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# MOTORSPORT NEWS

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**TANAK MAKES IT THREE 2019 TRIUMPHS**

*Reigning champion thinks rival team were playing dirty*



# OGIER FURY

## ON HYUNDAI'S TACTICS IN PORTUGAL



By David Evans

The World Rally Championship was rocked by a bad-tempered Rally of Portugal which culminated in Sebastien Ogier accusing Hyundai team principal Andrea Adamo of overstepping the mark with his tactics.

Ogier was angered by reports Adamo told his driver Dani Sordo to stop in a stage to hand team-mate Thierry Neuville an advantage before returning to the road ahead of Toyota rival Kris Meeke. Adamo has denied any such suggestion.

Toyota's Ott Tanak won the controversial event. **Full story, p2-3**



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### COMING BACK FROM THE DEAD

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Tanak (left) was angered by the level of dust, while Ogier (right) took aim at team orders

**OGIER ANGERED BY "MEAN" HYUNDAI TACTICS ON RALLY PORTUGAL**

By David Evans

**Sebastien Ogier thanked his former World Rally Championship team-mate Dani Sordo for allegedly refusing a team directive at last week's Rally of Portugal.**

The six-time world champion aimed his anger firmly at Sordo's Hyundai World Rally team principal Andrea Adamo, accusing him of underhand tactics on the final day of the Matosinhos-based event.

Sordo and team-mate Sebastien Loeb, both of whom had fallen out of contention after stopping

to fix fuel-related problems in stage three, were both instructed to take penalties and move themselves out of position to help fellow i20 Coupe WRC driver Thierry Neuville.

Ogier was clear he had no issue with that decision, which falls entirely within the regulations.

But the Frenchman then added: "Today we can be lucky or we can thank one man [who] is Dani Sordo, because there were some much more mean tactics [that] were supposed to happen."

Ogier's fury surrounded a plan to make Sordo stop in the stage to allow team-mate Neuville (running directly behind) to tackle the stage unhindered by the high levels of dust kicked up by the preceding cars.

Sordo would then get going again, although that would have caused problems for others following on, particularly Kris Meeke, who would have been next through in his Toyota.

Ogier said: "But luckily he [Sordo] refused. I got the

information, not from any drivers - I have my sources - that this great gentleman that is Andrea Adamo asked him [Sordo] to stop in the stage and start in front of Kris [Meeke]. That was really mean."

Sordo was allegedly contacted by Adamo ahead of Sunday's opening test, where the plan was revealed to him. Sordo refused to stop in the stage and would potentially have run the risk of bringing the sport into disrepute had he done so.

Ogier told MN: "It was in the first stage this morning. In the stage, I don't know which point, he [Sordo] was supposed to pull over in the stage; take the start then pull over and this would give Thierry a four-minute gap [with no dust]. It's OK, but then to restart in front of Kris... you then f\*\*k Kris because he would be in the really bad dust. That's mean."

Contacted for a response, Adamo told MN he would not comment on such "low-level accusations".



Sordo refused to action plan

# HEADLINE NEWS

Photos: mcklein-imagedatabase.com

## French champion says rivals were playing a dirty game on WRC counter



Champ Ogier has slammed Hyundai

Sordo was unavailable for comment when MN contacted him on the subject of Sunday's tactics.

Neuville, who finished second in Portugal, was not aware of the plan and looked uncomfortable when he was asked to explain his employer's tactical approach.

"From my point of view it was nothing new," said the Belgian. "It helped a lot to optimise my chances, but I will stress that we did nothing that is forbidden.

We tried to stay together as a team and tried to take what we could. Second place and four points on

the Powerstage is a good result."

MN understands Adamo's bullish approach to getting the job done isn't winning him any friends in the service park, with some within his own squad starting to question his methods. Loeb wasn't comfortable with the decision to take penalties, but pointed out that the decision on tactics wasn't his to make.

Hyundai is, however, still 20 points clear at the top of the manufacturers' championship at the halfway point of the season.

Some felt the organiser's decision to run two-minute gaps on Sunday's final loop of stages – compared with four-minute gaps in similar conditions on Friday – exacerbated the need for tactics in Portugal. The organisers made it clear the timing was necessary to get the mileage in for the final day and to fit in with WRC Promoter's requirement for the Powerstage to run at 1218hrs.

The drivers railed against that in the strongest possible terms. Ogier said: "For me I would have

loved to have only two-minute gaps on Friday, I would have won the rally easily then [because he was first on the road in clear air and his rivals would have been choked in dust behind him at two-minute gaps], but no it's not fair. Driving in the dust is not safe. Drivers should have more power – we are quite good at estimating when [bigger gaps] are needed."

Portugal winner Ott Tänak added: "I don't see the point to put us in the risk. If every driver in every team agrees that we go to three or four-minute gaps and the time schedule allows us to go then we do it. I don't see any reason why anybody wants us to drive one stage in the dust to see if we come out alive or not and then we increase the gaps."

The question of time gaps is almost certain to return at the series' next hot gravel event in Sardinia next week. The Italian island roads run in slightly more open terrain closer to the coast, which increases the chance of a breeze to blow the dust away.



Neuville was able to claim second place, but his team had been mired in controversy

"These are low-level comments"

Andrea Adamo



# RACING NEWS

Photos: LAT

## F1 ROUND-UP

### Ferrari's fight

Ferrari is adamant that its 2019 season is not over yet, even though it does not believe that the upgrades it is bringing to this weekend's Canadian Grand Prix will provide a "magic solution" to its problems. The team believes its struggles to switch on tyres is related to its car not delivering enough peak downforce and has recently begun a push at its Maranello factory to investigate new concepts that can help but, with work having just begun, team boss Mattia Binotto has cautioned against expectations of a major breakthrough.

### Qualifying car

Renault is considering building a "qualifying" focused car for next year to aid its efforts to move further up the Formula 1 order. Managing director Cyril Abiteboul also admitted that, while short-term progress is still the main goal, the 2021 rules revamp represents the best opportunity to close the gap to the leading three teams.

### Williams' test

Williams thinks a mid-season update package that is being prepared will be a key test as to whether its current car's fundamental concept is flawed or not. The team hopes a significant development push before the summer break will deliver a leap forward in form, with senior engineer Dave Robson also believing the team has now fully recovered from its late start to 2019 and has unleashed the most it can from its current car before the updates arrive.

### Honda's gains

Honda is optimistic its latest Formula 1 engine is capable of lasting seven grands prix. The manufacturer introduced its second-spec engine ahead of the fourth round of the 2019 season in Azerbaijan, after successfully bringing a reliability-focused upgrade forward and has reported "no issues" with engine reliability in the three races since then. Since rejoining the F1 grid in 2015, Honda has repeatedly gone over Formula 1's three combustion engine limit.

# PORSCHE BUILT AND TESTED F1 ENGINE READY FOR 2021



Porsche's last F1 involvement came with Footwork back in 1991



Members of successful LMP1 team developed the F1 engine

## Manufacturer seriously looked at joining series



German firm investigated F1

### By Scott Mitchell

#### Porsche built and tested an engine that would have been Formula 1 compatible and formed the basis of a 2021 entry had it committed to joining the world championship.

The German manufacturer was known to be considering an F1 programme, its first for almost three decades, as it joined the process establishing new engine rules for 2021 and beyond.

However, Porsche's F1 prospects ended when the parent Volkswagen Audi Group opted to cancel its World Endurance Championship LMP1 project in favour of a Formula E entry, and the prospect of simplified and cheaper F1 engines stalled.

Porsche's head of motorsport Fritz Enzinger told Motorsport News that

prior to its exit from LMP1 – which it had dominated with a two-litre, four-cylinder engine – Porsche had started work on a six-cylinder engine that was F1 compatible.

"In 2017 there were signals from Formula 1 that the regulations were to be changed and that energy recovery from the exhaust gases [the MGU-H] was no longer required," he said.

"As of 2017, Porsche was a member of the FIA Manufacturers Commission and was involved in the discussions about the future drive strategy in Formula 1 from 2021 and represented at the meetings.

"On the one hand, we took part in these working groups. On the other hand, the guys developed a six-cylinder for the WEC in parallel.

"Of course, we thought about what would have to change if the engine

were to be used in Formula 1."

Porsche had a 40-person team from its LMP1 project to develop the six-cylinder engine.

In 2017 it became clear this would not be used for a WEC programme because Porsche committed to leaving that championship once the rules shifted and the series failed to find a replacement for Porsche's sister brand Audi.

Though a move to FE – where Audi is also present – was an "obvious idea", Enzinger said the six-cylinder engine concept was still pursued because an F1 engine without the MGU-H would "also be interesting for a super sports car".

"At the end of 2017, we received a concrete order from our parent company to further develop a highly efficient six-cylinder engine, despite

its LMP1 withdrawal," he said.

"Not only on paper but actually as hardware and with the idea that this engine will be put to the test in 2019.

"That was the order from the board to us."

Porsche has not competed in F1 since its failed engine programme in 1991 with the Footwork team.

Enzinger said its six-cylinder engine "is complete and running on the test bench" as a team of "20 to 25 technicians" use it "for analyses and further orders with regard to series relevance".

"The possible use for this six-cylinder engine was completely open," he said.

"If it had been decided to send Porsche in 2021 to Formula 1, we would have made it the way we did in 2018."

*Additional reporting by Christian Nimmervoll*

## Hamilton believes he can "definitely" race in F1 for another five seasons

Lewis Hamilton believes he can "definitely" race for another five years in Formula 1, as he fears he would "squander" the opportunity to improve his record if he stopped earlier.

Hamilton was interviewed by US chat show host David Letterman prior to the start of the 2019 campaign for an episode of the second season of Letterman's Netflix series *My Next Guest Needs No Introduction*.

Since then Hamilton has gone on to win four of the first six races of this season, as well as claim two second-place finishes, putting him in the title lead with 137 points.

That is 27 points more than at the same stage last season and 33 more than in 2017.

"In my mind I can definitely do five years," said Hamilton. "I am ridiculously determined to win. What really drives me, and I feel that somewhat the

people I race against may lack, is that fire.

"I've got this opportunity. I could easily let go of it right now but I feel like I would be squandering it if I didn't continue to improve, grow and push.

"I've got to keep going for as long as I can basically – until I'm not enjoying it."

But despite his impressive run of results comparative to recent years, Hamilton has

described his start to the season as "average".

"I definitely feel that it's been quite an average performance from myself," said Hamilton. "Maybe above average, but generally quite average for the first six races.

"I've arrived prepared, the best prepared I could be. But in terms of extracting the true performance from the car, I feel like I've struggled a little bit in these six races."



Hamilton could break more F1 records

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Photos: LAT



Toyota driver Buemi topped Le Mans test

# BUEMI SETS PACE AS TOYOTA BACKS SUCCESS BALLAST

Sebastien Buemi set the pace for Toyota at the end of the Le Mans 24 Hours test day, with the TS050 HYBRID cars separated by just under a second.

Buemi posted a 3m20.068s lap, four tenths up on team-mate Fernando Alonso's previous best, with just over an hour to go of the official test day and then improved again to a 3m19.440s time in the closing minutes of the afternoon.

That put the #8 Toyota TS050 HYBRID 1.1s up on the sister car in which Kamui Kobayashi set a 3m20.586s at the beginning of a session lasting four hours, before Mike Conway improved to 3m20.249s.

Buemi said: "It was all about making

sure you didn't get traffic. The times were a tiny bit slower than last year, but the track was getting cooler at the end, so we should have seen similar lap times."

Andre Lotterer ended the day as the quickest of the non-hybrid LMP1s and the top privateer after finding a big improvement in the closing stages to end up on 3m21.323s in the #1 Rebellion.

Toyota – which won last year's race – has also declared its support for plans to introduce success ballast into the LMP1 class of the WEC for next season, in order to promote closer competition between it and the non-hybrid privateer opposition in 2019/20.

Toyota Motorsport GmbH technical

director Pascal Vasselon explained that he used the term success handicaps because the plans for the 2019/20 season starting in September go beyond the simple addition of weight to the cars.

"We are working on success handicaps, not success ballast," he said.

"With weight you have limits on what you can do; success handicaps means you can pile up several elements that influence the pace of the cars – it could be weight, fuel flow or energy [release by the hybrid system]."

"You need to make sure the handicaps are bigger than the gaps between the cars – this is how you make the field converge."

The proposed new system will be different to the one that formed part of the original hypercar concept rules for the 2020-21 WEC published last December, which was a cumulative system calling for 0.5kg to be added for each championship point scored by a car up to a maximum of 50kg.

"The principle of the success handicaps will be that you get the handicaps according to your success and when you are not successful, you do not get the handicaps – this is what makes the grid close up," Vasselon said.

Vasselon stressed that the system would only apply to the shorter WEC races and not to the Le Mans 24 Hours.

## Ericsson secures his first IndyCar podium

Ex-Formula 1 driver Marcus Ericsson secured the first IndyCar podium of his career in the second race at Detroit last weekend.

The Schmidt Peterson Motorsports driver timed his three-stop strategy perfectly around the caution periods.

Ericsson was one of several to pit early in the race to remove the rapidly-degrading red-wall tyre in favour of the black-walled tyre and IndyCar rules dictate drivers must use both compounds in the race.

Having started 12th, Ericsson worked his way up to second at the race's halfway point and survived a late restart to take his first podium since Abu Dhabi during his 2013 GP2 season.

"I came into this year with a lot of experience," said Ericsson. "My goal, and expectation, was to run up front from the start."

"We had the pace to do it, but it's been a bit of a deeper learning process than I maybe expected."

Scott Dixon's victory in the Detroit finale brought him back into title contention a day after a costly crash had left him almost 100 points behind championship leader Josef Newgarden.

The surprise win slashed the gap to 52 points and revitalised Dixon's championship defence a day after he had told MN that he would have to go "aggressive" and focus on individual race wins instead of the title.

Newgarden won the first race of the weekend after narrowly defeating Alexander Rossi in a rain-shortened race.



Maiden podium in Detroit race two



Dixon (r) congratulates Ericsson

## QUICK LAPS THE FASTEST NEWS ROUND-UP

Head of Porsche Motorsport Fritz Enzinger has revealed that the manufacturer held "advanced" talks with Juan Pablo Montoya, who tested the 919 Hybrid in 2015, in order to create a "very attractive" team of high-profile racers including its 2015 Le Mans winner Nico Hulkenberg and Fernando Alonso. "For me this trio

was very attractive," said Enzinger. "To send a Porsche 919 Hybrid with three Formula 1 drivers to Le Mans would have been a true statement." Montoya ultimately did not get "clearance", while Enzinger suggested that the 2016 European Grand Prix clashing with Le Mans also impacted Porsche's plans... The M-Sport Bentley team won the Blancpain

GT Endurance Cup's 1000km race at Paul Ricard in dominant fashion, making up for 2018's heartbreak when Jordan Pepper, Steven Kane, and Jules Gounon were overtaken with just three laps to go. This year, the trio won from pole and survived a late scare when a wheelnut got stuck in the wheel gun while changing the front-left tyre, which cost the team 14 seconds.



Montoya was close to Porsche drive



German manufacturer joins Ford in exiting the GTE Pro ranks after Le Mans

## BMW to exit World Endurance Championship following just one season in the series

BMW will pull the plug on its factory World Endurance Championship involvement after a single season in the category, becoming the second manufacturer to announce it will depart the GTE Pro class, following Ford's confirmation of its impending exit earlier this year.

BMW had entered the GTE Pro class of the category with its M8 GTE before the start of the 2018-19 superseason, but the upcoming Le Mans 24 Hours will now mark the end of its factory programme.

The manufacturer has, however, announced it will continue in IMSA.

"We will not compete in WEC going forward," BMW motorsport boss Jens Marquardt said in a statement.

"Therefore, the 24 Hours of Le Mans in June will be another highlight for us in drawing to a close – just like in 2018, when we celebrated the successful world premiere of the BMW 8 Series Coupe there.

"But in light of us sharpening our focus as part of our strategy for

the future, continuing our WEC involvement in the coming years does not fit with our direction."

The German brand currently sits last of the five participants in the GTE manufacturers' championship and is the only entrant yet to score a race win.

Its driver line-up for its final WEC race at Le Mans will be made up of Nick Catsburg, Martin Tomczyk and Philipp Eng in the #81 M8 GTE, and Antonio Felix da Costa, Augusto Farfus and debutant Jesse Krohn in the #82 car.

# RACING NEWS

## IN BRIEF

### New British F3 signings

Two drivers will make their BRDC British Formula 3 debuts at Silverstone this weekend. German Andreas Estner, who competed in ADAC F4 for two seasons, will join Lanar Racing and intends to also compete at Spa in July. Argentinian Nicolas Varrone, who won the VdeV Challenge Monoplace series last season, has joined Hillspeed.

### Edwards back to Clios

Renault UK Clio Cup driver Nathan Edwards will return to the category for next weekend's Croft rounds. Edwards, who previously competed in Fiestas, took part in a partial campaign in Clios last year with WDE Motorsport but will now drive for MRM in North Yorkshire. "The plan is to be on the grid a few more times after Croft as well," he said. "I want to take every opportunity I get to do the best I can."

### Lack of marshals forces Britcar into layout change

Leading Britcar Endurance figures have bemoaned a lack of marshals contributing to the championship running on the National layout instead of the Grand Prix loop at the Donington Park meeting last weekend.

Motorsport News reported last month (May 22) that the meeting was suffering from a shortage of marshals.

Supporting the Superkart Grand Prix, which historically runs on the full circuit, Britcar was one of several championships to voice their dismay at the situation.

Britcar boss Claire Hedley was "very disappointed" to be forced into the change and believes similar problems could be prevented with a reduced UK national racing calendar, with some smaller championships merging in future.

"There's too much and the poor marshals are being stretched to the limits anyway," she said. "We offer free drinks and other things to try and encourage them and support them. We can't race without them."

Championship frontrunner Ross Wylie added: "I'm a little bit disappointed because the Grand Prix doesn't get used that often, but I'm not really fussed. But it puts it into perspective how critical [it is] getting marshals to the circuits."

"It goes to show that there is a problem and we do need more marshals. Hopefully this doesn't happen again in the future."

Photos: Gary Hawkins, Mick Walker

Canadian suffered damage during races



Villeneuve raced in Kent

# VILLENEUVE MAKES HIS BRANDS HATCH DEBUT

## F1 champion describes Euro NASCAR event as "hectic, but fun"

By Mark Libbeter

**Jacques Villeneuve admitted his first competitive drive at Brands Hatch was "hectic but fun" after competing at the track in the NASCAR Euro Series last weekend.**

Despite finishing a troubled 15th in race one due to low fuel causing his engine to cut out, the 1997 Formula 1 world champion and 1995 Indy 500

winner demonstrated his pace by setting the second fastest time in Sunday's warm-up before climbing back to eighth in the second race despite losing several places at the start of race two attempting to avoid an incident at Clark Curve.

"I went the wrong side trying to avoid a spinning car so I lost a lot of time and I also had some damage to the front end," the Canadian said after race two.

"Usually with front end damage, you lose downforce and I should have had a flat tyre too, so I got lucky there."

Speaking of his experience of the Brands Indy circuit, Villeneuve added: "The track itself is fun, but it's not easy to get a quick laptime when there are a lot of cars out there. It would be great to go on the big [Grand Prix] track sometime."

Villeneuve moved into the series for

the first time this year, having previously competed in NASCAR machinery in Canada and the United States. He is sixth in the standings after the opening three race weekends, having taken two podiums at the Italian Franciacorta circuit.

His first appearance at Brands comes 40 years after his father Gilles won the non-championship Race of Champions event there in 1979 in his Ferrari 312T3.

### Supply chain issue blamed for tiny number of Series Elite entries

Series Elite boss Graeme Glew says the category's tiny grid numbers are due to a supply chain issue with the Jaguar XE Project 8 cars that it uses.

The new-for-2019 class is for drivers aged over 40 and had its opening rounds at Silverstone last weekend. The first two races were rather subdued, although competitive, with only four cars. Five were entered but Mark Davis had to drop out, having injured himself falling off a yacht.

This follows a cancelled first

race at Brands Hatch in May, which was changed to two-car demonstration runs.

Glew explained that, of the 20 cars ordered from Jaguar Special Vehicle Operations, only eight have currently been built.

"I'm not pointing the finger at anybody," stressed Glew, who added that he's satisfied with the cars themselves. "The Project 8 is supplied to us from SVO, as a road car, and then we have to strip it and convert it into race trim.

"At the moment we have eight

cars in our possession, and there's a further 12 in build at SVO."

One of the Silverstone winners was title-winning British Touring Car team boss Vic Lee, as he raced for the first time in 30 years.

Lee won the first two rounds having not had a major presence in British motorsport since the end of 2003, when his BTCC team folded. He was then subsequently imprisoned for a second drug-smuggling offence.

"It's a lot of fun, it's just a brute," said Lee of the Jaguar.



Just four cars took part in inaugural Silverstone races



Twenty years since Irish single-seater driver Neil Shanahan was killed in a British Formula Ford crash at Oulton Park was commemorated last week. The Neil Shanahan Trophy is presented to the winner of the Brands Hatch Formula Ford Festival each year and the winning 2018 car, an Oldfield Motorsport-run Van Diemen J113, was at Brands Hatch last week. Competition director of the British Racing and Sports Car Club – the Festival's organising club – Dominic Ostrowski said: "Neil Shanahan was a promising single-seater racer with a bright future ahead of him. In honour of this true racer, Ford UK commissioned this trophy in 1999, which has been presented to our Formula Ford Festival winner each year by Neil's parents, Liam and Mary, who make the pilgrimage from their Dublin home. Today marks the 20-year anniversary of Neil's death and it is only fitting that we honour him."

