheel without any problems and the result was in doubt right up to the final moments.

That was a race that most people could enjoy. And it goes to show that on the right circuits and in the right circumstances, there is nothing too wrong with the way F1 racing is at the moment. F1's managing director Ross Brawn called for an urgent rethink of the way grand prix cars actually raced with each other after the opening race in Melbourne, and he is right, there does need to be an investigation. But I would always argue for some caution in this debate.

The essential ingredients are there that make the sport entertaining, and wholesale change could be to the detriment of some of those key essentials. It will be a fine line to tread.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Motorsport News reporter Duncan Stephens sent in a selection from the Land's End Trial



Richard Salisbury's Rally North Wales pic



Gerallt Price was on Rally North Wales



Oulton Minis, captured by Mike Griffin



Fourteen-year-old Ben Forrester's shot of a sideways Ford Escort



Mike Griffin managed to keep his camera dry at Oulton Park



Duncan Stephens' trialling photograph



1 Nick Littler was in a great place to catch this spill...



2 ...by Jonny Cocker in the opening round of British GT...



3 ...which ended with the Barwell Lamborghini in the tyre barriers

VISIT THE NEW MN WEBSITE

WWW.MOTORSPORT-NEWS.CO.UK

TV GUIDE



Sebastien Bourdais

Highlights from the second round of the **IndyCar Series** come from Phoenix as Sebastien Bourdais attempted to hold on to his championship lead after winning the opening round (Thursday, 1100-1200hrs, BT Sport 2).

Catch the first round of the **British Touring Car Championship** from Brands Hatch as reigning champion Ash

Sutton returns to defend his title (Friday, 0800-0930hrs, ITV4).

The inaugural meeting of the **World Touring Car Cup** – or WTCR – took place in Morocco (Saturday, 1615-1715hrs, Eurosport 1).

And there are highlights from the first round of the **Blancpain GT Sprint Series** (Saturday, 2000-2100hrs, BT Sport 3) from Zolder.

LIVE F1

Chinese Grand Prix Sky Sports F1 HD

- **Drivers' press conference:** Thursday, 0800-0900hrs
- **FP1:** Friday, 0245-0445hrs
- **FP2:** Friday, 0645-0845hrs
- **FP3:** Saturday, 1245-1415hrs
- **Qualifying:** Saturday, 0600-0845hrs
- **The F1 Show:** Saturday, 0845-0920hrs
- **Race:** Sunday, 0530-1010hrs
- **Highlights:** Sunday, 1615-1715hrs

Channel 4 HD highlights

- **Qualifying:** Saturday, 1300-1430hrs
- **Race:** Sunday, 1400-1640hrs

LISTINGS

RACING SATURDAY

■ **Oulton Park, Cheshire**
750MC meeting: Clio 182, Club Enduro, BMW 330, Bike Sports, M3 Cup, Armed Forces Race **Starts** racing from TBC (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

■ **Snetterton, Norfolk**
BRSCC meeting: F1000, Caterham 420R, Caterham 310R, Caterham 270R, Caterham Roadsport, Mazda MX-5, BMW Compact Cup **Starts** Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 0930hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Cadwell Park, Lincs**
BARC meeting: Caterham Graduates, CNC, NW Sports/ Saloons, 2CV, Karts **Starts** Saturday, racing from 1430hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Donington Park, Leics**
MSVR meeting: Monoposto, Lotus Elise, Porsche Club, Track Day, Track Day Trophy, Mini Challenge, Production BMW, Racing Saloons **Starts** Saturday, racing from 1200hrs (qualifying from 0905hrs) Sunday, racing from 1140hrs (qualifying from 0905hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Rockingham, Northants**
BARC meeting: Britcar, Clio Junior, Michelin Clios, Mighty Mini, Junior Saloons, BARC Saloons, MGOC **Starts** Saturday, racing from 1205hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs) **Admission** £16 **Web** rockingham.co.uk **Contact** 0870 1660438

■ **Mondello Park, Ireland**
IMRC meeting: Formula Vee, BOSS Formula Libre, Stryker Sportscars, Touring Cars, Historic Racing Cars, Ginetta Juniors, Future Classics, Fiesta Zetec, Fiesta ST, Supercars **Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs)



F1000 will be in action again

Admission adult 15 euro, child free **Web** mondello.ie

RALLY SATURDAY

■ **Builth Wells, Powys**
Rallynuts Stages Rally **Starts** 0831hrs **Admission** Free **Web** rallynutsrally.co.uk/
 ■ **Ballyvourney, County Cork**
The Abbey Hotel Moonraker Forest Rally **Starts** 0900hrs **Admission** Free **Web** munstercarclub.com

SUNDAY

■ **Ty Croes, Anglesey Circuit**
Altratech SMC Stages **Starts** 1000hrs **Admission** £10 **Web** smcstages.co.uk

SPORTING SCENE SATURDAY

■ **Birmingham**
BriSCA F1 **Starts** 1800hrs **Admission** TBC **Web** brisca.com

SUNDAY

■ **Hednesford**
BriSCA F1 **Starts** 1330hrs **Admission** TBC **Web** brisca.com

Listings correct at time of press

LIVE TV

Formula E: Rome
 ■ **Race:** Saturday, 1430-1805hrs, 5 Spike/1500-1615hrs, Eurosport 1

International GT Open: Estoril
 ■ **Race 1:** Saturday, 1500-1645hrs, BT Sport ESPN
 ■ **Race 2:** Sunday, 1300-1430hrs, BT Sport 1

ELMS: Paul Ricard
 ■ **Race:** Sunday, 1045-1300hrs/1500-1600hrs, Motorsport.tv

Euroformula Open: Estoril
 ■ **Race 2:** Sunday, 1200-1300hrs, BT Sport 1

NASCAR: Bristol Motor Speedway
 ■ **Race:** Sunday, 1830-2300hrs, Premier Sports

IndyCar: Long Beach
 ■ **Race:** Sunday, 2100-0000hrs, BT Sport ESPN

TV GUIDE



The first round of the **British GT Championship** took place at Oulton Park last weekend but not without its drama as wet weather wreaked havoc and curtailed some of the racing.

It didn't stop Flick Haigh becoming the first female driver to record a pole position in British GT history, though. Find out how she did on Thursday (1000-1100hrs).

Also racing at Oulton Park on the same weekend was the **BRDC British F3 Championship**, as teenager Billy Monger returned to racing competitively for the first time less than a year since his horrific British F4 crash last year at Donington



Haigh became first female driver to take pole in British GT

Park led to a double leg amputation. See how he got on Friday evening (2000-2100hrs). And finally, there was the first round of the **MSA British**

Rallycross Championship from Silverstone (Saturday, 1200-1300hrs), as nine-time WRC champion Sebastien Loeb made his debut in the series.

NEXT WEEK

OUT WEDNESDAY, APRIL 18



PLUS: ALL THE USUAL NEWS, VIEWS AND REPORTS

THE VOICE OF BRITISH MOTORSPORT



Autosport Media UK Limited, 1 Eton Street, Richmond, TW9 1AG, UK

EDITORIAL

Tel: +44 (0) 20 3 405 8149
 Like us on Facebook: search 'Motorsport News'
 Twitter: @MNMotorsport
 Web: www.motorsport-news.co.uk

Editor Matt James
 matt.james@motorsport-news.co.uk
Managing Editor Robert Ladbrook
 robert.ladbrook@motorsport-news.co.uk
Group National Editor Jack Benyon
 jack.benyon@motorsport.com
Junior Journalist Stephen Lickorish
 stephen.lickorish@motorsport-news.co.uk
Junior Journalist Stefan Mackley
 stefan.mackley@motorsport-news.co.uk
Group Rallying Editor David Evans
 david.evans@autosport.com
Art Editor Mike Stokoe
 mike.stokoe@motorsport-news.co.uk
Office Manager Joanne Grove
 joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence
Grand Prix columnists Anthony Rowlinson, James Roberts, Stuart Codling
Origination/Repro Dave Sternberg

Photography LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zak Mauger

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF
 UK 0344 848 8834
 Overseas +44 (0)1604 251 457
 Email help@asm.secureorder.co.uk

ADVERTISING

Tel: +44 (0) 203 405 8110 (Display) or +44 (0) 203 405 8109 (Classified)
Advertising deadline Monday 12 noon
Sales Director Matthew Witham
Sales Manager James Robinson
Display Sales Executive Jonathan King
Classified Sales Ben Kavanagh

PRODUCTION

Production Abbey Gunner

PUBLISHING

Group Publishing Manager Sunita Davies

MANAGEMENT

Director of Subscriptions and Marketing Laura Paterson
Editor-in-chief Autosport Media UK Andrew van de Burgt
Publishing Director Stuart Williams
Managing Director Geoff Love

© 2018 Autosport Media UK Limited
 Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of Motorsport News are accurate, the publishers and printers cannot accept liability for omissions and errors.