### Jackson brothers unite in Historic Formula Ford 1600

Defending Radical Challenge champion Dominik Jackson swapped to Historic Formula Ford 1600 machinery at Snetterton last weekend as he made his debut in historic.

He contested the two Historic Sports Car Club races in a Crossle 20F, which was freshly restored after a 12-year spell sat in a garage.

Jackson, who currently sits second behind Jerome de Sadeleer in the Radical standings in his SR3 RSX, joined his brother and current Historic FF1600 champion Cameron on the grid.

While Cameron cruised to two victories,

Dominik qualified ninth and progressed to seventh in the opening race but failed to start the second encounter.

"We made quite a few set-up changes to the car for the second race to dial it in and I was really looking forward to it," he said. "Unfortunately, the gear selector went on the out-lap. It's a shame but good fun."

Despite the disappointing end to his first outing, which resulted in a delayed start to the race, Jackson is keen to return to historic competition.

"I'd be up for more," he added. "I've said I'd like to explore historic racing. It's such a nice paddock."

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## New 4-Pot Porsche Trophy series begins

A new racing series for four-cylinder Porsches is donating its profits to CALM, a mental health charity focused on reducing male suicide rates.

The CALM 4-Pot Porsche Trophy had its inaugural race at Silverstone last Sunday, which was contested by nine Porsche 924s and 944s. The series is open to all four-cylinder Porsche models and runs with a 40-minute mini-enduro format with a compulsory pitstop, similar to that used successfully by the Classic Sports Car Club.

The series is starting conservatively with three events. The next one is on the Brands Hatch Grand Prix circuit in September and then the organisers want to put together a series of three-car teams for the Birkett Relay in October. In 2020, four races are planned: two in the UK and two in the Netherlands, as a joint enterprise with the Dutch 944 Cup.

Series founder Phil Waters wants to raise awareness of the problems faced by men, including those in motorsport.

"I must have talked to over a hundred guys in this macho field of ours, and you wouldn't believe the number of people who have a story to tell," he said.

## GT Cup champion Hatfield to join Carrera Cup grid

GT Cup champion Adam Hatfield will join the Porsche Carrera Cup GB field for four meetings this year with Valluga Racing.

Hatfield, who also competes in Britcar with the team's Porsche 991, will make his debut at Oulton Park later this month.

Intending to progress into a full season programme for 2020, Hatfield said: "The official tests were pretty positive overall.

"Carrera Cup has been the goal for us since joining Britcar and it came along much quicker than we thought. It'll be a bit of catching up for us at first and gathering data, then cementing ourselves next season."

Hatfield will join regular driver Adam Knight at the Valluga squad.

Team principal – and former Carrera Cup racer – Benji Hetherington added: "It's been a great start to our foray into Carrera Cup. We've got all the right people in place. We'd been running amateur drivers so far and built our programme around the gentlemen driver concept – [Hatfield] was the exception. He's helping us see where we stack up, and we've got high hopes after testing."

# NEWWEY TO RACE MUSTANG IN BRITISH GT AT SILVERSTONE



Mustang has been quick

Super Formula racer Harrison Newey will make his British GT debut at the three-hour Silverstone 500 this weekend, becoming the latest driver to sample the #19 Multimatic Motorsport Ford Mustang GT4.

The 20-year-old Briton, son of Red Bull technical chief Adrian, has been a regular in sportscars since winning the 2017-18 Asian Le Mans Series in a Jota Sport-run ORECA 05. He contested the full European Le Mans Series last year

in LMP2 and made his debut at Le Mans with Algarve Pro Racing, but returned to single-seaters this season to race in the premier Japanese series.

Newey will be joined for his debut appearance in the GT4 by the returning Chad McCumbee. The American finished on the podium in the opening round of the season at Oulton Park alongside Jade Buford.

"I'm really excited to be racing the Mustang," said Newey. "I haven't

driven a GT4 car before and I think it will be a lot of fun.

"Silverstone is one of my favourite tracks; I think it's one of the best tracks in the world and it's always good to race at home. I have a great relationship with Larry [Holt] so when he called me to say 'come and race the Mustang' I was really happy.

"The Mustang is a cool car and the guys have done a great job with it so I hope we can carry that on."



Newey won 2017-18 ALMS title

## Factory Lamborghini driver and Formula Ford Festival winner Lind to also join the grid at Silverstone

Lamborghini factory driver Dennis Lind will replace Adam Wilcox in WPI Motorsport's Huracan EVO for the rest of the British GT season, commencing this weekend at Silverstone.

Michael Igoe's team stepped

up from the Britcar Sprint Cup and GT Cup this season with a Porsche 911 GT3 Cup, but switched to the Lamborghini for round two at Snetterton and scored a best finish of sixth in race one.

Lind, who became the third

Danish driver after Jan Magnussen and Jason Watt to win the Formula Ford Festival in 2010, is the reigning Blancpain Asia champion and joined the Lamborghini factory roster at the start of 2019.

"Lamborghini asked me if I was

interested and racing for me in the UK is amazing on old school proper tracks, so of course it was a yes!" said Lind. "I am really looking forward to meeting the team and working with them throughout the rest of the season."



Porsche GB Junior was second in the Silverstone Supercup test times

## Harper to race in Porsche Supercup at Silverstone and impresses in testing

Porsche Carrera Cup GB points leader Dan Harper will be one of three drivers from the series to compete in the British Grand Prix-supporting Porsche Supercup round – and has set the second fastest time in pre-event testing.

Harper, 18, will make his Supercup debut in the Silverstone round and will continue to drive for the JTR squad that he drives for in

the Carrera Cup. He will be joined at the team by fellow 2019 race winner George Gamble and reigning Pro-Am champion Seb Perez. Olympic cycling legend Sir Chris Hoy will also be a guest entry.

Harper ended a two-day Supercup test at Silverstone last week with the second fastest time overall and topped two of the four individual sessions. He was just six hundredths of a

second slower than Julien Andlauer's ultimate time.

"It's an awesome chance, it's going to be a class experience being with Formula 1 and I'm definitely looking forward to it," said Harper. "Even for the two-day test I really had to speed my game up to be at the front."

"At the end of the first day I was P8 seven or eight tenths off. I looked over it all with the team to find little

improvements and we made a couple of changes to the car. Day two went really well and I ended up second overall. I didn't really expect to be that far up – the team was very happy – it was an awesome two days.

"If I have one of my best weekends we could be fighting for the podium but if I'm just slightly off my game, because the level of competition is so high, I could end up 10th."

## Porsche Club GB champion Evans makes historic debut after buying two new cars

Porsche Club GB class champion Jonathan Evans made his historic racing debut at Snetterton last weekend in a Ford Mustang – one of two new cars he will enter this season.

Evans topped the Class 2 points last year in his Porsche Boxster and enjoyed a prosperous maiden outing in the 4.7-litre Mustang.

In the Historic Sports Car

Club meeting, he set pole by 1.4 seconds and won the first of two Historic Touring Cars races.

"I wanted a bit of a different challenge, something else to go after," he said. "I've never driven a historic car before. It's a very different driving style, but the fundamentals are the same – you just change the order."

"Looking at my laps,

there's still plenty I can do to get better."

The Mustang did suffer from fuel surge issues in the opening race despite taking victory, and he was forced to retire from the second following the brakes overheating.

But he expects to return with the Appendix K car in the Masters Historic Racing-run Spa Six Hours as well as Iberian

endurance events.

Evans will continue to compete in the Porsche championship this season, but will graduate to the Class 1 field with the introduction of a new Cayman S.

The car's first outing has been delayed until the Brands Hatch meeting next month (July 6) due to troubles with the 3.4-litre engine during testing.



Evans took a win in the flame-spitting Mustang at Snetterton last weekend

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Photos: Steve Jones, Mick Walker



Cook was penalised at Rockingham in '18

## MR2 POINTS LEADER COOK BANNED

Paul Cook was unable to extend his MR2 championship lead at Croft last weekend after being handed a three-month ban, following an incident at Castle Combe the previous Monday.

Cook was excluded from the BMW Car Club Racing series' qualifying session at the Wiltshire track's late May bank holiday meeting after making contact with another car. This meant he started the

first BMW Combe race from the back, and the licence points he got for the incident took him to 12 points within a 12-month period, meaning a three-month racing ban kicked in.

His penalty points date back to those gathered at the 750 Motor Club's Rockingham meeting on June 9-10 last year, where Cook was disqualified from race two for nudging leader Josh Brooks into a spin.

Cook competes regularly

in a large number of club categories. In addition to MR2s and BMWCC, he also has been seen in the M3 Cup, as well as Roadsports, where Cook won this year's season-opening Brands Hatch race.

With his ban, Cook is set to only miss two of the seven BMWCC race meetings this year, however he will now miss four of this season's eight MR2 events.

Cook's MR2 rivals were

sorry that he was not racing at Croft. "Paul Cook is one of the best drivers in the championship and we've lost him on a three-month ban, which none of us want," said reigning champion Shaun Traynor, who won both Croft races in Cook's absence. "You want to be racing the best drivers, and it's a gutter for us that he's not here. And I'm sure if he'd been here there'd have been someone on my tail today!"

## 750 Formula champion Cowley says he's lost his love of racing after ban

Former 750 Formula champion Bill Cowley says he has lost his love for car racing after being banned from 2018's season-closing round, despite his race-winning return at Croft last weekend.

Cowley, who was champion in 2017, was banned from last year's Snetterton double-header meeting as a result of a Cadwell Park clash with Ed Pither. Cowley had been leading the points table and his enforced absence allowed Mark Glover to pip him to the crown. He says that experience has severely impacted his enthusiasm for racing.

"I think the love for the sport has gone now, after everything that happened last year," he said. "It's just taken all the enjoyment out of it."

Cowley chose to sit out the opening two 750 Formula rounds of 2019 but returned at Croft last weekend. He

won the opening race, then was leading race two when he pulled off with transmission problems. But he outlined that he plans to only race in certain rounds this year, for the sake of his father Nigel who works on the car, and is eyeing a switch to motorcycle racing.

"I'm doing all the, what I call, proper drivers' circuits, here at Croft which I think is a really good drivers' circuit, Cadwell, a mega drivers' circuit, and Oulton Park," Cowley added. "My next thing is, I'm into my bikes at the minute so I think I'll probably get a track bike and try and learn a different skill."

Cowley has been racing in 750 Formula since 2011 in a car designed and built in the 1960s by his grandfather – also called Bill. Three Cowley generations have competed in the category as Nigel also raced the car.



Cowley made a racing comeback in 750 Formula at Croft

## Trundley continues 100% 116 Trophy success rate with Team BRIT in Croft contest

Bobby Trundley continued his 100% car racing success rate by winning the second 116 Trophy round at Croft last weekend.

Trundley, who has autism, triumphed by 21 seconds in the 45-minute BMW 116i race driving for Team BRIT, which helps people with disabilities participate in motorsport. Trundley also won the season-opening 116 Trophy race at Brands Hatch.

Teenager won again

"It's bloody incredible," said Trundley, 19. "I didn't expect to be in my first two car races at the front. I could take the racecraft from karts to cars, but you can't drive them like a kart; you can't



just chuck them in.

"I was spotted by one of their [Team BRIT's] drivers, Warren McKinlay, down at Daytona Sandown Park. He invited me down to try out the Fun Cup car that they had, and he was impressed with me – without Team BRIT I'd probably still be in karts today, there's no way [I'd have] the money."

Trundley's team-mate, double leg amputee Richard Newton, made his racing debut at Croft

meanwhile and finished 10th.

"We knew from seeing Bobby karting he was always going to be quick," Team BRIT's race engineer Al Locke added. "Whether he could convert that in a car we weren't completely sure, but he's got the right mindset for an endurance race, he goes out there and he's consistent and he's calm. I think he's going to go really far. And he gets so much from it; his face is just beaming when he gets out the car."

### DRIVER COLUMN



## ROSS MARTIN

From: Kilmarnock, West Dunbartonshire. Car: Van Diemen RF99 Position: 54th out of 976



Martin (r) is a double Scottish FF1600 champion

**T**his season could be a make or break year for me, not in terms of me continuing racing or not, but it could be the one which launches a career in motorsport.

To say I've come a long way in the three years since I graduated from karting is a bit of an understatement. I feel as though I have matured so much in a short space of time. Obviously, my first foray into single-seaters was not how I imagined it to be. Having come through the Formula Kart Stars programme at the start of 2016, I did three rounds of British F4 before it all came crumbling down.

A lack of budget meant I was forced to sit out the rest of the season, which was bad enough for someone for whom racing was more or less everything at the time. Even worse when you have to watch someone else drive 'your' car on television.

I won't lie, that experience was a real kick in the balls but, if I am being totally honest, in hindsight I was maybe a bit too young (at 16) to dive straight into F4. I'd have benefited a hell of a lot more if I'd gone through the route I ultimately took, Formula Ford 1600.

My whole career to date has been about fighting for budget and, after a year out doing the odd bit of karting, I was given something of a lifeline by Graham Brunton up at Knockhill. Graham loves his racing and FF1600 even more so. I could never have imagined the success that we would go on to share over the next two seasons, particularly going unbeaten last year.

Graham's a huge advocate of young drivers learning their trade in FF1600 and if you ask him, he'll tell you that most drivers enter F4 way before they are ready. What you get with a FF1600 car is more than just basic single-seater experience; it's a technique that you'll keep further down the road.

No aero, no power steering, gear sticks and an actual clutch; these are essential tools in a car and I learnt all of that with Graham.

Of course, there always comes a time when you need to move on, and move up. I was, and still am, immensely grateful for the faith Graham put in me and we remain on good terms.

But this season, I am with Bernard Dolan's team in the BRSCC National FF1600 Championship. Bernard is another one of those guys who lives and breathes FF1600.

I know this season will be one of my toughest, but I have the confidence from past success – and failures – to know that as long as I am consistent and keep my head down, I can achieve the results I need.

See how Ross Martin is doing on this week's National Driver Rankings: [nationaldriverrankings.co.uk](http://nationaldriverrankings.co.uk)

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## Editor's picks



What we've loved in the classified section this week. For more see page 32

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# HISTORICS

'American Hoemke visited Thruxton'  
Texan's UK debut, below



Photos: LAT, Gary Hawkins, Paul Lawrence

## DOWN THE PUB WITH

### STEFFAN IRMLER

Super Touring racer  
Age: 50 Lives: Diepholz, Germany

#### He started racing young

"I've been racing since I was 18, in 1988. In Germany we have the VLN long-distance races at the Nurburgring and I started with that for several years. Then as I started my company I had no time for racing and also no money. So I had to put all my time into work but in the last six or seven years I started racing again."

#### He is an Opel fan

"Opel was always my favourite car and I did some Opel tuning in my earlier years so this is what we are racing. Everything is Opel and I have the Astra and the Vectra. The Astra was from Mike Briggs in South Africa in the 1994 Touring Car Championship."

#### The Vectra has a good history

"The Vectra is a 1997 test car from Opel. It was developed in 1998 and 1999. Roland Asch raced this car in '99 in the German Super Touring Car Championship. It is a famous car in Germany because in the last race at the Nurburgring Asch beat Christian Abt with the Audi in the last corner and Abt missed the championship [at that point] and only 14 days later at the Nurburgring Abt got his title over Uwe Alzen in the Opel. So everybody knows this car."

#### He's racing in the UK this year

"This year we are coming to all four races in the Dunlop Saloon Car Cup. We did Silverstone in May and then we will do Donington in early June and Brands Hatch at the end of June. Maybe Volker Strycek will come over and we will drive one race each and then Oulton Park at the end of August, which is my favourite. I know Oulton Park only from videos but it looks so great. I think they are the four best tracks in the UK and they are very famous."

#### He's raced at Silverstone

"Last year I came to the Silverstone Classic but I don't know the other UK tracks. That was my first experience. At Silverstone in May conditions in qualifying were very tricky and I had a spin into the gravel, which was not so funny but I was learning and we had fun. The surface was very slippery. We cannot become world champion but we can have fun."



Irmeler: he loves an Opel

# MONACO GP ICONS HEAD FOR GOODWOOD

Famous cars and stars to showcase on hillclimb course



The 250F driven by Moss in 1956

Jackie Stewart's last win was in 1973

By Paul Lawrence

Race winning cars and drivers from the history of the Monaco Grand Prix will be in action at the Goodwood Festival of Speed to mark the 90th anniversary of the famous race.

Sir Jackie Stewart and his three Monaco-winning cars will take to the Goodwood hill on July 4-7, while Damon Hill will drive

cars from his late father Graham's remarkable five wins in the best-known grand prix. Between 1963 and 1973, Monaco was dominated by Hill and Stewart and all of their winning cars will be at Goodwood.

Other notable cars due to run include the Maserati 250F in which Stirling Moss held out to take victory from a hard-charging Juan Manuel Fangio in 1956 and the Rob Walker

Racing Lotus 18 that Moss raced to another famous win in 1961. From the 2000 race will be the winning McLaren MP4/15, with race winner David Coulthard driving on Sunday.

Monaco-winning cars from Brabham, Brawn, Mercedes and Williams will be on hand, while Monaco race winners Mika Hakkinen, Riccardo Patrese and Mark Webber will be joined by podium finishers

Emerson Fittipaldi, Jacky Ickx and Richard Attwood.

"Monaco is the race that every driver who sat in an F1 car has wanted to win and only a select few have ever done so," said the Duke of Richmond. "Bringing together such an elite group of cars in order to mark this 90th anniversary year for the race is a real privilege. It is part of what makes the Festival of Speed such a unique celebration."



Cutler: 90mph average

## Australian Cutler left startled by Thruxton debut in rare BMW

Melbourne optician Bill Cutler was wide-eyed after his Thruxton debut in his rare BMW M535i in the Historic Touring Car Challenge.

Cutler plans to commute to Europe twice this year to race the BMW, which is based in the

UK. His next trip will be based around the Silverstone Classic and the Nurburgring Oldtimer Grand Prix. Back home, he races a Group A BMW M3.

"I'm averaging over 90mph on the lap here and that's way more than any track we use in

Australia," he said. "It's a busy lap when you are going at those speeds!"

"The car was built in Germany in 1981 and was mainly raced at the Nurburgring," said Cutler, who has owned it for five years now.

## Ex-Rob Wilson Ralt in track return

The ex-Rob Wilson Ralt RT3 should return to racing this summer after an absence of at least two decades.

The 1980 car took New Zealander and all-rounder Wilson to his first F3 win at Thruxton in a non-championship TV meeting at the end of the season. It was stored in France for many years before being bought about 18 months ago by Classic F3 racer Paul Smith.

"We're currently rebuilding it," said Smith, who already has an RT3 he races in Classic F3. "It's a nice project and it should be ready this season," added Smith, who is having a serious crack at the Classic F3 Championship.

## Ellingworth enjoys rebuilt March 74B

The March 74B raced by future World champion Alan Jones in 1974 has returned to competition in Europe this season in the hands of Richard Ellingworth.

Ellingworth, who previously raced a March 782 in Historic F2, has imported the Formula Atlantic car from Australia and it arrived in time for a UK return at Brands Hatch 10 days ago. In 1974, Jones won the Formula Atlantic race that supported the British Grand Prix at Brands Hatch.

"The car is in exceptionally original condition and is in the exact livery as raced in period. It still has its original period engine and gearbox," said Ellingworth. "I have every race programme from period and



The Alan Jones car, which won at Brands in 1974, is back

lots of original pictures and literature to support the car."

The March was entered for

the 1974 season by Harry Stiller Racing and Ellingworth now plans to race it regularly.

## IN BRIEF

### Quality Carlisle

The best quality historic entry of the season to date will contest Saturday's Carlisle Stages in the western end of the Kielder forest complex. Multiple British Historic champion Jason Pritchard returns to take on similar Ford Escort Mk2s for Matthew Robinson, current BHRC leader Joe Price, Roger Chilman, Ben Friend and Adrian Hetherington.

### Masters change

Due to lack of entries, the planned three-hour race at the Masters Historic Festival at Donington Park this weekend has been replaced by a 90-minute race for cars from the Gentleman Drivers series. Other features include an hour-long race for Pre '66 Minis and three half-hour test and demonstration sessions for Historic Formula 1 cars.

### American joy

Texan Formula Junior racer Robert Hoemke made his Thruxton debut over the weekend in his ex-Tupper Robinson Lola Mk5A. Hoemke contested last year's Formula Junior Baltic Tour but this was his first UK run in the Bob Juggins-tended Lola. Back in Texas he races a Cooper T59 and plans another foray to Europe in August.

### Elliott on the mend

Leading historic rally contender Nick Elliott is making a good recovery after breaking his arm on the Pirelli Rally at the end of April. However, the Ford Escort Mk2 driver will miss two rounds of the BHRC during June, the Carlisle and Red Kite Stages, so is planning to re-group and mount a bid on the Roger Albert Clark Rally in November.

### Show on the road

The date for the annual Stoke Row and Nuffield Motorsport Day has been confirmed as Sunday July 21. Based in the Oxfordshire village, the annual gathering is a charity event and includes the Maharajah's Tour for class classic cars. Former F1 racer Howden Ganley will be this year's guest of honour and more details are at stokerow-motorsportday.co.uk.

### Escort partnership

Friends and rivals Rob Smith and Will Onions will run in a two-car Ford Escort Mk2 team from RSR Historic Rallying on the Carlisle Stages on Saturday. Smith is back in Kielder after sliding out of the Pirelli Rally at the end of April. Onions, meanwhile, is back after a five-year sabbatical from gravel rallying following a shakedown run on the recent Plains Rally.

### Bailey at Thruxton

Racer and rally driver Jerry Bailey made his 2019 race debut at his home track of Thruxton when he shared the Alfa Romeo Giulia Sprint of Steven Byrne. They managed two races each over the weekend in the 1965 car. Bailey will next focus on rallying in his Ford Escort Mk2 for the Red Kite Stages on June 23 as part of the build-up towards the Roger Albert Clark Rally in November.

# RALLY NEWS

Photos: mcklein-imagedatabase.com



Teams will be forced to rework their cars

## FUTURE OF HYBRID WRC TO TAKE SHAPE

### FIA to outline the bold changes for top-level rallying



Yves Matton: WRC is future-ready

By David Evans

**The principles of the first ever hybrid World Rally Cars will be revealed at next week's World Motor Sport Council meeting.**

FIA rally director Yves Matton has talked in detail about his aspirations for the new cars and rebuffed claims the timeframe is short for the 2022 introduction of the next regulations. The teams had expressed concerns about the technical regulations not arriving until the end of this season, but the Belgian says an extra six months development time will be enough.

"The timeframe would be 18 months for a normal car and we give an extra six months for hybrid," said Matton. "This is enough."

Matton wouldn't be drawn on specific details of the principles – which are expected to confirm FIA-supplied batteries and motors required to run up to 10 kilometres (six miles) to take the cars into and out of the service park in hybrid mode – but he said both cost and competition were high on his agenda.

"The target is to stay at the same cost [as the current cars]," he said. "[By] making some economies on some other technical parts of the car we can do this, but we have not defined these other parts. For the manufacturers we try to make the technical potential return on investment as cost-effective as possible.

"The intention is to try to have a cost-effective hybrid solution because we want to stay in similar budget car, we don't want the general cost for the manufacturers to increase like we have seen in some other disciplines.

"And it's the same idea for the competition and the performance, the idea is to keep this the same. We want to keep what we have for the moment which means that all of the manufacturers are quite close to the other ones – and this allows a manufacturer to jump into the championship and be quite fast and at the right level in the same way Toyota did when it joined the championship. We would like to see [new manufacturers] coming in and



Toyota has hybrid experience

[potentially] being champions after two years, this is what we have and we would like to see this continue."

Asked if he thought any team would be able to exploit a bigger budget or – in Toyota's case – extensive experience of a hybrid car competing in motorsport in the World Endurance Championship, Matton replied: "I don't think this will happen."

One of the key considerations for the FIA is what to do with the current generation cars from 2022 onwards.

Matton said: "We have to see if we



Serderidis won the last 'Class B'

open a category to still use the current cars. The last attempt at this was not a big success, but we have to study it but it's not the priority."

The FIA's last attempt at this was the WRC Trophy, introduced for the private drivers of World Rally Cars produced before the end of 2016. Greek driver Jourdan Serderidis won the inaugural WRC Trophy after a woefully under-supported season in which only three drivers tackled a programme of any significance.

The WRC Trophy was dropped for the 2018 season.

### LOWER LEVELS WILL HAVE TO WAIT FOR TECHNOLOGY

The FIA has no short-term plans to take hybrid to the lower levels of the sport – preferring not to fiddle with an R5 category which is one of the most successful in the history of the series.

While manufacturers will be running hybrid World Rally Cars in just over two years, internal combustion will still rule further down the order.

"We are focusing on the World Rally Cars for now," said FIA rally director Yves Matton. "That's for now, it doesn't mean no [to hybridisation at lower levels]. We want to keep the regulations for R5 as close as possible to current rules – this is what is making the success of the category; we have around 800 [R5] cars in competition around the world now and the market price for the second-hand cars is now coming very low. If we start to change this, then this could affect this category hugely.

"For the medium and long-term then we cannot say there will be no hybridisation for some of the [lower] categories in rallying in general. But today we are not working on it and in the future we will see what we will do."

▶ HOW ROVANPERA LANDED ANOTHER WIN IN WRC 2 PRO

▶▶▶ PAGE 22



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*'Yates showed great pace in WRC 2'*  
WRC supports report, p22



## HYUNDAI AND LOEB TO TACKLE DOMESTIC EVENTS

Sebastien Loeb will tackle two national rallies in a Hyundai i20 Coupe WRC in the next two months as the South Korean manufacturer gears up for Rally Germany and increases Europe-wide promotion of its rally programme.

While the nine-time world champion remains unsure about extending his WRC commitment beyond the agreed six rallies for this season – his sixth and final outing of the season is scheduled for Rally Spain in October – he is happy to tackle shorter domestic events.

His first national rally in an i20 Coupe WRC will be the Rallye Vosges next week.

Loeb said: "It is a real pleasure to return to the French Rally Championship and to be able to ride in my region where it all began. I'm really looking forward to it and to find the special stages like Pays d'Ormont and Corcieux. We are going to gain experience with the team and miles with the car and to please the fans."

Loeb will also compete on Rally di Alba in Italy at the end of July.

Hyundai team principal Andrea Adamo said Loeb's outings were about more than just asphalt testing and getting the car ready for Rally Germany – an event Loeb will skip this season.

"We are doing what we can to improve the car and Hyundai's image around the world," said Adamo. "Loeb in Vosges will be a great image for Hyundai France – which has already made a lot of activation from this programme. We will have lots of [guest] co-drivers at shakedown and we bring lots of guests to the rally. And they [Hyundai France] is paying a lot of money."

"It's the same in Italy, where Alba is putting a huge effort. I will bring two [i20] R5s to support this as well."

Competing at lower levels will offer Loeb seat time without the week-long commitment to a WRC round.

Asked again if he planned to do more than just Spain, he told Motorsport News: "I don't want to do more, but if I don't do more then it's difficult to be in the rhythm. To be competitive when only doing a few rallies isn't easy."



Loeb: return to France

## Volkswagen Motorsport calls in the experts to find out why new R5s are catching fire

Volkswagen Motorsport is working with fire analysis experts to help identify the cause of the blazes which have claimed five Polo GTI R5s.

Three Polos caught fire last weekend, two at Rally of Portugal and one on the Rallye

du Chablais in Switzerland.

The Hannover-based team has told MN it is working "night and day" to find the cause and fix any issues on the car.

A Volkswagen spokesman said: "We know the fires are coming at the rear of the cars, but it's very

difficult to find precise details when we are losing the car completely to the fire. Sometimes we are ending up with just metal.

"This is why we are bringing in the experts, people who are working with fire all the time and can give us a more detailed picture of what is happening."

The cars caught fire on a variety of rallies and in various conditions – including gravel and asphalt – but the common theme is of the fire manifesting itself at the rear. There's speculation that a fuel tank breather could be part of the problem.

"It's hard to find a common cause [for the fires]," said the spokesman, "but this is priority number one for us. We will find this issue."

Volkswagen Motorsport technical director Francois-

Xavier Demaison confirmed the team is ready to make whatever specification changes are necessary to the car.

Demaison said: "This is more important than performance or finding another tenth of a second per stage. We are working to find the reason and we already have some ideas – but any new parts still have to be tested in simulated conditions before we bring them."

"But we have done this before well and, we can do it again."

Volkswagen Motorsport has sold 30 Polo GTI R5s, five of which have now suffered a fire with varying degrees of damage. Ole Christian Veiby was able to stop his car next to a fire truck in Portugal. The fire was extinguished, offering valuable insight into what and where the car ignited.



Veiby's Rally Portugal was ruined by another car fire

## Evans: Greensmith looks comfortable on step up to WRC level

M-Sport Ford World Rally Team leader Elfyn Evans has praised fellow Brit Gus Greensmith's debut at the sport's highest level in Portugal last week.

Greensmith impressed hugely on his debut in a Ford Fiesta WRC, running inside the top 10 for all but one stage through the mainstay of the first two days. Unfortunately for the 22-year-old he slid off the road on Saturday afternoon's final test and then hit a bank following

the Fafe jump on the powerstage.

Despite those two incidents Greensmith was right in the mix posting times close to his M-Sport team-mates Evans and Teemu Suninen on some stages.

Evans said: "I know what the pace is like at this level and what Gus did was impressive in Portugal. I also know what it's like to make that step up and come to drive a World Rally Car for the first time, everything is so quick. But

he's made the transition well."

Greensmith, who is hopeful of a repeat Fiesta WRC outing later in the season, said: "It's a bit disappointing that we didn't get through the final stage, but I've achieved what I wanted to in showing some good speed. I've waited a long time to do this and it's lived up to what I hoped it would be. I'm pleased with the speed we've shown."

Greensmith will be back to a Ford Fiesta R5 on Rally Italy.



Greensmith: late crash drama



Rovanpera: happy with Fabia

## New Skoda Fabia R5 Evo can be a title winner, says Rovanpera

Kalle Rovanpera has praised Skoda's work with its all-new Fabia R5 Evo after taking a debut class win at last week's Rally of Portugal.

The all-new Fabias of Rovanpera and team-mate Jan Kopecky were at the front of

the WRC2 Pro class throughout the event, with the Finn taking back-to-back wins following his Chilean success last time out.

Rovanpera was pleased with the speed the new car showed out of the box. "We did a lot of testing," he said. "We have lots of new parts

with this car, but the difference in the speed on the stages is coming because the car is easier to drive. When the car's nice like this, it feels easier to drive faster."

"We have enough with this car to stay ahead in R5, but like the last car, there's more to come."

## GROUP RALLYING EDITOR

# DAVID EVANS

**"Moving the WRC cars can be a frenetic job"**



**I**f you're the sort of reader who turns straight to the report pages of Motorsport News and happen upon this column moments after the paper pops through the letterbox, crack of dawn Wednesday, M-Sport's Ford Fiesta WRCs will be at the top of the M6.

If, however, you've left these words until after work on Friday and you're coming to them around 1800hrs, M-Sport's Ford Fiesta WRCs will also be at the top of the M6.

We talked an awful lot about the race through the Andes to get from round five in Argentina to round six in Chile in just over a week. By comparison with what the teams are doing right now, that South American jaunt was fairly straightforward.

Meet Bob. Bob Baker's an integral part of M-Sport Ford World Rally Team's success, but for the next 10 days, the weight of the whole operation sits squarely on his shoulders. He's the man driving the cars north from Portugal south to Sardinia.

He'll be delivering a trio of World Rally Cars back to Dovenby at 0500-0600hrs on Wednesday morning and leaving with them freshly re-prepared at 1700-1800hrs on Friday evening.

"It's exciting," said Baker. "This is part of the rally, the logistics behind everything. It's great to be in the middle of something like this."

"I set out from Matosinhos on Sunday evening and have to go north into Spain to get on a boat in Bilbao. That ferry's at 1400hrs on Monday and it's the only boat – there's no room on any other boats. I have to make it. There's some margin built in, but not a lot."

A 30-hour crossing should have Bob and his precious cargo docking in Poole around 1800hrs on Tuesday evening. Rested and raring to go, the aim is to make it from the south coast to Cokermonth in under nine hours.

"I drive for around four hours, then take my mandatory 45-minute breaks," said Baker. "I'm hoping to be into M-Sport for about 0500hrs on Wednesday morning. There will be some technicians there ready to take the cars from me and they start working straight away."

The team will then run a full strip and rebuild of the cars before putting them back on the truck just after lunch on Friday.

Baker continued: "I'll leave about 1700hrs, get down to the Chunnel and look to get a couple of hours into France before I have to stop. I'll have a long break then before there's another nine hours driving. Unfortunately I won't be able to get out of France before we have to stop driving at 2200hrs on Saturday – trucks aren't allowed to drive in France on Sunday."

"Soon as 2200hrs on Sunday comes, I'll be heading straight for the boat in Genoa for a 1730hrs boat on Monday. A 12-hour crossing gets me in Porto Torres early Tuesday morning ready for the final 45-minute journey across to Alghero where the boys will be waiting with the service park already set-up."

Fortunately for Bob, once Italy's done, the cars aren't needed in Finland for another seven weeks as the series moves into its summer break.

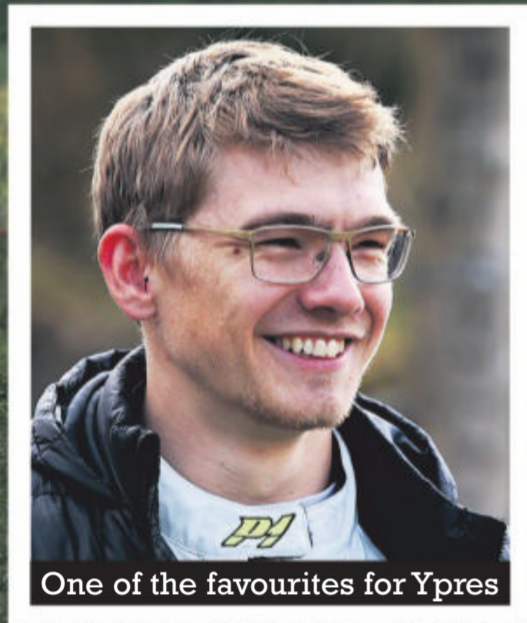
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# RALLY NEWS

Photos: Jakob Ebrey, LAT, Roy Dempster

## BRIT YATES TO RETURN TO YPRES RALLY

### WRC 2 driver eyes up success after strong showing in Portugal



One of the favourites for Ypres



Yates will drive Skoda Fabia R5

By David Evans

**Rhys Yates will return to the British Rally Championship for this month's Ypres Rally – and he goes to Belgium on a high after what he described as his strongest ever WRC 2 performance at last week's Rally of Portugal.**

Yates's times aboard his family-run Skoda Fabia R5 tumbled through the Matosinhos-based event, culminating in his maiden fastest R5 split time at WRC level on the second run through Fafe.

The Chesterfield driver, who was the first Brit ever to win Rally van Wervik – a traditional Ypres warm-up – last season, says he wants to put his newfound WRC experience to good use on the European asphalt.

"We're going there to have some fun," he told MN.

"It's the same reason we went to Pirelli International Rally in April. It's just a bit more seat time. If the WRC has shown me one thing in the four rounds I've done this year, it's how crucial it is to be in the car as much as possible.

"In Portugal last week, it was amazing

how everything just clicked for me on the final stage on Saturday afternoon. We had three splits in that Amarante stage which were right there, right on the money and then the times on Sunday were good enough for us to finish fourth in WRC 2."

Yates missed out on an overall result after suffering two punctures on Friday's final test.

With only one spare, he was forced to retire and return under Rally 2 regulations to complete the event.

"It would have been nice to take a result from Portugal and it could have

been a really interesting one," he said.

"But there's a big part of me that thinks I'd have started to chase that result from Saturday and probably not have relaxed and let the driving flow in the way it did. It's all positive from Portugal and I want to take that forward to Ypres.

"Last year I went to Ypres and tried to win the thing from the first corner. I think we went off four times on the first stage.

"It'll be a slightly different approach this time, but, like I said, it's just to get back in the car and enjoy ourselves."



Camilli will drive the car  
**New M-Sport Fiesta R5 to run on Ypres**

M-Sport's new Ford Fiesta R5 will be debuted at the Ypres Rally later this month by Eric Camilli.

The Frenchman was the first to drive Volkswagen's Polo GTI R5 in the World Rally Championship in Spain last year and now he returns to M-Sport to take the keys to the Cumbrian squad's latest R5.

"Eric's the obvious one for us," said team principal Richard Millener. "He's done a lot of development work with us and we're sure he'll do a good job – even though we're only running as zero car."

The Fiesta R5's homologation date is scheduled for July 1, with a first WRC outing coming at the end of the month in Finland, when Gus Greensmith will drive the car.

Millener added: "It's quite possible the car will compete for the first time in private hands in the first couple of weeks in July, but we're happy for that – this is a customer car. Ypres makes a lot of sense for us as well, it's the biggest asphalt event outside of the WRC in central Europe. It's a big market and, of course, it's where we used the original Fiesta R5 for the first time back in 2013."

● Bryan Bouffier will drive a Ford Fiesta WRC in the Ypres Rally Masters, meaning at least two current generation World Rally Cars start the new section of the Belgian classic, joining Thierry Neuville's Hyundai i20.

### More to come from Mitsubishi, says Smyth

Alan Smyth believes he has yet to fully tap into the potential of his R4-specification Mitsubishi Lancer E10, despite securing a maiden win with the car on the National B element of the Easter Stages Rally in April.

The 31-year-old inherited the lead early on day two and went on to win by almost 16 seconds. It was only Smyth's second outing this season owing to work pressures and the birth of his first child.

He admits the result has given him new-found confidence with the car, which he first used in 2017, ahead of July's Down Rally and the following month's Ulster Rally.

"I admit I did surprise myself

with that performance," he told Motorsport News.

"It has done my belief no harm whatsoever, that's for sure, and it demonstrates that the car is more than capable. There is a lot more speed to come from it – I'm definitely nowhere near the car's limits."

He has the Lakeland Stages and the Bushwacker rallies penned into his schedule as well as the Galloway Hills Rally.

"I have heard so much about Galloway Hills and how the stages over there are fast and flowing," he said.

"It sounds completely different to what I know in Northern Ireland, so I'm keen to experience it."



National B win went to Smyth on the Easter Stages

### McErlean remaining calm after JBRC success

Junior British Rally Championship points leader Josh McErlean insists he is not allowing himself to get carried away with the hype surrounding his victory on the latest round.

McErlean finished 53 seconds clear of fellow Ulsterman and Peugeot 208 R2 driver William Creighton on the Pirelli Rally in April to open up an 11-point buffer at the season's mid-point.

It was McErlean's second straight win in the series after his breakthrough performance on the West Cork Rally in Marsh. The Kilrea-based driver insists he is determined to keep a level head.

"The whole team is over the moon – they have waited a long time for these kind of results," he told Motorsport News.

"Yes, things might be looking good for us right now in the points standings, but



Two wins on the trot for McErlean

I know there is still a lot to play for with three very difficult rounds remaining.

"Our Pirelli result shows that we have winning pace on the two surfaces [Tarmac and gravel] as each require a different type of driving style.

"This brings with it another huge confidence boost as we start to think about the next round over in Ypres."

McErlean's latest triumph also pocketed him £2500 in prize money from Peugeot UK and Total.

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# BOGIE BACK TO DONEGAL IN FORD ESCORT MK2



Escort retired on Cavan Stages

David Bogie will return to the Donegal National Rally for the first time since his victory three years ago, but will miss the next round of the British Rally Championship in Ypres.

The 2011 BRC champion is third in the standings nine points adrift of Tom Cave.

The next round of the championship in Belgium is the week after Donegal, but Bogie has opted not to compete and has sold his Skoda Fabia R5.

Instead he will use his Ford Escort Mk2 in Ireland.

"I've missed Donegal the last two years with my British championship commitments," Bogie told MN.

"This year on the Pirelli Rally, OK we got some solid points but I didn't particularly enjoy the rally."

"[Ypres] is a great event, but I just wanted to go to Donegal as I've obviously got fond memories of when we won the National event in 2016. In my rallying career that was certainly one of the high points.

"I'm desperate to go back and enjoy the rally, enjoy the hospitality and, of course, I've built this brand new Escort Mk2 so it's a great opportunity to go and use that."

Bogie's plans after Donegal are up in the air but he is keen to achieve a strong result in two weeks' time, having retired

with a burst oil pipe in the Escort's last outing on the Cavan Stages.

"I want to use the car more, I really enjoyed the competition with Gary [Kiernan] in Cavan, it was just what rallying should be," he said.

"Both drivers driving hard, none of the b\*\*\*\*\*t just proper competition and I loved the day.

"Ultimately if we can get a good run on the Donegal Rally then we'll see where it takes us from there, but Irish rallying at the minute is just booming and certainly, in the modified section, everybody is at the top of their game so certainly going into Donegal it'll be hard to pick a winner."

The Scot also hasn't ruled out using Ypres as his dropped score in the BRC title hunt, and could return to the series for the Ulster.

He said: "Obviously without going to Belgium my British title hopes take a fair bit of a kick. Now that's not to say I can't use it as my dropped score.

"I know the chances of Matt [Edwards] and Tom [Cave] both not finishing on any other rally would be quite slim, but on Ypres anything can happen from going off and getting stuck in a ditch or having mechanical problems. It's a long hard rally so it's [the championship] not over by any means."

## Mini Epynt Stages could return in 2020

Organisers of the Mini Epynt Stages are hopeful the popular event will return next year following the cancellation of the rally in 2019.

A number of issues, including a shortage of volunteers in key positions and the event's sponsor pulling out, meant Herefordshire Motor Club – organisers of the rally which runs over the famous Epynt Military Ranges – were forced to cancel it.

The 11th running of event had been due to take place last month, but plans are already being made to hold the rally in 2020.

Clerk of the course, Mike Pugh, said: "When we did put it [entries] online within the hour it was normally full.

"We have had a lot of people [get in touch since we cancelled it], we've had phone calls, emails and contact on social media.

"As it stands we have a date with the Ministry of Defence [for next year] and it sounds positive that it's going to run, but we do need to find a sponsor. It's on the agenda for our annual general meeting at the end of June."