Advertisements are accepted for publication in Motorsport News only upon Autosport Media UK Limited's Standard Terms of Acceptance of Advertising, copies of which are available from the Motorsport News advertising sales department.
 Registered as a Newspaper with Consignia

Printed by Sheffield Web
Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT
 Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

Autosport Media UK Limited is a division of Motorsport Network LLC



Book your advert before 12pm Monday and see it in print first thing Wednesday



Classified



Telephone: 0203 4058 109 Email: mnads@motorsport.com

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates Lineage:
 25 words = £25 (£30 inc vat)
 25 words + Picture = £35 (£42inc vat)
 Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
 £50 (£60 inc vat)
 £10 per extra column cm (£12 inc vat)
Private seller Offer
 25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 0203 4058 110 or email mnads@motorsport.com**
Deadline: Mondays at 12noon (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Autosport Media UK Ltd

Address for advertising

Motorsport News Advertising
 1 Eton Street,
 Richmond,
 TW9 1AG

Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors. Terms for approved accounts strictly net within 30 days. The advertisers name and address must accompany all advertisements, whether for publication or not. Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force. **Six weeks notice** prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding. **Cancellation and refunds** not guaranteed. Terms of acceptance of advertising are available on request.

SPARES AND ACCESSORIES

www.kaylan.co.uk

kaylan
 The winning formula in high performance plastic...

Nothing endures the punishment received by the underside of a World Rally car better than Kaylan. Resistant to both high impact and abrasion, our special elastomers are purpose-built to withstand repeated flexing, extreme abrasion, and just about anything that a forest or gravel track might throw at it. No wonder then that the world's top rally teams choose Kaylan mudflaps and underbody protection. Join the likes of Ford, Subaru, Nissan, Mitsubishi and Seat and change to Kaylan.

- Mudflaps (both moulded and punched)
- Protection for: Trailing Arms, Gearbox, Race Joins, Toe Links, Differential and General Underbody Protection
- Wheel Arch Lining
- Engine and Gearbox Mounts
- Bashes and Bumpflaps
- Sump and Tank Guards
- Bespoke Moulded Parts
- Full Cutting Service Available

T: +44 (0)1274 590824 **kad** F: +44 (0)1274 531409
 Kay-Dec Engineering Plastics Ltd

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

POLICIES FOR

- ✓ COMPETITION CARS
- ✓ RALLY & RACE CARS
- ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
 quote form on rallycar-insurance.co.uk
 Authorised and regulated by the Financial Services Authority

www.proalloy.co.uk
sales@proalloy.co.uk

PRO ALLOY
 01440 710266
 Pro Alloy Motorsport, 15 Rookwood Way
 Haverhill, Suffolk, CB9 8PB

SPECIALIST **MOTORSPORT** ENGINEERING

Pro Alloy Motorsport are one of the leading manufacturers of alloy radiators, intercoolers, fuel systems and specialist alloy motorsport products. Our products are built to exacting specifications by craftsmen and technicians who have honed their skills from many years of intensive research, development and fabrication. From race cars to fast-road, through to thoroughbred classics, Pro Alloy has the solution to ensure your car stays ahead of the competition...

BESPOKE MANUFACTURING
 Pro Alloy Motorsport specialise in one-off and small batch runs, working from drawings, photographs or physically on the car itself. We are happy to produce bespoke items such as radiators, fuel tanks, intercoolers, custom pipe work + more.

Tweet Us @ProAlloy facebook.com/proalloy.motorsport
www.proalloy.co.uk

MARDI GRAS MOTORSPORT

Mardi Gras Motorsport
 DISTRIBUTORS & AGENTS FOR

- Valvoline
- HELIX AUTOSPORT
- Setrab Oil Coolers
- RACELOGIC
- Elbach SPRINGS
- K&N
- VDO Performance Instruments
- SCHRICK
- lifeline Fire & Safety Systems Ltd
- VARLEY RED TOP™ THE ORIGINAL RACING BATTERIES
- AP RACING
- S P A DESIGN
- Castrol
- FERODO RACING

SIMPSON
 Race Exhausts
 The Stainless Steel Rally Exhaust Specialists ...