## Late car switch for Wood on Munster

Former winner of the Circuit of Munster Rally Steve Wood made a dramatic late switch of vehicle for last weekend's event and competed in Daragh O'Riordan's right-hand-drive Ford Fiesta RS WRC.

The 2016 winner, who has regularly rallied a Subaru Impreza S11, managed to come home eighth, having only had a brief test before the rally.

"It all happened last Wednesday and we picked it up on Friday," he said.

"It's a good car and thank God I have Keith [Moriarty, co-driver] with me as he knows the car. I thought we had a puncture on the first stage but we never did, it was the car just moving about you know.

"It will take a few more rallies to get on the pace, it was wet for the last stage so we saw a different element to the car. It has great

potential, I can see what the other boys are doing with them you know."

Another Welsh ace in new surroundings at the Circuit of Munster was Melvyn Evans, who finished seventh in his right-hand-drive Skoda Fabia R5.

"I am really shocked with the car and how good it is really," he said.

"It is hard to judge the braking because it doesn't dip the nose like the cars I am used to and I am finding the grip with it."



Wood drove O'Riordan's Fiesta RS WRC

## Kelly 'looking to up the ante' in Donegal

Three-time Donegal International Rally winner Manus Kelly admits defending his title will not be easy as he prepares to return to the event later this month.

Kelly is the top seed for round five of the Irish Tarmac Championship but, unlike a number of leading names who have made the switch to World Rally Cars for the three-day meeting, Kelly has decided to stick with his Hyundai Motorsport-backed i20 R5.

His three outright Donegal victories have all come in a S12B Subaru Impreza World Rally Car – but he feels the decision to stick with an R5 for his home round of the series will benefit him longer-term.

"I make no bones about it when I say I am serving my apprenticeship in R5," said Kelly, who will have Donall Barrett as co-driver.

"The last four years have been phenomenal for me but this year represents a new chapter. I have taken on a new challenge by moving over to



Kelly (l) with co-driver Barrett after winning the event in 2018

the R5 class, which has had ups and downs so far.

"The whole left-hand-drive and left-foot braking has proven to be a much bigger challenge than I thought it would be but it is such a great class and I will be looking to up the ante on home soil."

If Kelly returns to the top step of the podium this month then

he would become the first person in history to retain the Jim Kennedy Memorial Trophy for a fourth time.

"Donegal only comes once a year and you have to make the most of the opportunity [to win it] when it does," said Kelly.

"It's going to be difficult but I'm looking forward to getting stuck in."

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# RALLY REPORTS

Photo: Martin Walsh

## MIGHTY MOFFETT BATTLES TO VICTORY



Winning gap was 21.1s

### Circuit of Munster

By Martin Walsh

**Organiser:** Limerick Motor Club **When:** June 2 **Where:** Limerick, Co. Limerick **Championships:** Irish National Rally Championship, West Coast Rally Championship **Stages:** 9 **Starters:** 117.

Recovery and resilience were the trademarks of Josh Moffett's 21.1-second victory in the Circuit of Munster Rally that signalled the halfway mark of the Irish National Rally Championship.

Co-driven by Andy Hayes aboard their Ford Fiesta RS WRC, they moved into the lead on the third stage and withstood the challenges of Declan Boyle/Brian Boyle (Ford Fiesta WRC) and Donagh Kelly/Conor Foley (Ford Focus WRC). The Boyle cousins finished second with Roy White/James O'Brien 24.1s further behind to complete a Fiesta RS WRC lock-out of the top three. Kelly/Foley were forced to retire with a broken throttle spring.

Kelly, Boyle and Moffett posted the respective top times on the three stages of the opening loop. Kelly reckoned his tyres were suited to the opening pair of stages but not the third, and longest stage, of the rally. Boyle, quickest on the shortest stage (SS2) felt the suspension needed tweaking while Moffett, who had a transmission sensor issue for the opening stages, fared best on SS3 to lead Kelly by 4.8 seconds with Boyle another 4.7 seconds adrift.

White was fourth and lucky after a major moment on SS3 when his Fiesta went sideways into a hedge.

At the Limerick service park Boyle rectified the suspension and fitted fresh Pirellis all-round. The result transformed the car and he was quickest on the repeat of all three stages. A pragmatic Moffett remarked he just couldn't get into the

groove as Boyle cut the deficit to four seconds. The challenge intensified when Kelly, despite a clutch problem, joined Boyle in equal second. White's reason for being 26.1 seconds away from a podium spot was honest. "I'm not brave enough," he admitted.

Kelly departed the contest when the throttle spring broke on stage seven as Moffett put in a blistering performance over the final three stages to win from Boyle and White.

Cathan McCourt (Subaru Impreza WRC S14) was fourth, surviving clutch trouble and an altercation with a chicane bale. Welsh ace Hugh Hunter (Ford Focus WRC05) suffered through the long stage with tyres that went off on SS3 but managed to salvage fifth.

Late entry Stephen Wright (Fiesta R5) continued to increase his pace as the rally progressed, as did Mel Evans in the right-hand-drive Skoda Fabia R5. Steve Wood (Impreza S11 WRC), two-wheel-drive winner Paul Reid (Ford Escort Mk2) and the Group N Mitsubishi Lancer E9 of Niall Devine completed the top 10.

### Results

1 Josh Moffett/Andy Hayes (Ford Fiesta RS WRC) 56m21.4s; 2 Declan Boyle/Brian Boyle (Fiesta RS WRC) +21.1s; 3 Roy White/James O'Brien (Fiesta RS WRC); 4 Cathan McCourt/Barry McNulty (Subaru Impreza S14 WRC); 5 Hugh Hunter/Rob Fagg (Ford Focus WRC05); 6 Stephen Wright/Liam Moynihan (Fiesta R5); 7 Melvyn Evans/Mark Glennerster (Skoda Fabia R5); 8 Steve Wood/Keith Moriarty (Impreza S11 WRC); 9 Paul Reid/Karl Reid (Ford Escort Mk2); 10 Niall Devine/Mac Kierans (Mitsubishi Lancer E9).

**Class winners:** Desmond Roche/Mairedud Duane (Honda Civic); Eamonn Kelly/Conor Mohan (Fiesta R2); Michael Rodgers/Aiden Connolly (Civic); Devine/Kierans; Wright/Moynihan; McCourt/McNulty; Lloyd Hutchinson/Willie Fitzpatrick (Austin Mini Cooper S); Gordon Dreaper/Derek Bovenizer (Peugeot 205 GT); Tommy Foley/Cathal Keane (Civic); William Nolan/Shane O'Mahony (Toyota Corolla); Maurice Meskell/Stephen Meskell (Escort); Sean Moran/Jonathan Keane (Escort Mk2); Reid/Reid; Ian Roche/Anthony Nestor (Impreza S10 WRC); Kieran Reen/Mark O'Leary (Civic); Jordan Hone/Aileen Kelly (Opel Adam R2); Luke McCarthy/David Hogan (Escort RS); Darren McKelvey/Dean O'Sullivan (Lancer E9).

## Skeete survives rally of attrition as five-time winner Panton suffers injuries

### Sol Rally Barbados

By Jack Benyon

It was supposed to be his year, but with just three miles to go on Friday, Rob Swann's dream and year-round conquest to win Rally Barbados was over, as a Bajan finally reclaimed the title with Dane Skeete and Tyler Mayhew victorious.

After cracking the crank on the King of the Hill pre-event, the Brit Swann had ordered a new engine from the UK but a hold up at Gatwick meant it didn't arrive in time and Swann had to take his chances.

He set fastest time on the first stage and would have led by over a minute had he made the end of the day, where a new engine was waiting for him. He promised to return as he hears 10 starts on the event.

His evergreen rival Jeffrey Panton spun on the same stage Swann retired on, which left him charging to recover time all weekend. The five-time winner didn't regain as much as he wanted to and on Sunday's first stage, he hit a tree after clipping a kerb in a fast series of corners and came to a dead stop from 116mph,

luckily escaping with his life. As MN went to print he remains in a local hospital with a broken collarbone and broken ribs but the Jamaican is thankfully stable. His co-driver Michael Fennell Jr suffered only minor injuries. Had the impact with the tree come six inches further forward there would have been no champagne sprayed at the finish such as the severity of the crash.

Skeete was supposed to be learning his car and bedding in gently, but after the Friday carnage he found himself in the lead. Driving a WRC car for the first time – having been given the Subaru Impreza S12B by his 13-time winning father Roger "The Sheriff" Skeete – he made overshoots on two of the first three stages and then struggled with a gear selection issue. But with the help of Swann's engineer the issue was soon sorted and he managed a gap of over a minute to the finish.

Having been rallying since the 1980s, evergreen Brit Roger Duckworth took second place ahead of a fierce R5 battle. Rallycross driver Andy Scott's car went over the finish ramp on a flatbed pickup in what has to be a rally first, having

crashed on the non-timed superspecial to end the event. Wales Rally GB National rally winner Tom Preston battled hard in his Skoda Fabia R5, but lost time on softer tyres on Sunday morning.

After one of the most attritional rallies in recent memory, crews were happy to get to the end of the over 70 mile event, and were greeted at the Vaucluse finish by a slip and slide tunnel covered with fairy liquid as is the rally's tradition.

### Results

1 Dane Skeete/Tyler Mayhew (Subaru Impreza S12B WRC) 1h06m45.18s; 2 Roger Duckworth/Mark Broomfield (Impreza WRC) +1m00.88s; 3 Andy Scott/Laura Connell (Ford Fiesta R5); 4 Tom Preston/Carl Williamson (Skoda Fabia R5); 5 Roger Hill/Graham Gittens (Toyota Corolla WRC); 6 David Coelho/Barry Ward (Fiesta R5); 7 Graham Coffey/Jack Marton (Fiesta); 8 Nigel Worswick/Sophie Buckland (Ford Escort RS Cosworth); 9 Avinash Chatrani/Andrew Skeete (Mitsubishi Lancer E9); 10 Andrew Mallalieu/Geoff Goddard (Impreza).

**Class winners:** Skeete/Mayhew; Stuart Maloney/Justin Maloney (Citroen C2); Jason Harewood/Shawn Eversley (Toyota Starlet); Hill/Gittens; Stan Hartling/Jeremy Croney (BMW M3); Chris Uilyett/Chantal Uilyett (Escort); Edward Corbin/Johnathan Alleyne (Daihatsu Charmont); Alex Allingham/Ross Weir (Escort Mk2); Andrew Costin-Hurley/Rob Brook (Ford Puma); Andrew Jones/Lindsey Pilkington (Escort Mk2) Scott/Connell; Ian Warren/Robert Warren (BMW Compact); Edward Perry/Kyle Gill (Mitsubishi Colt).

Photo: Nicholas Bhajan



Skeete and Mayhew took victory aboard Subaru Impreza S12B WRC

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# RACING REPORTS

## THRUXTON MOTORSPORT CELEBRATION: BARC BY MARCUS PYE & STEFAN MACKLEY

### REDEMPTION FOR BELLINGER/AHLERS



Victory in second Stirling Moss Trophy race went to Bellinger/Ahlers Lola Mk1 Prototype



Bumper grid of 33 cars competed in Sports 2000 races, as Gibbins (76) won both

#### RESULTS

**RAC Woodcote/Stirling Moss Trophy**  
**Race 1:** Ben Adams (Lola Mk1)  
**Race 2:** Keith Ahlers/Billy Bellinger (Lola Mk1 Prototype)

**Historic Touring Car Challenge**  
**Race 1:** Steve Dance (Ford Capri RS3100)  
**Race 2:** Ric Wood (Ford Capri RS3100)

**Historic Formula Junior, Front-Engined**  
**Races 1&2:** Ray Mallock (U2 Mk2)

**Historic Formula Junior, Rear-Engined**  
**Races 1&2:** Andrew Hibberd (Lotus 22)

**HRDC Classic Alfa Challenge**  
 Chris Snowdon (Alfetta GTV)

**HRDC Coys 100 Trophy Touring Cars**  
 Peter Chambers (Ford Lotus Cortina)

**HRDC Allstars**  
 Allen Tice (Marcos 1800GTS)

**SRCC Sports 2000**  
**Races 1&2:** Michael Gibbins (MCR S2)

**U2TC**  
**Races 1&2:** Ben Tinkler/Andy Wolfe (Ford Lotus Cortina)

The second Stirling Moss/RAC Woodcote Trophy 1950s' sportscar race topped Thruxton's Motorsport Celebration meeting, with hard-earned victories for Keith Ahlers/Billy Bellinger (Lola Mk1 Prototype) and Malcolm Paul/Rick Bourne (Lotus-Bristol X).

Relayed by Bellinger, Ahlers was leading Saturday's opener when a front suspension link mount collapsed four laps from home. Ben Adams's Lola Mk1 shot past to win, but Ahlers salvaged second, ahead of Andrew Smith (Cooper Monaco), and the Lister-Jaguars of John Spiers/Tiff Needell and Caterham ace Peter Ratcliff.

"My Sunday brief was to keep the leaders in sight, then let Billy work his magic," said Ahlers, who saw Adams pit with a misfire on the green flag lap. After a gripping lead scrap between Spiers, Ratcliff, Smith and Patrick Blakeney-Edwards (Cooper T38) had diluted, Bellinger hunted the big guns down. "We've finished second, but not won a Stirling Moss Trophy race outright before," grinned Ahlers. "It's my wife Susan's car and our 40th wedding anniversary today, so it's the perfect present."

Ratcliff, Blakeney-Edwards and Spiers/Needell chased, ahead of Woodcote Trophy winners Paul/Bourne, their ex-Mike Anthony Lotus' rear flank dented by Paul Pochciol's Jaguar C-type at Allard after Saturday's start. Bourne superbly overcame Karl Jones in Ben Eastick's D-type, with the Cs of Pochciol/James Hanson and Saturday winner Rudi Friedrichs close behind.

Sports 2000 provided contemporary contrast with a stunning 33-car grid of 200bhp Ford Duratec-engined cars and Pintos. Michael Gibbins (MCR S2) hurtled to a double, cutting the event's best race lap of 1m15.041s (113.02mph). After an overnight engine change, transmission pinion failure stopped Charles Hall (Gunn TS11) while second in the opener, as defending champion Tom Stoten benefited in a sister car. Snetterton winner Hall screamed from 28th to second in the afternoon's second race, as Stoten spun but kept third.

Paul Streat (Lola T87/90) twice bested the Pinto pack and "as a bit of a Sports 2000 geek" was overjoyed

to be awarded the Ian Taylor Trophy in memory of the 1979-'80 British champion who developed Thruxton's racing school. Jonathan Loader (Tiger SC80) pipped Hugo Besley for Historic gold in race one. In an equally frenetic sequel, SRCC chief Colin Feyerabend (Lola T492) stalked Juerg Tobler (Royale S2000M) then ousted the Swiss for the honour.

In the Ford Capri's 50th anniversary year both Historic Touring Car Challenge races fell to a sonorous 3.4-litre GAA V6-engined ETC evocation, but misfortune struck equally. On Saturday, Steve Dance's pursuer Ric Wood retired his car when its steering rack worked loose. Wood was catching Dance on Sunday when plumes of oil smoke meant Dance was called in.

In the first race, Mike Grant Peterkin ran out of grip in Fred Wakeman's muscular Rover SD1 and was overhauled for a brilliant second by Tim Clarke in father Ken's Hepolite version, in which Steve Soper started Thruxton's 1983 British Saloon Car Championship round from pole. Fourth were Spiers/Needell who beat Pochciol/Hanson and Ludo Lindsay in a Tony Dron Trophy Group 1 Capri rout.

The Rovers' order was reversed behind victor Wood on Sunday as Spiers' opening-lap retirement eased Hanson/Pochciol's Tony Dron Trophy task and the protracted Alfa Romeo tussle between Paul Clayson (GTV6) and Darren Roberts (2000 GTV) entertained.

Andy Wolfe's sorcerer's apprentice-Ben Tinkler - did such a great job staving off Neil Brown's similar Lotus Cortina in both U2TC races that the boss's chase-down powers were not required in a disappointing 10-car field. Instead, Wolfe gave virtuoso demonstrations of precision drifting.

All seven Lotus Cortinas sat line-astern in the pits during Saturday's mandatory stops, from which Brown beat Graham Pattle/Mark Burton and John Spiers to second. Brown's five-second penalty for exceeding track limits on Sunday dropped him behind Spiers and Burton/Pattle. Fifth on both days were Peter Baldwin/Graham Churchill (Mini Cooper S).

Front and rear-engined Formula Junior double-headers were decided by wonderfully clean battles.

Ray Mallock won the 'puller' contests in one of his genial late father Major Arthur's early U2 designs, shadowed by Chris Drake in the Terrier Mk4 which was raced by engine guru Brian Hart in the opener. Third after Peter de la Roche's Lola's engine spewed its oil out was the Alexis Mk2 of Stuart Roach, described by Mallock Sr as "undriveable" in its day. Caught out by race two's start procedure, Drake charged back to third behind de la Roche, the weekend's best lap a consolation. Early F5000 racer Mike Walker was fifth on both outings in a front-wheel-drive Bond.

The 'pusher' races were equally exciting. Watched on Saturday by Alec Lightning (*see below*), Pete Morton wrestled with Andrew Hibberd (ex-Jens-Christian Legarth Lotus 22) on both days, and led briefly, but his rival was too fast. "It's taken seven years to break my jinx here," said Hibberd.

Fresh from the Historic Racing Drivers' Club's solo debut at Lydden Hill, competitors followed founder Julius Thurgood to Thruxton's sweeps to populate three grids. Best - and most photogenic - was Sunday's Classic Alfa Challenge in which Richard Merrell's uprated Guilia GT Junior tackled the GTVs of Chris Snowdon, Alexander Jupe and Jonathan Horsfield.

Poleman Snowdon was mortified to tag Merrell as they lapped heavy traffic three-abreast exiting the chicane, but extended his unbeaten series record to three races. Jupe and the recovering Merrell chased in second and third, with James Wright's 75 a strong fourth.

After Alex Thistlethwayte's Ford Mustang overheated, Pete Chambers (Lotus Cortina) repeated his Silverstone Coys 100 Trophy victory. The long-time Porsche racer saw off Mustang duos Mark Burton/Graham Pattle and dad-and-lad Bill and Fred Shepherd, who Richard Fores split after a long chase in David Alexander's Alfa Sprint GT.

Thistlethwayte, grandson of 1926 Le Mans Bentley boy, Tom, bounced back stronger in the Allstars finale. He overcame fast-starter David Smithies' Austin-Healey 3000 for second, but nobody could match Allen Tice's Marcos-Volvo.

### LIGHTNING STRIKES FOR THE MORTON FAMILY

A special guest was on hand to watch the Lightning Envoyette of Pete Morton in Formula Junior action last weekend, as the original owner of the car, Alec Lightning, visited Thruxton.

The rear-engined machine was the last FJ designed by Les Redmond - creator of the Gemini Mk3 and Diggory Gwyniad - and was built by Sewell and King.

Intended as the successor to the Envoy Mk2, it was acquired by Lightning before being rebuilt in 1963.

"I worked at a research establishment and I was in charge of the garages," recalls Lightning.

"The set-up, workshop and engineers, was first-class and I took advantage because I knew them so well, they were very happy to do it [rebuild the car].

"We had a lot to do to finish the chassis and there wasn't any bodywork."

Lightning even made contact with legendary Formula 1 designers Colin Chapman and John Cooper in the hope of receiving further assistance with the rebuild.

Sadly, Lightning never got to race the

completed car after crashing it on a testing run in 1963.

The damaged one-of-a-kind car lay dormant for 30 years before former British Formula 3 driver Steve Bradley acquired it from Lightning and went on to win the Historic FJ Championship with it in 1993.

After that it was sold to Jim Diggory, before Morton's father, Alex, bought it for his son a decade ago.

"This car came up for sale, I thought it's unusual, should be reasonably quick so I went and bought it," says Morton Sr, who currently races one of only two Condor SII's in the front-engined FJ category.

"I've driven it one season when we swapped cars and I actually took it to New Zealand at the beginning of this year [and won the FJ winter title].

"Duncan Rabagliati [chairman of FJ] has done a lot of research and history into the car as to whether it was a genuine Formula Junior as it never raced in period.

"That's one of the nice things about Formula Junior, it's run by a real expert on the history of the cars and we've got

a technical director who makes sure all the cars run as they should be."

Having become aware the car was still racing, Lightning's son Neil contacted the FJ website and was put in touch with the Mortons.

Lightning Sr was able to meet the Mortons for the first time last weekend and witnessed a pulsating battle for the win in Saturday's first rear-engined FJ race.

Morton Jr jumped polesitter Andrew Hibberd's Lotus 22 off the line but by the time they reached the chicane at the end of the opening lap he had lost the lead.

He shadowed Hibberd throughout, but had to settle for second just 0.147s adrift at the chequered flag.

It was a similar story in the second race, as he again finished runner-up to Hibberd.

"The last five years or so have been a bit more successful [since we got the car]," says Morton Jr.

"The car dances and it's a nice car to drive."

"It's fantastic to see it racing," was Lightning Sr's assessment.



Pete Morton led briefly in both FJ races but had to settle for second



Lightning (c) with Mortons

## JUNE 1-2

Photos: Steve Jones



The racing debut for Westbourne Motorsport's Standard Vanguard Six was short-lived after James Colburn only completed one racing lap in the HRDC Coys 100 Trophy race. "The head gasket went unfortunately," said former Renault Clio Cup UK frontrunner Colburn, who competes with his family team. "The fan belt was coming off [in testing] and we think we've done about half a lap too long without it. It's a bit of a shame. We first ran it on Thursday afternoon, it was still being built in the morning. Whether it will do more events we hope so but it's more likely to be trackdays so we can work on the reliability. We don't know of any other cars racing out there and we only got it because it's a rare car."



One of several cars to perform demo runs across the weekend was a Reynard 89D Formula 3000 car from 1989, which in period was run by First Racing and driven by Marco Apicella. Currently owned by Colin Sowter, it has been restored to the exact specification from 30 years ago, including its original three-litre Judd BV engine and livery, by Edginton Racing. Managing director of Edginton Racing, Nick Edginton, said: "We were at Pau last weekend which was 30 years almost to the day since Apicella was on pole. It's very unusual that you see many cars that are completely with correct period livery."



Thirty-five years since Iain Rowley made his Formula Junior debut at Thruxton, he returned aboard the same Lola Mk5. "I had a lot of fun racing the car and finished third, I thought all my Christmases had come at once to drive this car," said Rowley of his debut in 1984. Founder of engineering specialists Delta Motorsport, Rowley runs the cars of Ian Robinson who coincidentally had bought the very same Lola cars previously. "We didn't realise it was the same car [I had raced] until we got chatting through the years." After qualifying sixth, Rowley missed Saturday's first rear-engined FJ race to attend a memorial service for friend and former team-mate, Jim Woodley. Returning for Sunday's second race, Rowley managed to claim seventh.

## SILVERSTONE: BARC BY RACHEL HARRIS-GARDINER

## JUNE 1-2

Photos: Mick Walker

Luck won aboard  
BMW E21 320

## MIKE GETS SOME LUCK TO WIN FROM THE BACK



Comis (41) and Jenkins (70) both shared the Mighty Mini spoils

## RESULTS

<b>CTCRC Group 1 Touring Cars</b>	Race 2: Greg Jenkins (Super Mighty Mini)
Race 1: Stephen Primett (Ford Escort Mk1)	<b>Jaguar Series Elite</b>
Race 2: Mike Luck (BMW E21 320)	Race 1 & 2: Vic Lee
<b>Thunder Saloons/Blue Oval Saloons</b>	<b>Kumho BMW</b>
Race 1: Andrew Wilson (Holden Monaro)	Race 1 & 2: Garrie Whittaker (BMW E36 M3)
Race 2: Lucky Khera (BMW M3)	<b>Junior Saloon Car Championship</b>
<b>Pre '66 Touring Cars</b>	Race 1: Lewis Saunders
Race 1&2: Alan Greenhalgh (Ford Falcon)	Race 2: Scott McIntyre
<b>Pre '93/Pre '03/Pre '05 Production Touring Cars</b>	<b>Historic 750 Formula</b>
Race 1: David Griffin (BMW E36 M3)	Race 1: Christian Pedersen (Austin 7)
Race 2: AJ Owen (Honda Civic)	Race 2: Martin Depper (Centaur Mk14)
<b>Mighty Minis</b>	<b>Porsche Trophy</b>
Race 1: Alex Comis (Super Mighty Mini)	Paul Simpson/Colin Tester (Porsche 944 S2)

### The Classic Touring Car Club provided most of the action at Silverstone last weekend.

Pre '83 Group 1 Touring Cars championship leader Stephen Primett was seriously threatened by Mike Luck's BMW E21 in race one, but Primett's evocatively fire-spitting Ford Escort Mk1 proved more reliable than the BMW, which needed a visit to the pits, and quicker than David Howard's Jaguar XJ12, which challenged early on and finished second. Mark Cholerton was third in an Escort Mk2.

Luck pulled off a great recovery in the second race, winning from the back of the grid after moving up to fourth on the first lap. Five cars battled for the lead at one point but Luck soon pulled away. Primett was second and Howard, who had another short period in the lead, settled for third after capitalising on a mistake by Steve Cripps in his Escort RS2000.

The two Thundersaloons/Blue Oval races were very different, although they both featured leading qualifiers missing out. The main focus in the first was Andrew Wilson (Holden Monaro) and James Janicki

(Nissan Skyline) using their superior power to reel in polesitter Ilsa Cox's SEAT Leon Cupra. Cox had to make do with third as Wilson took victory in spite of some very fast laps from Janicki.

Janicki was missing from a depleted grid on Sunday, as Philip Seaman's Ford Falcon was a surprise leader after the first corner, passing Wilson and Cox. He was found to have jumped the start but avoided a penalty after retiring. Saturday absentee Lucky Khera (BMW M3) cannily made his way from the back to take the win. Cox took second as Wilson had troubles mid-race and was ninth.

The Pre-'66 Touring Cars races featured some interesting machinery including Morris Minors and a Hillman Imp, but was dominated by Alan Greenhalgh's Ford Falcon. This was despite valiant efforts from Paul Inch (Mini) at the start of race two.

AJ Owen was the Pre '93/Pre '03/Pre '05 Touring Cars zero to hero. Having dropped out of second place on Saturday with a minor but crucial electrical issue on his Honda Civic, he won

Sunday's race from the back of the grid. Race one winner David Griffin had been attempting heroics of his own in his Coke-liveried BMW E36 M3. He had entered six races over the weekend in the same car, straddling the Pre '93, Thundersaloons and Kumho BMW rounds. He finished four but dropped out of the second Pre '93 race with a smoking car.

The Mighty Minis provided two predictably frenetic races, both featuring six-way lead battles that would only be won by timing and slipstreaming precision. Alex Comis prevailed in the first race, having handled backmarkers better than second-placed Greg Jenkins. Jenkins got his own back the next day, edging out Neven Kirkpatrick by less than half a second, with Comis three hundredths behind in third. Owen Edgley won the smaller-engined Mighty Mini class both times.

With only four cars on the grid, Series Elite's competitive debut was more interesting than it had any right to be. Vic Lee won both races from pole but was made to work for it by Nick Jarvis and Ray Grimes.

# RALLY PORTUGAL

BY DAVID EVANS

## Toyota dominated the pace – and the post-event chatter

**T**his was getting silly. There are, as one rival team principal pointed out, tactics and there are tactics. And then there was this. As soon as Kris Meeke clouted a rock, spun and blocked the final stage, the technically minded side of the team got on the radio to talk about the damage to the right-front of the Toyota.

The other half hit the calculators. Meeke's agony provided a window of opportunity for an Estonian team-mate busy painting a bigger, season-long picture.

Ott Tanak was, once again, the class of the field and as rally leader, he was the last to go into the Powerstage. Championship frontman coming into Portugal Sebastien Ogier had already cleared the second run at the Fafe test. His time was done. And ripe for influence.

Looking ahead to next week's Rally Italy, Toyota's sporting director Kaj Lindstrom and Tanak's co-driver Martin Jarveoja collaborated and agreed a time just slightly slower than Ogier might be nice. Such an outcome would ensure the Frenchman would keep his championship lead (downside for the Finnish-Estonian alliance) and run first on the road in Sardinia (big upside for the Toyota men). In case you hadn't heard, the Italian island is about the last place on planet earth where any driver wants to run first on the road.

Ogier quietly fumed, but you had to respect the confidence in the approach Tanak and Toyota had taken to forfeit points in favour of a better place on the road next time out.

"We were thinking about this before the stage," Tanak said, "but we know that every point can be expensive at the end of the year. I thought about slowing down, but really the plan was to push and take as many points as possible. But then, unfortunately for him, Kris had his problem and we started to think again..."

In Portugal last week, problems and deep thinking were everywhere. Tanak led from stage two onwards, but he worked for this one. And then some.

Brake problems gave way to suspension issues on Saturday for the #8 Toyota.

A shocking day one for Hyundai and M-Sport Ford turned to a similarly troubled weekend for Toyota.

But, on Friday evening, the Yaris was the car to have as Tanak led his teammates Jari-Matti Latvala and Meeke, presenting a uniform approach to the end of day press conference with seats front, left and centre all in colours of the Japanese marque.

It didn't last. Damage to a brake line meant Tanak emerged from SS8 with little or no resistance from the middle pedal. He improved things a little for the next test, but he wasn't able to get more fluid in and bleed the system until just before Saturday morning's final stage.

By that point, Latvala was just five seconds adrift.

Asked if J-ML's pacey morning

concerned him, Tanak thought for a second. Then replied: "Let's see when we get the car fixed. I've been fixing the car this morning and not really focused on the driving..."

That'll be a no, then.

Shortly after lunch, Latvala's luck was out. His car dumped the oil out of the front-right damper, leaving the wheel pretty much to its own devices in terms of dealing with the rough, rutted roads.

Two stages later and Tanak was having to deal with the same issue.

Team principal Tommi Makinen wasn't in the mood for superficial analysis. "We need to have a look, a deeper look," said the Finn. "Maybe this is a problem from a new batch of dampers..."

The how and why could wait. Latvala was gone and Tanak was just about clinging on. Through Saturday afternoon's repeated Amarante stage, the lead Yaris slid off the road and stopped perilously close to a bridge parapet.

"The damper broke immediately [in Amarante], there was something strange with the car in the first two stages of the afternoon, but it didn't affect the performance of the car and then this," said Tanak. "This has been a tough day, a busy one for working. I'm looking forward to tomorrow. Hopefully it'll be a bit smoother."

For him yes. For the team, not so much.

Let's turn to Meeke.

And a Sunday morning, which started just 4.3s behind Toyota's chief title protagonist Tanak.

Walking into breakfast Meeke saw Makinen sipping a cup of coffee. The Northern Irishman waved and looked to find his own table.

Too late.

"Kris," the Finn called. "Kris, come here. Come and sit here."

Busted. Four point three seconds. What might Makinen want to talk about? KM sat down and prepared himself for what was to come. The thorny issue of team orders

"I thought to myself: 'Oh yeah, here we go...'" he said.

He couldn't have been more wrong.

Makinen told him: "Kris, it's really important you attack in the first stage. Push hard in there."

Meeke couldn't help but smile at an approach which differed greatly from that of his previous employer. The others, he reasoned, would have convened something of a committee to debate a multitude of variables, options and connotations.

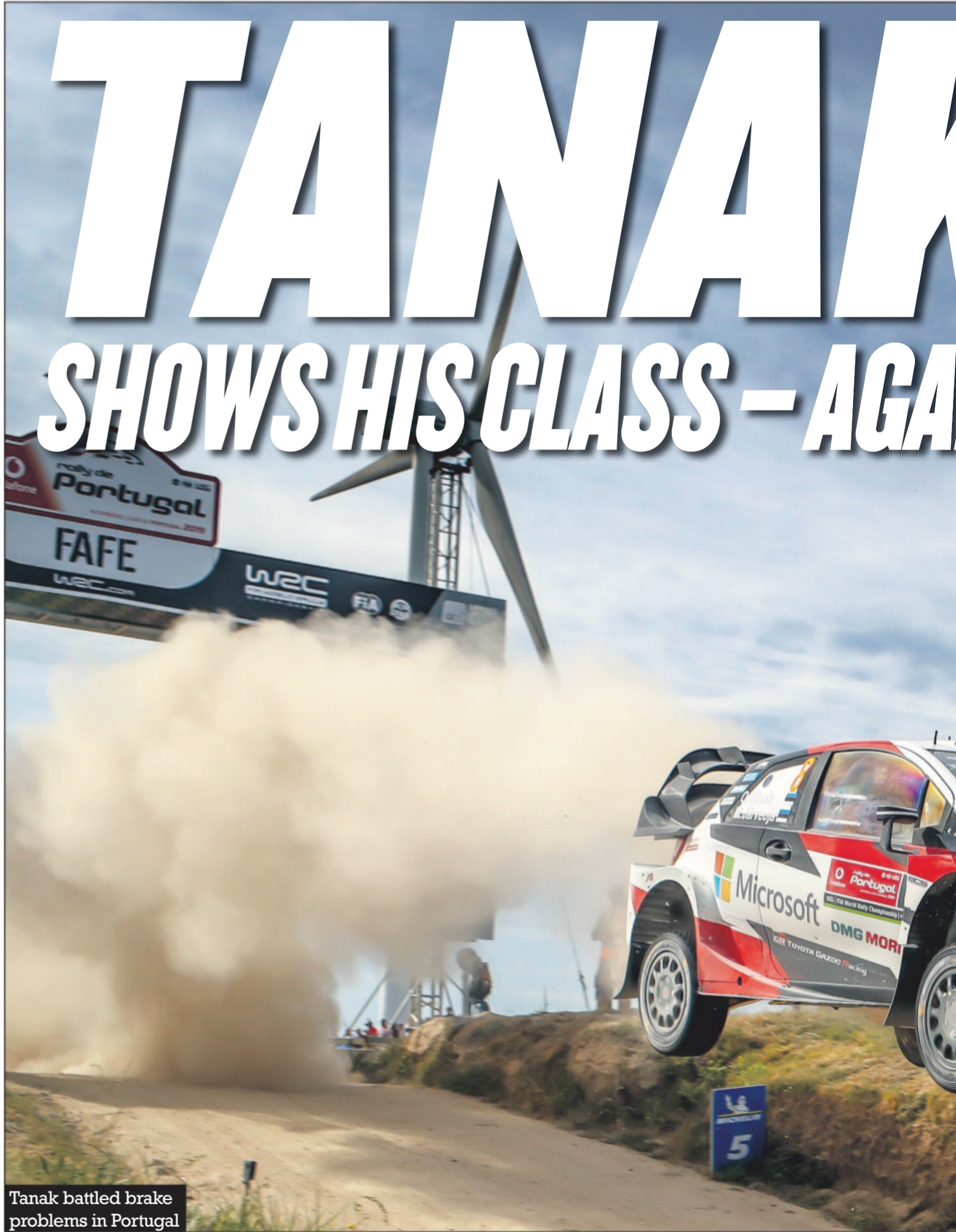
Tommi's plan? Just crack on.

Talking of last year, it was impossible not to raise the subject of Amarante, a big crash and the days that followed 12 months ago.

In the weeks that followed Citroen's astonishing communication, the consideration that Meeke could be back in Matosinhos fighting for a second Rally of Portugal win in four years was pretty much inconceivable. The last time Meeke stepped out of a C3 WRC was in the middle of Amarante. Emerging from the same stage in a considerably straighter Toyota Yaris WRC on Saturday, the contrast wasn't lost on the man himself.

"This time last year I was on my way to hospital and out of a job," he told WRC television with a thin smile. Sixth quickest through the 23-miler was his worst time of the day. But he'd take that.

"There was a bit of a feeling when we went through the corner I went off at last year," said Meeke.



Tanak battled brake problems in Portugal

"When we'd come through this stage on the recce, I had a glance into the trees and said to Seb: 'Yeah, you don't want to go in there!' It was nice to put that one to bed. I guess there is a bit of a psychological thing, you want to get through those corners where you've had a moment last time out."

"There was a lot of stages up until now when I had moments in the Citroen and I've had a lot of corners to get around, thinking: 'Wow... I remember this, I remember that'."

"You know, you can say you're big and strong, but things still lie in the back of your head. Ott's in this place now, he's on cloud nine. I know that feeling, that's where I was in 2016. I could do exactly what I wanted with the car [the Citroen DS3], but then it all evaporated and turned to sh\*t when the new car came."

Meeke's hopes of a win or second place took a similar turn when he spun on the second run at the Montim test and then hit a rock on the inside of a fast right which damaged the steering and denied him a podium or a finish.

In terms of Portuguese departures, this one was a world away from last season, but the same result in terms of points collected. And it provided him with another corner to curse next time around.

Makinen's not one for lobbing his drivers under the bus and offered the obligatory: "That's rallying."

But when conversation moved onto the pressure on Tanak ahead of the Powerstage, Tommi offered: "Ott can handle it, we know he is very strong mentally and doing his best. I'm sure he's coming through the stage with good points."

Make of that what you will. As Makinen's words were being delivered, so the numbers were being crunched and conversations continued with the Tanak Toyota as it sat on the weekend's final startline.

Champion Ogier's elevation to the podium – courtesy of Meeke's departure – combined with five bonus points meant Tanak's SS20 time had to be fractionally slower than Ogier's to

head to Sardinia a point behind his rival in the title race. And that perfect scenario almost played out.

"Thierry spoiled it," grinned Tanak. Thierry Neuville must have skipped a page in the Toyota script and went second quickest, costing Tanak another point.

There was speculation Ogier would check in to the final control late and take a penalty. Not a chance, according to the man himself.

"I'm happy," he said. "I can tell you I didn't think to do this once. At the end of the rally, I'm leading the championship and I can only be happy for that. After the recce I told you this would be a tough one running first on the road, there was so much loose around. If you offered me 15 points [from this rally] I would take your hand off at the start of this event and I come away with 20."

"OK, first on the road is not going to be easy in Sardinia, but when it comes to the end of the year, I prefer to have the points."

Tanak and Ogier were on great form



Kris Meeke was thwarted by a rock

**“Lappi on himself:  
‘I am still stupid...’”  
Citroen man’s angst, p23**



# ROUND



# COLIN CLARK

**“We need to know the precise detail...”**



**D**ing ding, round four! Or is it five? Might be six or even seven to be honest. I’ve lost count in the no-holds-barred battle for honours in this year’s World Rally Championship. But what I do know is that it’s very much gloves off and anything goes in the increasingly bitter and acrimonious battle between the top protagonists.

To be fair, the drivers are just doing what they do best – driving bloody fast. It’s the teams, or more to the point, the team bosses who are making this the juiciest of fruity fights in many a season.

So far this year we’ve seen that Hyundai boss Andrea Adamo is not one for hiding his ruthless streak. Andreas Mikkelsen has already been benched twice but it was the use of team tactics in Portugal that brought a simmering situation bubbling and very much boiling to the surface.

Problems early on in the rally for both Dani Sordo and Sebastien Loeb meant that Hyundai had cards to play in its efforts to get Thierry Neuville as high up the leaderboard as possible. Now, drivers checking in late at time controls is far from in the spirit of rallying. And it’s not as if it hasn’t been done before. But it was the blatantly obvious manipulation of the rules by Hyundai that raised a few eyebrows.

Sebastien Ogier, who was the main loser in the start order shenanigans, seemed fairly accepting of the situation through Saturday and Sunday. But then we got to the post-event press conference and Ogier loaded the gun, cocked the hammer and gave Mr Adamo both barrels. The tale that Ogier recounted was so explosive that those assembled in front of him sat in stunned silence, hardly believing what they were hearing.

You can read all about that in David Evans’ excellent rally report and in rally news so I won’t go over the details again.

But what I will do is offer a word or two of caution and context. I’m absolutely sure that what Seb recounted is what Seb was told. But the question has to be over the exact nature of the conversation between Sordo and the team: ordering a driver to stop to the advantage of his team-mate and disadvantage of his competitor is a long way from asking a driver if he’d do such a deed. Or even asking a driver for his thoughts on doing such a deed. I have no idea of the exact nature of that conversation and I suspect only two people know that. Until we hear definitively from either one of them then we just won’t know.

I would also say that in Adamo, we are dealing with a very different kind of team boss. He is 100% focused on doing what he has been charged with doing by his South Korean paymasters – and that is delivering titles. He is a man with a cause and will clearly do all he can in the name of that cause.

Adamo is a fighter, he is a battler and he is a survivor. And one final thought.

The battle that Adamo is fighting is one to keep Hyundai in the WRC. And in that battle rules will be bent and stretched to the max. It’s a battle with the highest possible stakes so can we really blame him for doing absolutely all he can to win it?

**WIN**



Ott Tanak was delighted with his third WRC win of the season

## STAGE TIMES

- **SS1 Lousa 1 (7.67 miles)**  
Fastest: Sordo 9m06.9s Leader: Sordo  
Second: Tanak +4.2s
- **SS2 Gois 1 (11.67 miles)**  
Fastest: Tanak 12m19.7s Leader: Sordo  
Second: Tanak +0.5s
- **SS3 Arganil 1 (8.97 miles)**  
Fastest: Tanak 9m00.0s Leader: Tanak  
Second: Latvala +6.9s
- **SS4 Lousa 2 (7.67 miles)**  
Fastest: Sordo 8m59.2s Leader: Tanak  
Second: Latvala +5.4s
- **SS5 Gois 2 (11.67 miles)**  
Fastest: Suninen 12m13.2s Leader: Tanak  
Second: Latvala +8.8s
- **SS6 Arganil 2 (8.97 miles)**  
Fastest: Neuville 8m58.5s Leader: Tanak  
Second: Latvala +15.2s
- **SS7 SSS Lousada (2.09 miles)**  
Fastest: Neuville 2m35.5s Leader: Tanak  
Second: Latvala +17.3s
- **SS8 Vieira do Minho 1 (12.76 miles)**  
Fastest: Meeke 12m59.3s Leader: Tanak  
Second: Latvala +11.3s
- **SS9 Cabeceiras de Basto 1 (13.81 miles)**  
Fastest: Latvala 13m42.9s Leader: Tanak  
Second: Latvala +10.9s
- **SS10 Amarante 1 (23.36 miles)**  
Fastest: Latvala 25m10.4s Leader: Tanak  
Second: Latvala +5.1s
- **SS11 Vieira do Minho 2 (12.76 miles)**  
Fastest: Tanak 12m51.5s Leader: Tanak  
Second: Latvala +14.8s
- **SS12 Cabeceiras de Basto 2 (13.81 miles)**  
Fastest: Neuville 13m35.9s Leader: Tanak  
Second: Meeke +15.2s
- **SS13 Amarante 2 (23.36 miles)**  
Fastest: Neuville 25m02.2s Leader: Tanak  
Second: Meeke +4.3s
- **SS14 Gaia Street Stage 1 (1.40 miles)**  
Stage cancelled
- **SS15 Gaia Street Stage 2 (1.40 miles)**  
Stage cancelled
- **SS16 Montim 1 (5.44 miles)**  
Fastest: Meeke 5m49.1s Leader: Tanak  
Second: Meeke +2.4s
- **SS17 Fafe 1 (6.95 miles)**  
Fastest: Tanak 6m38.6s Leader: Tanak  
Second: Meeke +5.4s
- **SS18 Luilhas (7.39 miles)**  
Fastest: Tanak 8m05.7s Leader: Tanak  
Second: Meeke +8.1s
- **SS19 Montim 2 (5.44 miles)**  
Fastest: Neuville 5m46.3s Leader: Tanak  
Second: Neuville +16.6s
- **SS20 Fafe 2 [Powerstage] (6.95 miles)**  
Fastest: Ogier 6m35.0s Leader: Tanak  
Second: Neuville +15.9s



post-event press conference bubbling over who was faster than in the Powerstage, but things a significant turn when Ogier used Hyundai team principal Andrea Adamo of something much more than the timing jiggery-pokery. He said the Italian had employed to manipulate Sebastien Loeb and Dani Sordo – both of whom were nowhere near losing time with fuel-related problems on day one – into a position to keep more stones aside for Neuville (see rally news).