Follow Us twitter.com/SimpsonExhausts Like Us facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

FABRICATION

ROLLCAGE DESIGN AND MANUFACTURE

Tubular Steel Bending & Fabrication
 Roll Cages with over 20 years Experience
 Your Safety is our Priority
 From Road to Race, Autogross to Rally,
 Historic to Current Day

For friendly helpful advice contact Peter Folbigg
 07801 749 888
fabricagebt@gmail.com

TO ADVERTISE YOUR NEW PRODUCTS AND SERVICES IN OUR NEXT ISSUE CALL

0203 4058 109

QED

Full range of engine components for:
 LOTUS FORD TWIN-CAM
 LOTUS 900-SERIES
 VAUXHALL XE
 VAUXHALL ECOTEC
 ROVER K-SERIES
 Call or buy online!
QEDMOTORSPORT.CO.UK
 01509 412 317

CALL FOR MORE INFO **01327 858 006**

2A BRUNEL CLOSE
 DRAYTON FIELDS INDUSTRIAL ESTATE
 DAVENTRY, NN11 8RB

Email: info@mardigras.co.uk
www.mardigras.co.uk
www.performanceclutch.co.uk

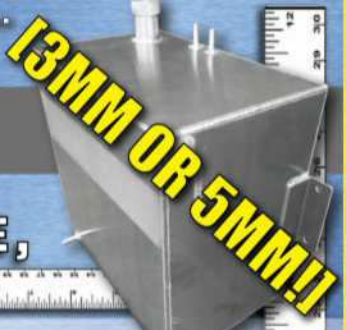
MARKETPLACE

CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!



FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]



£299.99

PROJECT

CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER
NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]



£449.99

PROJECT

CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER
+ FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]



£199.99

PROJECT

CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]



£159.99

PROJECT

CMB-FT010
CUSTOM
1 X FAR SIDE
FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]



£119.99

PROJECT

CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER
NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]



£199.99

PROJECT

CMB-FT017
CUSTOM 1 X CENTRAL
MOUNTED OFF-CENTRE
FILLER NECK + STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]



£599.99

PROJECT

CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]



£209.99

PROJECT

CMB-FT018-TW
CUSTOM
2 X FILLER NECKS
+ STRAPS [FOAM FILLED]

Quote **SP329** when you call: **01744 895 888** www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: sales@compbrake.com Technical: technical@compbrake.com

STOP STONE CHIPS

WITH XPEL
PROTECTIVE FILMS
NEW 10.2 MIL ULTIMATE XT!
INCREASED DURABILITY FOR TOUGHER CLIMATES



GET PROTECTED AT
XPEL.COM

TO FIND AN INSTALLER NEAR YOU

XPEL
PROTECTIVE FILMS

MARKETPLACE



MOTORSPORT FOR CARS OF ALL AGES



www.classicsportscarclub.co.uk



The Classic Sports Car Club organises friendly club racing with an emphasis on great value for money and high driving standards. We race at the best circuits in the UK and abroad, with simple regulations and class structures.

Highlights for 2018:

- New Bike-engined group in Gold Arts Magnificent Sevens.
- Multiple races at Spa Francorchamps including the Spa 3 Hours race.
- Open Series races at Magny-Cours, France.
- New forced induction race series Motorsports School Turbo Tin Tops, for Supercharged and Turbocharged front wheel drive cars.



Classic Sports Car Club

Tel: 01225 810655

Email: info@classicsportscarclub.co.uk

f Classic Sports Car Club @CSCCRacing

THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

If you would like to advertise
your products or
services here please email

[Ben.kavanagh@
motorsport.com](mailto:Ben.kavanagh@motorsport.com)

or call

0203 405 8109



Historic Engine Specialists

Ford Cosworth BDA/BDG,

Lotus Twin Cam, BMW M10



Craig Beck Racing Ltd

T: 07876 221 932

E: craig@craigbeckracing.co.uk

www.craigbeckracing.co.uk



MARKETPLACE



Malpassi **GLENCOE**
U.K. Concessionaires

FILTER KING

Used professionally in:

- Off Roothing Sports
- Historic Racing
- Historic Rallying

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality

FULL RANGE OF MODELS

ALWAYS BUY ORIGINAL EQUIPMENT

Historically original equipment with
ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME
TEL: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk



Facet
FUEL PUMPS

Glencoe Ltd - Facet UK Concessionaire

Military standard: MIL-STD-461F
Test life cycle: 6,000 hrs

Made in the USA

Tel: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk

Over 100 new and used trailers in stock

FIELDFARE TRAILER CENTRE



Sold to Competitors by Competitors !

Fieldfare Trailer Centre, Salisbury.

With over 15 years of experience in dealing with trailers, we know a thing or two about them. Our expert and professional advice will help you find the right trailer for your requirements. People come from all over the country to see our extensive range for a number of different uses.

- * Sales
- * Trailer Hire
- * Servicing
- * Repairs
- * Parts

Selection of used Brian James Trailers for sale

- A-Max, 5.0m x 1.96m, 2.6t GVW, £1800 + vat
- A-Max, 4.3m x 1.96m, 2.6t GVW, £1850 + vat
- A-Max, 4.3m x 1.96m, 2.6t GVW, £2000 + vat
- TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat
- Covered A-Max, 4.24m x 1.94m x 1.52m high, 2.0t GVW, £3,495 no vat.



BRIAN JAMES TRAILERS

Tel: 01980 611853 **info@fieldfaretrailers.co.uk** **www.fieldfaretrailers.co.uk**

The Trailer Warehouse, Ford Farm, Old Malthouse Lane, Ford, Salisbury, Wiltshire, SP4 6DR.



TRAILERS & TRANSPORTERS

LUXURY MOTORHOMES SALES & BROKERAGE BY VISIBLY LOUD

2014 KETTERER CONTINENTAL "HIGH END" LUXURY MOTORHOME - STUNNING & IMMACULATE
18.000 KM · 12.00 METER · 2 SLIDEOUTS · CAR CARRYING CAPABILITY



FOR SALE
AVAILABLE IMMEDIATELY

MINI · FIAT 500
AUDI A1 OR SIMILAR



PRICE AND ADDITIONAL INFORMATION UPON APPLICATION
FULL SIZE IMAGES [f FACEBOOK.COM/LUXURYMOTORHOMES](https://www.facebook.com/luxurymotorhomes)

ARTICULATED DREAM · GENERATION II BESPOKE MANUFACTURED LUXURY MOTORHOME



CUSTOM BUILT CHASSIS · TAILORED DESIGN & FLOORPLANS
2, 3 or 4 SLIDEOUTS · FINISHING TO THE HIGHEST OF
STANDARDS · FINEST FIXTURES & FITTINGS · PRIVACY GLASS
GAGGENAU KITCHEN APPLIANCES · WALK-IN WARDROBES
IMAGES & INTERIORS [f FACEBOOK.COM/LUXURYMOTORHOMES](https://www.facebook.com/luxurymotorhomes)

HAVE A MOTORHOME? WE PROVIDE TAILORED MOTORHOME MANAGEMENT SOLUTIONS TO RACING DRIVERS.

VISIBLY LOUD
PIERS DONNELLY

TEL: +44 3333 44 55 15 · WWW.LUXURY-MOTORHOMES.EU · SALES@LUXURY-MOTORHOMES.EU

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Speed is of its essence

Built to outperform, the Race Transporter 6 has been designed around your race weekend.

Light-weight materials and clever design provide strength throughout. Combined with a proven wheels under the bed chassis and advanced suspension your journey with a Race Transporter will be competent and comfortable.

In the paddock the Race Transporter 6 includes many specific race weekend orientated features providing a comfortable work environment. Tyre and equipment storage is available in several places, with enhanced options also offered. Interior lighting, remote controlled electric winch and a full set of side doors with hatches all contribute to making loading effortless and speedy.

Race Transporter trailers are available from £ 7,499 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office

RACE TRANSPORTER 6

TRAILERS & TRANSPORTERS

QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



DEALERS WANTED - All Woodford Trailers have full European Type Approval



Dealers who hold stock

PORTSMOUTH

BLENDWORTH TRAILER CENTRE
T: +44(0)2392 412731
E: sales@blendworthtrailers.co.uk
www.blendworthtrailers.co.uk

LONDON

VINTAGE & PRESTIGE FINE MOTORCARS
T: ++44 (0) 1442 236711
Mob: ++44 (0) 7967 260673
E: richard@vandp.net
www.vandp.net