As the falling pins would have been clearly audible as Ogier outlined an alleged telephone call from Adamo to Sordo, instructing the Spaniard to start the day’s opening stage and immediately pull over to ensure Neuville would run in the relative quiet of a four-minute rather than a dusty two-minute gap. Sordo was then to remain in place and pull back onto the stage ahead of Neuville’s challenge.

Continued on page 22



Hyundai’s Thierry Neuville showed no ill effects of his crash on the previous round and took second

**NOW TURN OVER TO READ MN’S DRIVER RATINGS**

# RALLY PORTUGAL



BY DAVID EVANS

## RALLY ESSENTIALS

**Day one: 58.41 miles; 7 stages**

**Weather: sunny 21-37°C**

**End of day one:** 1 Tanak/Jarveoja 1h03m26.7s;  
2 Latvala/Anttila +17.3s; 3 Meeke/Marshall +22.8s;  
4 Neuville/Gilsoul +24.2s; 5 Ogier/Ingrassia  
+25.8s; 6 Suninen/Salminen +1m15.7s.

**Day two: 103.08 miles; 6 stages**

**Weather: sunny 20-35°C**

**End of day two:** 1 Tanak/Jarveoja 2h47m23.1s;  
2 Meeke/Marshall +4.3s; 3 Neuville/Gilsoul +9.2s;  
4 Ogier/Ingrassia +21.0s; 5 Lappi/Ferm +1m37.5s;  
6 Suninen/Salminen 2m02.7s.

**Day three: 32.02 miles; 5 stages**

**Weather: sunny 18-27°C**

Two stages in and things were looking good for Hyundai. OK, maybe that's stretching things slightly, **Sebastien Loeb** was ninth and **Thierry Neuville** 10th, but **Dani Sordo** was leading.

Making the most of the cleanest of lines, the Spaniard charged hard at the roads just over the border from his homeland. One stage later and disaster struck. Loeb and Sordo stopped in Arganil. They stopped again and again and again. Between them they shipped close to 40 minutes to their rivals on the stage as they fiddled with the i20 Coupe WRCs in an effort to coax fuel through the pump. By the time the team had delved into the tank to affect a repair, the pair were nowhere. Certainly, neither came hunting for a 20-something result – or ultimately final-stage retirement with suspension trouble for Loeb.

Finns **Teemu Suninen** (M-Sport Ford) and **Esapekka Lappi** (Citroen) both came looking to continue an upward trend in terms of pace from the final day of Rally Chile. And both found it. Certainly on Friday. The pair were engaged in a close fight, with Suninen relinquishing sixth place to his countryman on SS10. When Jari-Matti Latvala's damper gave up the ghost three stages later, a top five was on the cards. Unfortunately for Lappi, he got caught out on Sunday morning's opener. A deceptive hairpin right dragged the C3 WRC's nose in and tipped it over. The damage wasn't enormous and Lappi was careful not to blame the set-up for sliding wide and bouncing the left-rear out of a ditch on the ensuing Fafe stage. Ironically, that ditch slap was more costly, breaking the left-rear suspension and stranding Lappi. **Kris Meeke's** departure from the penultimate stage meant Suninen came home a respectable fourth. His Fiesta WRC, like that of team-mate **Elfyn Evans**, struggled to cope with the temperatures as they soared into the high 30s. Suninen struggled almost as hard to keep a lid on the precise nature of the problem, but suffice to say the motor wasn't delivering the required level of grunt when the sun was high in the sky. A lack of brakes on the final Friday test caused further concern for the Cumbrians.

Cumbrian frustration was never more evident than when it came to discussing Evans' fifth place. He dropped four minutes in stage five when a throttle connection worked loose. Once the two wires were mated again, the Ford was up and away at full speed. That problem was enough to leave Evans first on the road and in the worst of the conditions through a sandy Saturday.

There was a third M-Sport car in attendance in Portugal, with **Gus Greensmith** making his World Rally Car debut at the highest level. The Manchester driver slipped off the road on Saturday afternoon and bounced off a bank into retirement in Fafe after broken steering spoiled his Powerstage run. But it would be entirely unfair to focus on those issues. Greensmith's pace was absolutely admirable and he certainly gave the ball he'd been eyeing for a while a solid kick.



M-Sport's Evans was slowed early on

*Continued from page 21*

Sordo said no. Ogier said thank you. Adamo declined to comment on "low-level accusations".

Second-placed Neuville looked more than a little uncomfortable, which was entirely unwarranted following a brave, ballsy and very, very big performance to deliver a runners-up spot just three weeks on from his monstrous Rally Chile shunt.

And Neuville hadn't lucked into second. Sure, Toyota had dropped the ball with the line in sight, but the Belgian admitted he'd had to go right to the edge to bring his score home.

"All the time, Ott was faster than us," he said. "Even if we close, I felt he could have the upper hand and I could feel my driving was on the edge all the time. I'm proud of this second place."

You had to feel for Neuville as he pointed out that: "We did nothing that is forbidden..."

You also had to feel for the Portuguese organisers, whose rally will likely be remembered for tactics, tactics and alleged tactics. Once again, however, Portugal put on a first-class event watched by hundreds of thousands of fans. They'd coped tremendously with a reported loss of funding from the Braga region, which meant heading south to Arganil instead of the Ponte de Lima stages.

Arganil... it's hardly a sacrifice is it? There are few roads with more history around them than the stage where Walter Rohrl guided a Fiat 131 Abarth through the fog to close a 27-mile stage out four minutes (and, yes, you read that right four minutes) faster than anybody else.

The legend created in 1980 lived on last Friday, albeit without any fog and in scorching 35-degree



Sebastien Ogier was gifted points on the Powerstage, but the Frenchman was anything but pleased...

heat. Oh, and in nine-mile form.

Rohrl went on to score the first of two world titles at the end of the 1980 season and there's every indication the man who ruled last week's rally will do the same again this season.

For more than a year now, when the Toyota's played ball, Tanak's been a step ahead of everybody. A decade ago, down south in the

Algarve, a 21-year-old Estonian embarked on a WRC journey. The signs were there from the start as he guided a Markko Martin-run Subaru Impreza to fastest times in the Group N category. Ninety-eight rallies on and he was winning the event for the first time.

"This has been one of the hardest," said Tanak, as he sat on the door bar

of the Yaris, sunglasses in place and smile on his face. "We've had quite a few issues and it's been hard work. We had to work, but it's a good one."

As for the tactics, let's see who really called this one right when it comes to Coffs Harbour in November. For all the speed Tanak brings, the name at the top of the table has a familiar ring to it.

## ROVANPERA KEEPS THE WRC 2 PRO BANDWAGON ROLLING

Kalle Rovanner put further distance between himself and an indifferent start to the season when he delivered back-to-back victories with a triumph in the WRC 2 Pro in Portugal.

Having won the class in Chile in a Toksport-run Skoda Fabia R5, the factory team was back in business for the Finn's return to Europe. Rovanner and team-mate and defending WRC 2 champion Jan Kopecky were entrusted with a pair of all-new Fabia R5 Evos and they put them to the best use possible.

None of the other WRC 2 Pro runners got a sniff of the lead and Rovanner only dropped back to second when he suffered a puncture on the first stage of Friday afternoon. He was back out front by the first stage on Saturday morning and cemented that position with fastest times on five of the day's six stages.

Day two brought drama for Kopecky, who was forced to drive SS11 with limited visibility after the bonnet flew open shortly after the start.

Rovanner steered a middle of the road path through Sunday to clinch the win by more than a minute from Kopecky.

Mads Ostberg was third after a fraught, puncture-filled run in Citroen's C3 R5. The Norwegian

retired from the opening day after a double puncture and he admitted things needed to change.

"We have some work to do and we need to start with some new [wheel] rims," he said.

If WRC 2 Pro was reasonably predictable, WRC 2 was anything but. Ole Christian Veiby made a solid start and led for the first half of the event. His hopes quite literally went up in flames when his Volkswagen Polo GTI R5 caught fire (see rally news) on SS10.

Skoda driver Pierre-Louis Loubet was the chief beneficiary, moving into the lead with a minute in hand over Japanese Takamoto Katsuta. Katsuta's hopes of three wins in as many rallies (following his WRC 2 win in Chile and Riihimaki Rally win in a Toyota Yaris WRC the weekend before Portugal) went south when a wheel sheared in SS12.

Russian newcomer to the world championship Nikolay Gryazin was also handily placed before being forced to stop and change a puncture on the first run at Amarante ruled him out of the reckoning.

Another Skoda driver ruing the rough Portuguese roads was Briton Rhys Yates. The 27-year-old was running inside the top 10 on only his ninth WRC start ever and his debut



Teenager Rovanner was the class of the WRC 2 Pro field again

in Portugal when he suffered two deflations with only one spare on Friday's final long stage.

Yates bounced back with increasingly impressive speed which culminated in a superb Sunday run including top five times on four of the day's five stages.

"I started to really get a good feeling from the second run in Amarante on Saturday afternoon," Yates told MN. "I felt like something clicked and we were just away, it was great. From then until the finish,

I've been able to carry more speed through the corners and really push the car harder. Honestly, this has just been an amazing experience from start to finish. I've learned so much here."

The highlight of the weekend was Yates' first fastest split time on the second run through Fafe.

Loubet held on through the final day to clinch WRC 2 with Emil Bergkvist (Ford Fiesta R5) and Henning Solberg (Skoda Fabia R5) rounding out the podium positions.

Photos: mcklein-imagedatabase.com

# ROUND 08

## DRIVER ANALYSIS BY DAVID EVANS



### SEBASTIEN OGIER 8/10 CITROEN C3 WRC

Yet more sterling work to lead the field faultlessly through a very loose run of stages on Friday. He kept his nose clean and his head down through Saturday and saved the best for last with a Powerstage win on Sunday.



### ESAPEKKA LAPPI 4/10 CITROEN C3 WRC

Everybody feels Lappi's pain, but nobody more than himself. Searching for a positive, MN insisted he consider his upturn in speed as he appraised his performance. He did, but added: "I'm still stupid though."



### ELFYN EVANS 5/10 FORD FIESTA WRC

If we're giving one Brit five, we'd better do the same for the other. Paid a big price for a mistake made when the car was being bolted together back at Dovenby. Spent Saturday driving on a beach. He doesn't like the beach.



### TEEMU SUNINEN 7/10 FORD FIESTA WRC

One point comes for an impressive ability to dodge questions and look like he's pondering an answer as he slyly slips the Fiesta into gear and does one. Much better speed than on previous rallies.



### SEBASTIEN LOEB 3/10 HYUNDAI i20 WRC

That three is aimed firmly at the car and not the crew on this one. Having talked the nine-time champion into Portugal, the team then let him down on the day and denied the watching world more Loeb magic.



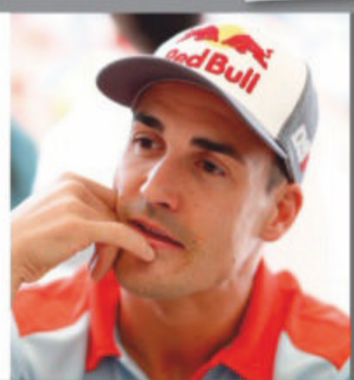
### THIERRY NEUVILLE 9/10 HYUNDAI i20 WRC

Returning from the biggest crash of your life is not easy, but the Belgian bounced back brilliantly. By his own admission, he had no answer to Tanak's speed, but was relentless in his pursuit of a podium.



### DANI SORDO 4/10 HYUNDAI i20 WRC

Led for the first two stages and, like Loeb, deserved far more than he got from Portugal. And, following Ogier's rant, undoubtedly ended up with an interesting chat with team principal Adamo later on Sunday afternoon...



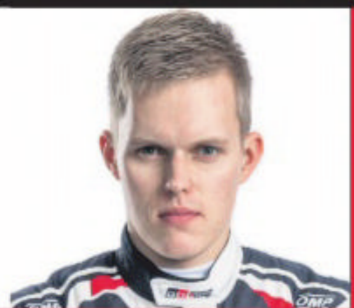
### JARI-MATTI LATVALA 6/10 TOYOTA YARIS WRC

Once again, Latvala showed genuine pace and absolutely deserved the podium result a damaged damper cost him. The Finn has bounced back from a tough start to the season to show some real mid-year speed.



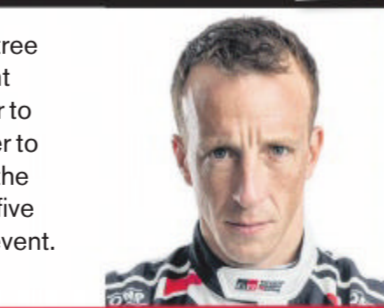
### OTT TANAK 9/10 TOYOTA YARIS WRC

The car could have cost him the win, but Tanak was perfect. Showed an ability to deal with whatever the rally could throw at him and delivered an inspired, dogged and fast drive.



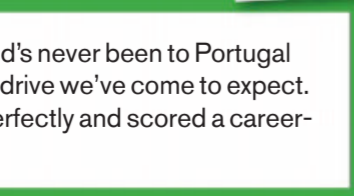
### KRIS MEEKE 5/10 TOYOTA YARIS WRC

Was he unlucky to find a tree stump before his left-front wheel in SS20? No. Prior to this, he was the only driver to complete every stage of the year. Not anymore. Gets five for pace for much of the event. Probably a bit generous.



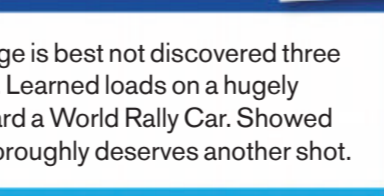
### KALLE ROVANPERA 8/10 SKODA FABIA R5

Easy to forget the 18-year-old's never been to Portugal before, but still delivered the drive we've come to expect. He controlled WRC 2 Pro perfectly and scored a career-best result overall.

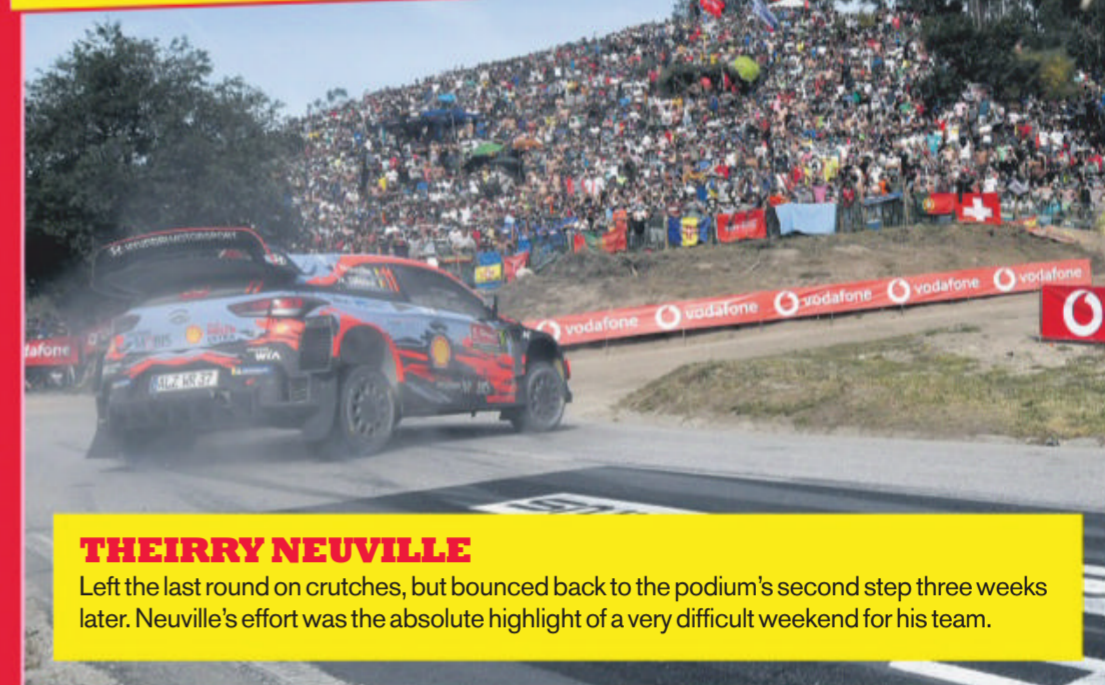


### GUS GREENSMITH 7/10 FORD FIESTA WRC

Front-left steering damage is best not discovered three feet in the air above Fafe. Learned loads on a hugely encouraging debut aboard a World Rally Car. Showed he has the speed and thoroughly deserves another shot.



## MOTORSPORT NEWS STAR DRIVER



### THEIRRY NEUVILLE

Left the last round on crutches, but bounced back to the podium's second step three weeks later. Neuville's effort was the absolute highlight of a very difficult weekend for his team.

## MOTORSPORT NEWS WOODEN SPOON



### JARI HUTTUNEN

Came to Portugal directly from a Hyundai i20 Coupe WRC debut in Finland and had the chance to shine in the WRC 2 spotlight ahead of the Korean manufacturer. Instead he rolled out of the rally.

## RESULTS

Round 7/14, Rally of Portugal 2019, May 30-June 2

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	3h20m22.8s
2	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+15.9s
3	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Citroen C3 WRC	+57.1s
4	Teemu Suninen (FIN)/Marko Salminen (FIN)	Ford Fiesta WRC	+2m41.5s
5	Elfyn Evans (GBR)/Scott Martin (GBR)	Ford Fiesta WRC	+7m08.3s
6	Kalle Rovanperä (FIN)/Jonne Halttunen (FIN)	Skoda Fabia R5 Evo	+10m34.2s
7	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+11m28.2s
8	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5 Evo	+11m41.9s
9	Pierre-Louis Loubet (FRA)/Vincent Landais (FRA)	Skoda Fabia R5	+12m46.3s
10	Emil Bergkvist (SWE)/Patrik Barth (SWE)	Ford Fiesta R5	+14m28.4s
24	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	+27m24.8s
R	Sebastien Loeb (FRA)/Daniel Elena (MCO)	Hyundai i20 Coupe WRC	SS20/suspension
R	Kris Meeke (GBR)/Sebastian Marshall (GBR)	Toyota Yaris WRC	SS20/accident damage
R	Gus Greensmith (GBR)/Elliott Edmondson (GBR)	Ford Fiesta WRC	SS20/steering issue
R	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Citroen C3 WRC	SS17/accident damage

## CHAMPIONSHIP POINTS

DRIVERS			MANUFACTURERS		
POS	DRIVERS	PTS	POS	TEAMS	PTS
1	Sebastien Ogier	142	1	Hyundai Shell Mobis WRT	202
2	Ott Tanak	140	2	Toyota Gazoo Racing WRT	182
3	Thierry Neuville	132	3	Citroen Total WRT	158
4	Elfyn Evans	65	4	M-Sport Ford WRT	122
5	Kris Meeke	56			
6	Teemu Suninen	44			
7	Sebastien Loeb	39			
8	Jari-Matti Latvala	38			
9	Andreas Mikkelsen	36			
10	Esapekka Lappi	34			

## RALLY ITALY JUNE 13-16

**NEXT RALLY** Is anyone able to stop Tanak's Toyota march?

# RACING REPORTS

**SNETTERTON: HSCC BY MATT KEW**
**JUNE 1**

Photos: Richard Styles

## EVANS STARS ON HIS HISTORIC RACING DEBUT



Mustang proved tough to beat



Cameron Jackson was once again at the front of the Historic Formula Ford 1600 pack

### WINNERS

**Historic Touring Cars**

 Race 1: Jonathan Evans (Ford Mustang)  
 Race 2: Richard Belcher (Ford Lotus Cortina)

**Historic Formula Ford**

Race 1&amp;2: Cameron Jackson (Palliser/Winkelmann WDF2)

**Classic Formula 3/Formular Ford 2000**

Race 1&amp;2: Adrian Langridge (March 803)

**Historic Road Sports/70s Road Sports**

Race 1&amp;2: Kevin Kivlochan (AC Cobra)

**Classic Clubmans**

 Race 1: Alan Cook (Mallock Mk20B/21)  
 Race 2: Clive Wood (Mallock Mk20B)

Among classified car adverts, seeing the words “ex-demonstrator” can raise concern. Has the car been dinged by potential customers, pushed hard by a motoring journalist, or does it just have a comparably high mileage? In the case of Kevin Kivlochan’s latest project, it alludes to some outstanding provenance.