WINCHESTER

TRAILERTEK LTD
Warren Farm
Micheldever Station
Winchester,
Hampshire
SO21 3AS
T: 01962 774988
Fax 01962 795 093
E: info@trailertek.co.uk
E: sales@trailertek.com
www.trailertek.com

NOTHINGHAM

GREGG MOTORSPORT
T: 07977975173
E: ian.gregg@gregg-motorsport.com
www.gregg-motorsport.com

LONDON-KENT

SOUTHEAST TRAILERS
498 London Road, Ditton,
Kent
me206bz.
T: 07933842719

NORTH SCOTLAND

GLENBURGIE CARS
WOODFORD TRAILERS SCOTLAND
Easter Lawrenceton Steading
Forres IV36 2RL
T: +44 (0)1309 676787
E: sales@glenburgiecars.co.uk
www.woodfortrailersscotland.com

BOSTON

BLUE LINE TRAILERS
Main Road
Sutterton
Boston
Lincs
PE20 2BE
T: 01205 460346
E: accounts@blueline-trailers.co.uk

BRIDGEWATER

Bridgwater Trailer Centre
The Wireworks Estate, Bristol Road,
Bridgwater TA6 4AP
T: 01278 445000
www.bridgewatertrailers.co.uk

SOUTH LONDON

SOUTH LONDON TRAILER CENTRE
Hackbridge Station Depot
London Road, Wallington, Surrey
SM6 7BJ
T: 0208 647 0110
Mob: 07836 224250
E: steve@sltc.co.uk
ellisviner@btinternet.com

SLOUGH

BERKSHIRE COUNTY TRAILERS
Mobile: 07853263484
T: 01628 559782
E: sales@berkshirecountytrailers.co.uk
www.berkshirecountytrailers.co.uk

ESSEX

1 STOP TRAILERS
T: +44 (0)1787 249737
T: +44 (0)7850 554776
E: 1stoptrailers@mail.com
www.1stoptrailers.co.uk

BRIGHTON

HALF MOON BAY (LEISURE) LTD
Smart-Trailers.co.uk
Monastery Lane
Storrington
West Sussex
RH20 4LR
T: 07950 968348
E: Alan@Smart-Tow.com
www.smart-tow.com

LEICESTER

MARSDEN BARN TRAILERS
Unit 1 Marsden Barn,
Huncote Road
Stoney Stanton,
Leicester
LE9 4DJ
T: 01455641367
Mob: 07968 888624
marsdenbartrailers@gmail.com

NOTTINGHAM

APPLEYARD TRAILERS
The Kennels, Main St, Strelley,
Nottingham
NG8 6PD
T: 01159293901
Mob: 0785075014

MID WALES

HUMPHREYS & FOULKES
Unit 6, Lion Works, Pool Rd,
Newtown, Powys SY16 3AG
T: 01686 628144

LEEDS

ROTHWELL TRAILERS
126 Wakefield Road
Rothwell, Leeds
LS26 0SB
T: 01132887179
E: sales@rothwelltrailers.co.uk
rothwelltrailers.co.uk

READING

LOVELL TRAILERS
James Farm
James Lane
Grazeley Green
Reading, RG7 1NB
E: sales@lovelltrailers.co.uk
www.lovelltrailers.co.uk
T: 01183240403

NORTHERN IRELAND

MONTGOMERY MOTORSPORT
T: 0044(0)2885549851
www.montgomery-motorsport.co.uk

www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ

Telephone: 01327 263384

WEB DIRECTORY

ELECTRONICS



Authorised stockists for:
OSRAM PHILIPS RING and many more...
 01527 908676 | www.phoenixautobulbs.co.uk

GEARBOXES

Gearboxman.com
 COMPETITION TRANSMISSION SERVICES
 Gearboxes and Axles for Road // Race // Rally // & more
 Telephone: 01582 840 008 Fax: 01582 840 007

RACEWEAR



Silverstone
 The best of racewear & kartwear
www.gprdirect.com

ENGINES

Jondel RACE ENGINES
 01933 411 993
jondelrace@aol.com

RACE CARS

www.mcracecars.co.uk
 phone. 07771 762145
 MCR's for sale
 arrive & drive packages