The AC Cobra that he debuted last weekend at Snetterton was first registered to the Ford Motor Company, and was used by Hi-Performance Motors – founded by Carroll Shelby, among others – to scare unwitting passengers into parting with their cash.

Besides being a thing of beauty, and its 289-cubic inch V8 producing a glorious soundtrack, it’s the attention to detail that staggers most of all with the Cobra. The glovebox lid is signed by ex-factory team drivers Bob Bondurant and Allen Grant, and its livery and the writing above the switch gear has all been painted by hand. The pale blue livery, teamed with the yellow decals, pays homage to the factory drag racing car, which was

subsequently destroyed.

That artwork was completed by Neil Melliard – whose previous work includes the McLaren Formula 1 cars driven by Mika Hakkinen – and has been deliberately aged to give the car an authentic-looking patina for its racing debut some 55 years after it was built.

Given the car is dressed so well, Kivlochan couldn’t be seen to let the side down. That’s why, on his way to dominating both Historic Road Sports races, underneath his overalls he was wearing a particularly special watch. To honour the Cobra driven by Dan Gurney for its albeit disappointing run in the 1963 Sebring 12-hour race, a limited run of 15 timepieces were made to pay tribute to the race number worn by his car. Kivlochan had never worn his before, but now it could become a regular part of his racing uniform.

“That watch is my lucky charm when I’m racing the Cobra,” he said. “I’ve had it two or three years but never worn it. I thought I was never going to, but then I

bought the Cobra... now it’ll only be worn on race days.”

Combined, Kivlochan’s two Snetterton victories were settled by almost a minute. That marked a huge upturn in pace compared to his narrow Donington Park win earlier this season aboard his Morgan 8+.

Despite the British foray, which also included running a TVR Griffith, Kivlochan often raced with American machinery. He made his racing debut with a Ford Mustang GT350 back in 1992 in a meeting that was, fittingly, held on July 4.

After domestic success, Kivlochan took his exploits abroad but grew “disillusioned with FIA racing in Europe because there’s a lot of kit cars”. That’s why he decided to seek success with a return to his club racing roots.

The mechanical work of Richard Walbyoff meant the Cobra didn’t miss a beat all weekend. Combined with its impressive pace, there was a distinct absence of wheel-to-wheel action for the lead. Nevertheless, the ‘FoMoCo Blue Demo’ is a stunning addition to UK grids.

Despite posting a pole lap some 1.4 seconds faster than anyone else among the Historic Touring Cars field, Jonathan Evans remained coy ahead of his historic racing debut last weekend.

The two Historic Sports Car Club races on the Snetterton 200 circuit were only a “competitive shakedown” for his newly completed Ford Mustang. But the reigning Porsche Club GB class champion came so close to earning victory in both bouts.

He had swapped his usual Boxster for 4700cc of American muscle and made its power advantage tell, maintaining first place into Riches and building a seemingly comfortable gap that peaked at 6.2s. As the Ford Lotus Cortinas of Richard Belcher and Roger Stanford held each other up in their excellent battle for second, it looked as though Evans was a sure-fire bet to win.

But as the flames from his Mustang grew ever more dramatic as he braked and changed down the gears for Murrays, the margin began to drop. The car was running rich and wouldn’t give more than three-quarter revs thanks to some teething issues with the fuel system. He held onto the spoils but only by 0.7s as Belcher and Stanford were joined by the Ford Anglia of Bob Bullen.

The latter had jumped the lights, stopped and got going again but was handed a 10s penalty for his overzealous start. On track, if not in the eventual results, he was in the hunt.

And that pace carried over into race two, which told a familiar story. Evans was again busy building a 2s cushion. But in the 25-degree heat, and thanks to the Mustang’s comparative bulk, he cooked the brakes. Belcher and Bullen closed the gap and passed the ailing leader, who then pitted as the problems grew worse.

Belcher’s more decisive work through lapped cars helped stabilise first place, and then Bullen’s efforts were curtailed by a fellow Anglia runner. After three grassy excursions at Murrays in race one, Brian Webb rolled his car at Brundle in race two to

bring out the meeting’s only red flag and so Bullen had to settle for second.

It was unlikely that the Historic Formula Ford grid would suffer the same hot fate as Evans, after a unanimous one-off vote by competitors to run without the engine fairing to help better manage temperatures.

Unsurprisingly, yet again Cameron Jackson looked coolest up ahead – he never faced a true threat to his race-long leads in both encounters. A Snetterton brace ensures he maintains his 100% record in 2019, and ups his tally to five.

After two brilliant seasons of Historic FF1600 action to coincide with the series’ 50th anniversary, the current absence of a Ben Mitchell or a Richard Tarling-like rival to Jackson meant the championship didn’t deliver the thrills out front for which it has been known.

That said, particularly in race two, the scrap for third behind double second-place finisher Callum Grant was frenetic to the flag. It was fellow Merlyn entrant Benjamin Tusting that clung on to the last podium spot, with the pressure from Gislain Genecand (Crossle 16F), and Simon Toyne (Lola T200) never having eased for the duration.

An exciting fight for Classic Formula 3 honours was twice denied. It looked as though Paul Smith in his Ralt RT3 and the March 803 of Adrian Langridge would battle hammer and tong to the finish. Although Smith hung on from pole, on the fourth lap he ran too hot into the hairpin, spun, and had to watch Langridge run onto the spoils. To add to his woes, Smith was then duly excluded from the result for an underweight car.

That did at least set up the exciting prospect of him battling through from the back of the pack and past the Formula Ford 2000 runners in race two, only for him to stall on the grid. Unable to restart, his Ralt was shuffled into the pitlane.

The ex-Martin Brundle Ralt RT3 of David Thorburn did its best to take on the role of challenger, but Langridge edged away despite plenty of powersliding out of Murrays. The Van Diemens of Steve Mellish (RF82) and Chris Levy (RF83) topped the FF2000 charts.

## THE EX-DEMONSTRATOR WITH A DISTINGUISHED HISTORY



The glovebox lid of Kivlochan’s AC Cobra was signed by factory drivers Bondurant and Grant

## BRANDS HATCH: AMERICAN SPEEDFEST BY MARK LIBBETER

JUNE 1-2

Photos: Gary Hawkins

An opening race win, backed up by a third place finish in race two, strengthened Alon Day's hopes of claiming a third successive NASCAR Euro Series Elite 1 title as the championship made its now annual visit to Brands Hatch as part of MotorSport Vision Racing's ever popular American SpeedFest meeting.

Belgian Stienes Longin initially led from pole in race one, with Loris Hezemans and Day giving chase. As the race unfolded, carburetor problems started to hamper Hezemans. Day swept around the outside of the struggling Dutchman at the start of lap 10 of 38 at Paddock – the corner temporarily renamed Connor Petch Bend in recognition of a competition winner – and chased down Longin.

Longin stood firm against the challenge until a mistake at McLaren in the closing stages helped Day grab a lead he would not lose. Longin held off Nicolo Rocca's challenge to claim the runner-up spot, while 1991 Formula Ford Festival winner Marc Goossens battled his way up to fourth despite a late tangle with Hezemans.

Hezemans made a blistering start to lead the early stages of race two, but failure to conform to restart regulations following a caution period meant he was handed a drivethrough penalty. Frederic Gabillon inherited the lead and managed to stave off intense pressure from Longin for the remainder of the race to claim the win.

The opening Elite 2 race was a thriller. Lasse Sorensen stormed through from the back of the grid to claim a superb win, but that only told part of the story. Andre Castro set the pace early on, only to be tipped into a spin by Giorgio Maggi at Graham Hill Bend. Florian Venturi was the grateful beneficiary, but hopes of victory faded just two laps from home when gearbox problems slowed him to a crawl, helping Sorensen to snatch a last-gasp success. Former Mini Challenge UK Cooper S champion Scott Jeffs initially took second, only to receive a controversial 30-second penalty post-race for an earlier collision with Vittorio Ghirelli.

Venturi, sharing the same car that 1997 Formula 1 world champion Jacques Villeneuve was driving in the Elite 1 contests, was out of luck again in race two. Having built up a sizeable lead by

half distance, Venturi found himself relegated to fourth by Castro, Sorensen and Maggi following a caution period. Sorensen made sure of his double success by muscling ahead of Castro on the penultimate lap.

There was no shortage of typically dramatic action in the six Legends races held either. Minor contact between James Hall-Morton and Sy Harraway at Druids on the final lap handed Marcus Pett decisive breathing space to claim victory in Saturday's opening heat.

In the second encounter, Sean Smith narrowly defeated Harraway and Will Gibson in a breathless dash to the flag; the trio covered by just 0.130s.

Multiple series champion John Mickel ended his win drought with victory in the day's finale after potential winners Paul Simmons and Robin Fountain tangled on the approach to Druids in the closing stages.

Pett and Smith each took a further win in Sunday's trio of races, while double MG Metro Cup champion Tom Grainger battled through from last on the grid to take the spoils in the finale.

Reece Jones powered through to glory in the opening Pickup Truck contest after differential problems ruled David O'Regan out of contention. George Turiccki claimed second ahead of Paul Tompkins, the latter having charged through from the last row of the grid. Turiccki saw off O'Regan's challenge to take race two, while Jones claimed third ahead of race one polesitter Daniel Petters.

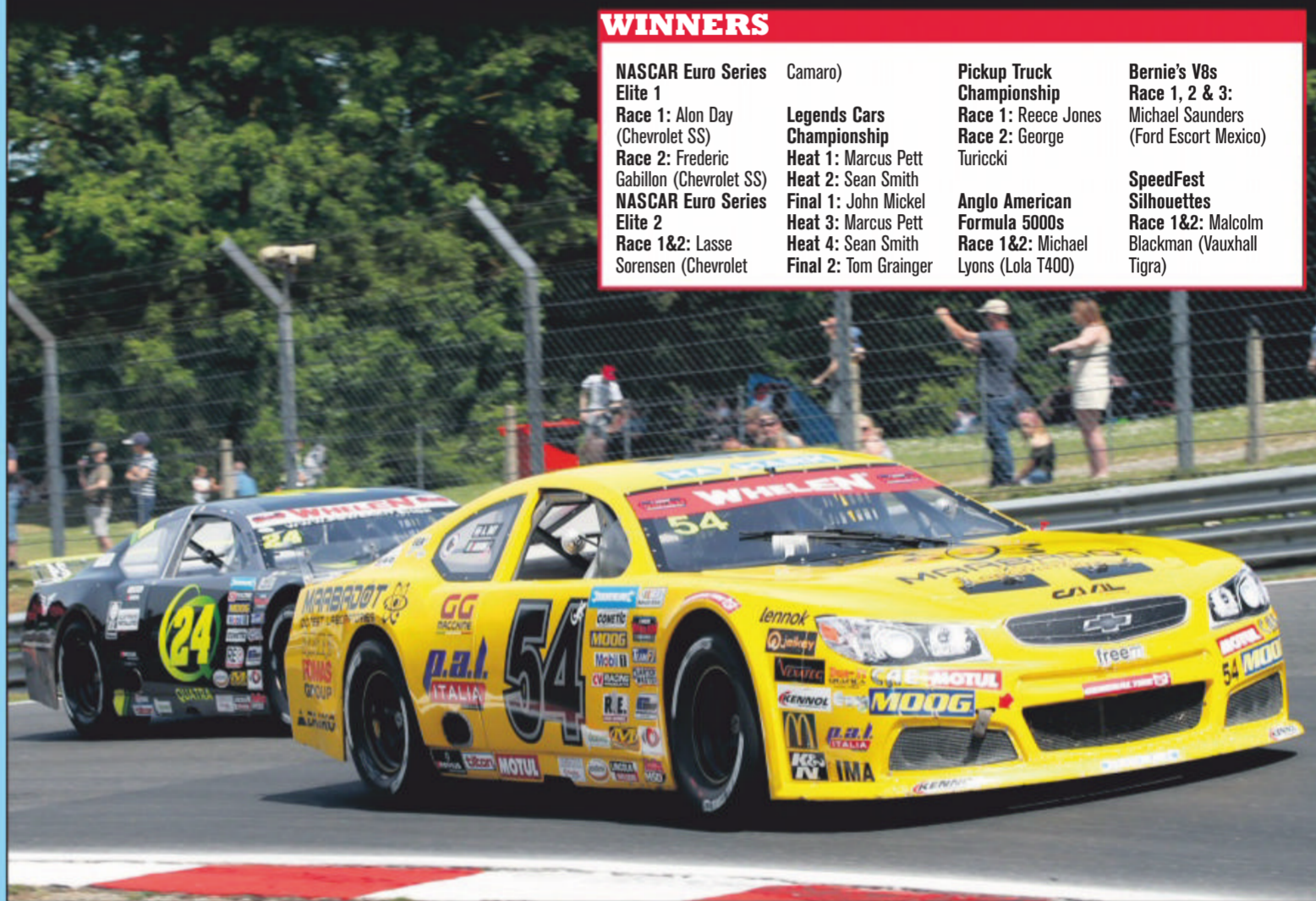
Michael Lyons bounced back from his hefty crash in the recent FIA Masters Historic F1 event at Brands to score a double success in the pair of 'Anglo American' Formula 5000 contests, despite being troubled by drivetrain issues in qualifying. Frank Lyons finished a distant second to his son in race one in his Lola T332, while Matthew Wurr (McLaren M10B) overcame a broken rear wing to claim third. Wurr tipped the balance in his favour in race two after getting a better launch off the line.

Large grids and an eclectic mix of cars characterised the three Bernie's V8s encounters. Michael Saunders claimed a hat-trick of wins in his Ford Escort Mexico, while Simon Cripps (MGB Roadster) and Mathew Smith (TVR Chimaera) both took two podiums.

## DAY BELONGS TO ALON AS HE TAKES TWO EURO NASCAR PODIUMS

## WINNERS

NASCAR Euro Series	Camaro)	Pickup Truck Championship	Bernie's V8s
Elite 1		Race 1: Reece Jones	Race 1, 2 & 3:
Race 1: Alon Day	Legends Cars	Race 2: George	Michael Saunders
(Chevrolet SS)	Championship	Turiccki	(Ford Escort Mexico)
Race 2: Frederic	Heat 1: Marcus Pett		
Gabillon (Chevrolet SS)	Heat 2: Sean Smith		
NASCAR Euro Series	Final 1: John Mickel	Anglo American	SpeedFest
Elite 2	Heat 3: Marcus Pett	Formula 5000s	Silhouettes
Race 1&2: Lasse	Heat 4: Sean Smith	Race 1&2: Michael	Race 1&2: Malcolm
Sorensen (Chevrolet	Final 2: Tom Grainger	Lyons (Lola T400)	Blackman (Vauxhall
			Tigra)



Day passed Hezemans and Longin to take the opening Euro NASCAR win, before finishing third in the second race

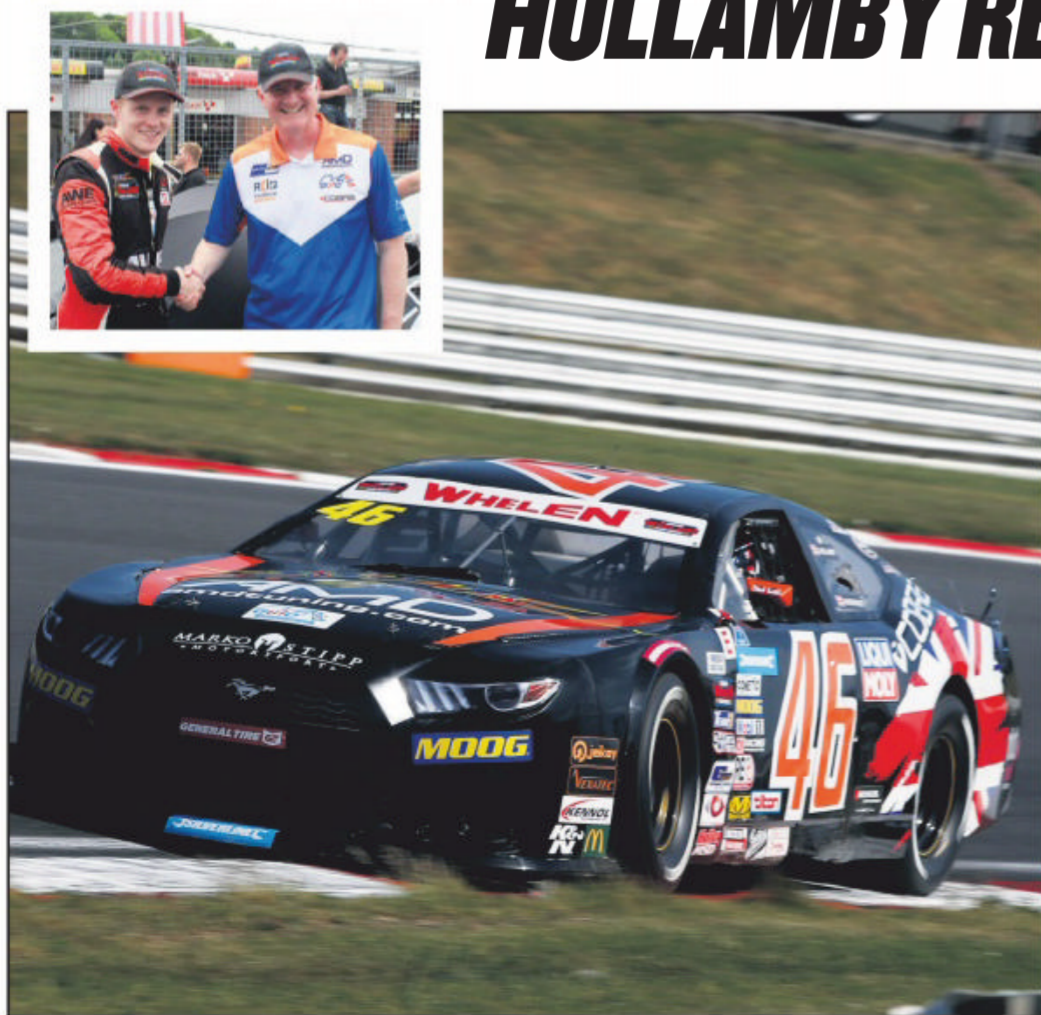


Jones took the race one Pickup Trucking Racing spoils at Brands Hatch



Saunders: Bernie's V8s hat-trick

## HOLLAMBY REALISES AMERICAN SPEEDFEST DREAM



Whorton-Eales and Hollamby (inset) have teamed up in Euro NASCAR

With Rory Butcher sitting joint top of the British Touring Car Championship standings, AmD Tuning team boss Shaun Hollamby can feel justifiably encouraged by his team's start to the season.

Away from the BTCC paddock though, Hollamby is also embarking on a new challenge in 2019 by competing in the NASCAR Euro Series. Joined by former BTCC driver and reigning Mini Challenge champion Ant Whorton-Eales at Brands Hatch last weekend for its annual SpeedFest event, Hollamby realised an ambition.

"This event is something I've wanted to do for several years," Hollamby said. "But it has always clashed with BTCC rounds in the past so I've never had the chance. It's fantastic to finally be involved."

Hollamby, driving in the Elite 2 class for gentleman drivers or youngsters attempting to move up the stock car racing ladder, admitted that while he is a fan of the simplicity of the cars, the adjustment to driving a 400bhp,

V8 NASCAR is not done overnight.

"It's been a steep learning curve, but it certainly helps having Ant alongside with all his race experience and data to call upon," he said. "I've managed to get within half a second of him this weekend, which I'm happy about."

Whorton-Eales, sharing the same Ford Mustang but entered in the Elite 1 division alongside series champions and category race winners, added that the cars have proven a real eye-opener.

"To be honest, you could get all my notebooks from what I have learned driving in Clios, Minis and BTCC cars in recent years and throw them away when it comes to driving these cars," he said. "I've never driven anything like it before. The car moves around a lot and the faster you go, the less it likes it."

Despite his relative inexperience in the series and hot temperatures on Saturday afternoon, Whorton-Eales performed well in race one of the weekend. After battling with fellow Brit Alex Sedgwick for the majority of the contest, he eventually got ahead of Loris Hezemans to claim

eighth at the finish.

The 2016 Renault UK Clio Cup champion ran as high as sixth in race two on Sunday after battling with triple champion Ander Vilarino, but a mistake under braking for Paddock (renamed Connor Petch Bend for the weekend) led to a trip through the gravel and eventual retirement.

"I just outbraked myself there," Whorton-Eales revealed post-race. "Braking points are in a set place with these cars and you only have to be a tiny fraction out and you're off."

Hollamby was involved in dramas of his own in the pair of Elite 2 races, including sliding off at Druids in the second encounter. Nevertheless, he confirmed he is hopeful of competing in the remaining events "when BTCC rounds do not clash".

Whorton-Eales also confirmed that, while he intends to race in the series at Venray later in the year in order to gain experience of racing on an oval, he sees his future on UK shores. "The place to be right now is in touring cars, so I hope to be back in the BTCC again very soon," he added.