RACEWEAR



RACE & RALLY
 PASSIONATE ABOUT MOTORSPORT
WWW.JJCRACEANDRALLY.COM

ENGINES

D.T.W. ENGINES LTD.
 BDG RACE & RALLY SPECIALISTS
 FOR OVER 40 YEARS
 TOYOTA, VAUXHALL, MISTUBISHI, SUBARU AND ALL FORD
 ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.
 CYLINDER HEAD MODIFICATIONS,
 PRECISION SURFACE GRINDING.
WWW.DTWENGINES.COM | TEL. +44 (0)1279-422128

RACE & RALLY PARTS



**MARDI GRAS
 MOTORSPORT**
www.mardigras.co.uk

RACEWEAR

140,000 PRODUCTS ONLINE... MORE TO COME! THE BEST BRANDS WITH RAPID DELIVERY!
demon tweeks
 MOTORSPORT
www.demon-tweeks.co.uk

ENGINES

JAPANESE PERFORMANCE SPECIALIST
GroupB Motorsport are the **ROTARY ENGINE SPECIALISTS**
 We have engines available for Track day cars, Saloon racing and our NEW!
 GPB Spec for historic rallying Talk to us about your requirements and we will
 put together the best package with engines producing 250bhp up to 550bhp
 For more information email: sales@groupbmotorsport.com
 call Mark on: 01244 822 327 or visit: groupbmotorsport.com

RACE & RALLY PARTS

SBD Motorsport
 Specialists in the design & manufacture of management systems, engine
 kits & components for use in all types of motorsport worldwide.
 W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

RACEWEAR

Teamwear Specialists - LOGOMEUP
 • Embroidery
 • Print
 • Quick Turnaround
 • Min Order Only 4
 • No Logo Set Up Fees
www.logomeup.co.uk - 01158 712973

ENGINES



• Performance Tuning Specialists
 • 2WD Superflow Rolling Road,
 1200 bhp and 220 mph capacity
 • Life Racing and Omex Engine Management
 • Weber, Dell'Orto and SU Carburettor Agents
 Plus much more, Contact us on
01604 766624

RACE & RALLY PARTS

Telephone: 0121 557 2707 Email: sales@part-box.com
PartBOX
 Performance and Tuning Parts
www.part-box.com
 UK's biggest supplier of aftermarket products
 WHITELINE HKS CUSCO DUTCH RAYS

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
 >> Connected to you
www.brianjames.co.uk

GEARBOXES

Avanti Motorsport Transmissions
 84 West End Street, Somerset, BA16 0LP
 +44 (01458) 446517
avantimotors@btconnect.com
 - Rally and Race Gearboxes
 - 6 Speed Sequential Gearboxes
 - 5 & 6 speed Gearkits
 - Limited Slip Differentials etc.

RACE & RALLY PARTS

Autoparts and Hydraulics

sales@LMAautoparts.com

TRAILERS & TRANSPORTERS

www.EMPIRE RV.co.uk
 Living the high life
 Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ info@EmpireRV.co.uk

GEARBOXES



Rally & Race Gearboxes,
 GearKits, LSD's and Driveshafts
 T: 01782 280 136 F: 01782 269 913
 E: sales@eliteracingtransmissions.com
 visit: EliteRacingTransmissions.com

RACE & RALLY PARTS

Stock and custom made
 FiA Fuel Cells.
 Short lead times.
01527 521050

www.classicworldracing.co.uk

WHEELS & TYRES



Winning all over the world since 1973...
 Heat treated alloy wheels now back in production.
 Including CXR, ML and MO
WWW.COMPOMOTIVE.COM
 Tel. 00 44 1952 850618 sales@comp.co.uk



THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Ben Kavanagh
 Classified Advertising
 T: +44 (0) 203 405 8109
 E: ben.kavanagh@motorsport.com

Abbey Gunner
 Senior Production Controller
 T: +44 (0) 203 405 8131
 E: abbey.gunner@motorsport.com



“AlcoSense are a clear step ahead of the rivals”

Auto Express Breathalyser Group Test, Dec 2016



If you drank 4 pints or 4 glasses of wine between 9pm and midnight you could still have alcohol in your system at 11am the next day. That’s why one in five drink drive accidents happen the morning after^A.

AlcoSense quickly and accurately shows your blood alcohol level, so you don’t become one of them.

Single Use Breathalysers From £2.99



lite

£39.99



ELITE

£59.99



excel

£99.99



pro

£149.99



Available at Halfords & Selected Boots



alcoSense[®]
PERSONAL BREATHALYSERS

Order securely at alcosense.co.uk or call 0800 195 0088