# RACING REPORTS

**CROFT: 750MC BY GRAHAM KEILLOH**
**JUNE 1-2**

Photos: Mick Walker

## BOOTH BAGS A DOUBLE WIN AS SINGLE-SEATER MOVE PAYS OFF



Two F1000 wins for Sport Specials racer

Matthew Booth was competing in only his third single-seater meeting ever at Croft last weekend, having switched from Sport Specials for this year. But this didn't stop him taking two of the three Croft wins, leading all the way in both contests.

Booth, who had also won at Silverstone earlier this year, resisted Dan Clowes and Lee Morgan in race one's wet conditions. Morgan won the partially reversed-grid race two, passing Robert Welham early on, while Booth finished a close third behind the pair, before Booth held off Morgan in race three. Welham earlier had only just made race one after a clutch problem, and rose from a pitlane start to finish sixth.

"It's been one of my best weekends since I started racing," Booth said. "I'm happy, it's a proper class of racing. In the last year of Sport Specials I was looking

for a bit of a change. I've always been a fan of this championship."

Reigning MR2 champion Shaun Traynor made it four wins in a row with both Croft victories. Both were comfortable, a fact aided by previous table leader Paul Cook's ban (see racing news, page 9). In race one Traynor took control after a brief early battle with ex-M3 Cup racer Nick Williamson, new to the championship this year. Traynor then led all of race two. "I couldn't ask for any more," he said.

James Wheeler and reigning champion Russell McCarthy each took a win and second place in the BCV8 championship, guesting at this meeting. McCarthy's Achilles heel of making poor starts struck in both races. In race one he dropped to fourth at the off then fought back to be on Wheeler's bumper by half distance, but Wheeler held on. In race

two McCarthy dropped behind only Wheeler at the start and took the lead back early on when Wheeler missed a gear.

"I knew that the car had the pace," McCarthy said, "but the track's so narrow and he's [Wheeler's] got a lot more low-down torque."

Luke Sedzikowski and David Whitmore in their BMW M4 took their second 2019 Club Enduro win from two. They were locked together with Andy Marston's fellow M4 for much of the three-hour race, but a late Marston puncture meant he was consigned to second.

Matthew Weymouth won the wet-but-drying Roadsports race in his BMW E36 M3, despite two offs at Tower. Team BRIT's Bobby Trundle won the 116 Trophy race, meaning the karting graduate has won his first two car races.

Last year's 750 Formula championship



Wheeler and McCarthy fought for the BCV8 honours, taking a win apiece



Traynor also took a double MR2 win

### WINNERS

**F1000 Championship**  
Race 1 & 3: Matthew Booth  
Race 2: Lee Morgan

**Toyota MR2 Championship**  
Race 1 & 2: Shaun Traynor

**BCV8 Championship**  
Race 1: James Wheeler (MGB GT V8)  
Race 2: Russell McCarthy (MGB GT V8)

**Club Enduro Championship**  
Luke Sedzikowski/David Whitmore (BMW M4)

**Roadsports**  
Matthew Weymouth (BMW E36 M3)

**750 Formula**  
Race 1: Bill Cowley (Cowley MkIV)  
Race 2: Mark Glover (Racekits Falcon)

**Locost Championship**  
Race 1, 2 & 3: Thomas Gadd

**DONINGTON PARK: BARC BY STEPHEN BRUNSDON**
**JUNE 1-2**

## ELKMANN COMPLETES A DIVISION 1 SUPERKART GP HAT-TRICK

Photos: Ollie Read

Reigning European Superkart champion Peter Elkmann produced an utterly dominant performance to win the Division 1 Superkart Grand Prix at Donington Park for the third successive year, as chief rival Liam Morley hit trouble.

With Sunday's Grand Prix counting as a championship round, replacing the cancelled round at Bishopscourt in April, race one winner Morley missed out on a chance to add more points as the Carnforth driver pulled into the pits at the end of the opening tour.

Guest entry Elkmann, who beat Morley to victory in race two, snatched the lead at the Old Hairpin from the fast-starting Lee Harpham and ultimately took the flag by nearly 22 seconds over Jason Dredge and Andy Bird.

"The conditions were tricky out there but I managed to build a good gap," Elkmann said. "I had no idea how big it was, so I kept pushing."

The British 250 National Grand Prix was settled in stunning fashion as Paul Platt headed Andrew Gulliford by just 0.061s at the finish. Points leader Gareth James had been in contention with defending GP champion Jordie Ford, but the pair's hopes were dashed after contact at the Old Hairpin on the fifth lap of 12.

A drivethrough penalty for a pitstop infringement in the opening Britcar Endurance race denied Alastair Boulton and Tim Gray a double win, with the Praga R1T pairing sharing victory spoils with Jonny MacGregor's Taranis.

MacGregor beat the polesitting Boulton/Gray by a full lap in the opener

following a well-timed pitstop after Paul Rose's stricken Saker at Redgate brought out the safety car 15 minutes into the one-hour race.

Upon resumption, Boulton and Gray looked set to challenge MacGregor but were penalised for having the engine still running and both doors open during refuelling.

No such mistakes were made in race two, with Boulton making an assertive move on Lucky Khera's McLaren for the effective lead at Coppice while MacGregor served an extended mandatory pitstop courtesy of his race one victory.

A total of 45 Caterhams appeared across the weekend, with the pick of the action arguably coming in the combined SigmaX/Mega/Classic races. Having managed to escape a four-car battle for the lead, Stephen Clark and championship leader Sam Wilson duked it out for top honours in the opening encounter, with Clark nudging ahead by 0.067s at the flag. Wilson then made light work of the competition in race two, easily winning from Jamie Ellwood, with Clark third.

A lengthy safety car period meant the opening Clubmans Sports Prototype race never really got going. Peter Richings made in-roads into Clive Wood's championship lead with victory in the opening race while Wood triumphed in race two. Wood started the final race from pole but was left stranded on the grid with mechanical woes, leaving Steven Dickens victorious from Richings.

The MGOC Championship had the worst of the rain on Sunday, with the

### WINNERS

**Motorsport UK Superkart GP**

**Division 1:** Peter Elkmann (Anderson/VM)

**F250 National/F450 National:**

Paul Platt (PVP/Gas Gas)

**F125 Open:** Liam Morley (Anderson/DEA)

**British Superkart F250 National/F450/Division 1**

**Race 1:** Liam Morley (Anderson/VM)

**Race 2:** Peter Elkmann (Anderson/VM)

**British Superkart F125 Open**

**Race 1:** Kirk Cattermole (Raider/IAME)

**Race 2:** Liam Morley (Anderson/DEA)

**Britcar Endurance Championship**

**Race 1:** Jonny MacGregor (Taranis)

**Race 2:** Tim Gray/Alastair Boulton (Praga R1T)

**Caterham Graduates SigmaX and Mega**

**Race 1:** Stephen Clark (SigmaX)

**Race 2:** Samuel Wilson (SigmaX)

**Caterham Graduates Sigma 150, 125, 135**

**Race 1:** Luke Balmforth (Sigma 150)

**Race 2:** Jason McCormack (Sigma 150)

**Clubmans Sports Prototype Championship**

**Race 1:** Peter Richings (Mallock Mk30PR)

**Race 2:** Clive Wood (Mallock Mk23)

**Race 3:** Steve Dickens (Mallock Mk29)

**MG Owners Championship**

**Race 1:** Will Sharpe (ZR)

**Race 2:** Steve McDermid (ZR)

**Sports Prototype Cup Races 1 & 2:** Rob Wheldon (Revolution)

**Race 3:** James Abbott (Revolution)



Third consecutive GP win for reigning European Superkart champion



MacGregor denied Praga a double



Dickens won the Clubmans finale

ZRs of Will Sharpe and Steve McDermid sharing the wins between them. Sharpe fended off a fierce assault from McDermid in the opener before ending the second race in the gravel.

Rob Wheldon missed out on a trio of Sports Prototype Cup victories after suspected fuel issues with a lap and a half of race three remaining. James Abbott, who elected to fit slicks on a drying track, inherited the win in his Revolution A-one.

# RALLY REPORT

Photos: mandphotography

## MERCEDES PAIR ON TOP IN KENT



### Crammond and Vokes survive a late scare for Hughes Rally glory

#### The Hughes Rally

By Martin Phaff

Organiser: Blackpalfrey Motor Club When: June 1 Where: nr Sevenoaks, Kent Starters: 54.

**Current Historic Road Rally champions Ian Crammond and Matt Vokes (Mercedes 280SL) took a hard-fought win on the Hughes Rally from Richard Isherwood (Volkswagen Golf GTi), partnered as usual by Ian Canavan (Mercedes 280SL), over a minute ahead of a gaggle led by James Griffiths/James Howell (Mini 1275 GT)**

The event was based near Sevenoaks in Kent and Dave Hughes and his team from the organisers, the Blackpalfrey Motor Club, continued their tradition of starting the first regularity as the event's kick-off. This didn't catch anyone out as Ken and Sarah Binstead (MGB) cleaned it, followed by Thomas and Roger Bricknell (Golf GTi) taking just one second and Simon Mellings/Henry Carr (Toyota MR2) on two seconds.

Mellings had worked through the night before the event to ready a back-up car when paperwork for the historic didn't arrive. He and Carr moved to the modern class which they promptly won by over three minutes.

Regulation 2 was just the first of many visits to the Ministry of Defence complex at Mereworth. It was effectively two laps through the forest including seven speed changes, six passage checks and three timing points in eight miles. The test was enjoyed by all and Crammond/Vokes took the honours on 11 seconds.

The next regulation used the yellow roads around Hemsted Forest and was simple enough apart from the use of a 'DIY' timing point. It had been explained at the drivers' briefing but, at that time, many of the navigators were busy plotting and the drivers didn't take the information on board – or relay it to the co-drivers.

On two tests in Hole Park, the quickest time came from the Bricknells, Gavin and Carrie Rogers (Reliant Scimitar) and Paul Hernaman/Ray 'Crow' Crowther (Porsche 911). On the next short test, last year's winners the Bricknells' challenge was over as they missed a secret check.

The Whyte sisters, Seren and Elise (Datsun Stanza) kicked off the afternoon's running with a win. Another highlight was the final Regulation section, which was taken by Motorsport News guest driver Andy Dawson, partnered by Martin Phaff (Lancia Fulvia).

Five tests at Mereworth followed, all short blasts on tracks used earlier in



Isherwood was a class performer

the day, and the Bricknells and Harvey Steele/Martin Pitt (Volvo 144) shared the honours.

Eventual winners Crammond and Vokes had to nurse their Mercedes through the final test with a sticking throttle but nevertheless claimed the spoils.

#### Results

1 Ian Crammond/Matt Vokes (Mercedes 280SL) 946; 2 Richard Isherwood/Ian Canavan (Golf GTi) 969; 3 James Griffiths/James Howell (Mini 1275 GT); 4 Paul Hernaman/Ray Crowther (Porsche 911); 5 Gavin Rogers/Carrie Rogers (Reliant Scimitar); 6 Seren Whyte/Elise Whyte (Datsun Stanza); 7 Harvey Steele/Martin Pitt (Volvo 144); 8 Andy Dawson/Martin Phaff (Lancia Fulvia) 1187; 9 Thomas Bricknell/Roger Bricknell (Golf GTi); 10 Ken Binstead/Sarah Binstead (MGB). **Class winners:** Expert Hernaman/Crowther (Porsche 911); Novice Phil Woods/Kelvin Phipps (Volvo P1800).



Crammond and Vokes were winners



Andy Dawson shared the Lancia with Martin Phaff and finished eighth

## NATIONAL HOT RODS

Photos: mkpics.net



Weaver held off McDonald in the final



Weaver is inside the top six in the points standings

## KYM WEAVERS HIS MAGIC AT IPSWICH

#### National Hot Rods

By Dean Cox

Organiser: Spedworth When: May 27 Where: Foxhall Heath Raceway, Ipswich Starters: 28.

Kym Weaver made the most of two very good heat finishing positions at Ipswich on Bank Holiday Monday to be well-placed on the final grid. From there, he took the victory in convincing style in the penultimate round of the English points chase. Scotland's Rob McDonald challenged Weaver hard but had to settle for second spot with Carl Waller-Barrett in third place.

In the opening heat, the packed entry didn't take long to come to blows. The first incident occurred on the Burton

Bend when half a dozen cars were sent in all directions and a race stoppage was necessary. On the restart, Alistair Lowe took up the running from Peter Elliott and a charging Paul Gomm, who clearly had pace. Gomm put his foot down and took his Tigra to the front of the pack, where he finished ahead of Chris Crane. McDonald climbed up the order for a podium finish at the flag.

The talking point of heat two was the sudden retirement of series leader Chris Haird on lap two with collapsed front suspension. It was Elliott again who led before the yellows came out for a stricken Chris Lehec. On the restart, Elliott continued to lead while Stuart McLaird reeled him in. Behind them

there was a frantic scramble for places and a heart-stopping moment as Stefan Lloyd half-spun on the home straight and was collected by Gomm and Lloyd Shelley. Within a couple of laps, Gavin Murray repeated the same feat and this time was collected by World champion Billy Wood, whose nightmare event was only just beginning. McLaird managed to ease his Ginetta past Elliott and went on to take the flag from Weaver, who had got through the melee and Elliott claimed a good third.

Just before the final, it was announced that Wood had been excluded from the meeting for incorrect tyre logging. He had fallen foul of a rule that several have transgressed before him by incorrectly

writing the tyre numbers down in his meeting log. The consequence is that Wood will have to sit out the final event of the campaign at Aldershot and that means he will have lost any possible chance of taking the English World Series points title.

Weaver got away strongly in the final and got his head down. Behind him Gomm, Waller-Barrett and McDonald all gave chase while a strangely off-the-pace Shane Bland sideswiped the back straight Armco to end his day.

By that stage, Gomm appeared to be going backwards as McDonald, Waller-Barrett and Jack Blood all passed him. As the laps ran short, there was a scary moment for Weaver as a gaggle of

backmarkers fell over each other to get out the way, resulting in getting in the way. McDonald may have thought this was his chance but Weaver just managed to hold some momentum and crossed the line first.

#### Results

Heat one: 1 Paul Gomm (Vauxhall Tigra); 2 Chris Crane (Vauxhall Tigra); 3 Rob McDonald (Vauxhall Tigra); 4 Jack Blood (Vauxhall Tigra); 5 Kym Weaver (Vauxhall Tigra); 6 Chris Haird (Vauxhall Tigra); 7 Alistair Lowe (Vauxhall Tigra); 8 Perry Cooke (Vauxhall Tigra). Heat two: 1 Stuart McLaird (Ginetta G40R); 2 Kym Weaver (Vauxhall Tigra); 3 Peter Elliott (Peugeot 206cc); 4 Carl Waller-Barrett (Vauxhall Tigra); 5 Dick Hillard (Vauxhall Tigra); 6 Jason Kew (Ginetta G40R); 7 Paul Gomm (Vauxhall Tigra); 8 Shane Bland (Vauxhall Tigra). Final: 1 Weaver; 2 McDonald; 3 Waller-Barrett; 4 Haird; 5 Aaron Dew (Ginetta G40R); 6 Blood; 7 Kew; 8 Gomm; 9 Colin Smith (Vauxhall Tigra); 10 Gavin Murray (Vauxhall Tigra). Standings (after 13/14 rounds): 1 Haird 459; 2 McDonald 456; 3 Kew 422; 4 Billy Wood (Vauxhall Tigra) 415; 5 Murray 392; 6 Weaver 384.

## INSIGHT

Photos: Neil Randon, Colin Casserley

Neil Randon speaks to a man who, two months ago, was at death's door

## THE INCREDIBLE COMEBACK OF MAT NEWSON



In February, Newson was given a 30% chance of survival



Newson has defied the odds this season

**T**his year has been notable for memorable sporting comebacks. Tiger Woods got the ball rolling, literally, when he won the US Masters at Augusta in April, and was followed by the dramatic last-gasp wins in the Champions League semi-finals of Liverpool and Tottenham Hotspur.

But these glorious victories pale into relative insignificance compared to the comeback of BriSCA F1 stock car driver Mat Newson.

On February 23, the 33-year-old from Aylsham in Norfolk, was in a critical condition in Leicester hospital and was given less than a 30% chance of survival.

Just two months later Newson was receiving rapturous applause after winning the opening heat at his home track at King's Lynn, before taking victory in the final at Belle Vue a week later.

To suggest Newson is lucky to be alive, let alone winning stock car races, cannot be underplayed. If it were not for three completely chance events on the night he was taken ill, his story would have resulted in an obituary.

In February, having proved a popular and highly successful evening the previous year, the Athena Leicester played host to Fight Night 2 – a charity boxing event involving BriSCA stock car drivers competing in 15 three-round contests.

Newson was due to be one of the contestants but caught the flu prior to the event. Having thought he had shaken off the virus, he then was hardly able to walk due to severe pain in his left leg.

"I went to the doctors a week leading up to my boxing match, struggling because I couldn't get my left leg to move," says Newson.

"They kept telling me I had sciatica in my back which was affecting my leg, so obviously I believed them."

Newson had no option but to withdraw from the fight. Feeling

emasculated as a result, he was concerned his fellow drivers would think he had no stomach to get in the ring.

"I rang the organisers and told them I would have to pull out of the boxing," says Newson. "But I was worried that everyone would think I had bottled it, which was never the case.

"I thought the only thing I could do was go to it and people would really see I couldn't walk and would understand why I pulled out."

It turned out, with hindsight, to be one of the most important decisions he will ever make, because if he had stayed at home the chances are he would not be alive today. The first card, but not an obvious one at this stage, had fallen in his favour.

On the night itself Newson felt even worse. "I got to the boxing and I could hardly sit down," he says. "I ended up laying there watching a few of the fights – and then I collapsed."

It was then that a second card strengthened his hand. Just before he took a turn for the worse an ambulance had been called after a woman had been taken ill having consumed too much alcohol.

But due to a misunderstanding two ambulances arrived at the same time. The second ambulance was just about to be sent away when Newson's predicament became apparent.

Newson was sent to the Royal Hospital in Leicester. Doctors checked him over but believed one of the devices used, a pulse oximeter that checks oxygen, wasn't functioning properly as it registered levels in his blood that were so low he should be dead.

"They shook the machine and said 'well, it can't be working,'" says Newson, who was still conscious at this time.

But it was. To the doctors' utter amazement Newson was still able to talk and breathe – but only just – when the levels suggested he shouldn't be able to do either. He had sepsis brought on by a bout of pneumonia.

"I had the flu leading up to it but

what finished me off was the pneumonia took all the oxygen out of my blood," explains Newson. "So by then I couldn't move and I couldn't breathe. I think that is why my leg had shut down."

But there lay the next major crisis. With such dangerously low levels, Newson desperately needed an ECMO (Extra Corporeal Membrane Oxygenation) machine to help oxygenate his blood as his lungs were unable to function properly.

The Royal, however, didn't have such a piece of equipment – and without it he had little or no chance of survival.

It was then that the third card fell favourably to complete the set. It just so happened the neighbouring hospital in Leicester, the Glenfield, is one of only five hospitals in Britain that has an ECMO machine...

And so Newson was swiftly transported to Glenfield, where he was given an MRI and CT scan before a five-hour operation. A pipe had to be inserted into his heart via his jugular to pump blood out of his body into the ECMO machine before returning it oxygenated back into his body. He also had a tracheotomy and was connected to a kidney dialysis machine.

A delicate balance had to be made that added to the high-risk nature of the process. Newson's blood had to be thinned dramatically to stop it clotting during oxygenation. It also meant that even a small

haemorrhage internally could result in him bleeding to death.

The first 48 hours were crucial. For Newson's mother, Anita, it was hard to comprehend what was happening before her eyes.

On social media stock car fans only had sketchy news of Newson's condition and were desperate to find out what the situation was with one of their heroes.

Anita Newson gave a brief outline of her son's prognosis on Facebook and left fans with one poignant and heart-wrenching message. "Please pray for him," she wrote.

Eventually, the tide began to turn. By the end of the week Newson was gradually brought round once his oxygen levels had improved sufficiently. When he eventually regained consciousness and responded to questions, one of BriSCA F1s best drivers yet to win a major title had a good chance of winning a major health scare.

After a few days he was fit enough to move to his local hospital in Norwich before being allowed to go home.

"For the first week at home I didn't leave the house," Newson says. "And then I started getting out with my friends a bit and then eventually I would get to the yard, do an hour of work before feeling completely knackered."

Despite still feeling very weak and having lost three stone in weight, Newson – who leases a

number of F1 stock cars to drivers as part of his business – went to the opening BriSCA F1 meeting of the season at King's Lynn at the end of March to oversee his fleet of cars.

"Just watching the racing frustrated me so much," Newson says. "And going to Mildenhall the following week completely did my head in."

And so at least a month and a half earlier than advised, and still unable to walk properly, Newson decided it was time to get back behind the wheel again.

"I said to my dad, if I don't feel up to it after one race I'll load the car up again," he says. "But actually driving the car was a lot easier than I thought it was going to be. It was the rushing around in the pits afterwards that was difficult."

Newson returned to the track at Stoke on April 20, finishing eighth in the consolation event. Two days later at Belle Vue he finished second in both his heats as well as the final behind Nigel Green.

A week later it was back to King's Lynn for its World Championship qualifying round where he won his first race since his illness, his personal highlight of the season so far, before winning the final at Belle Vue on May 6.

The transformation on the short ovals had been extraordinary, as was his sense of understatement.

"To be fair," Newson says. "I've had a great start to the year." ■



Newson was soon back on form, winning at King's Lynn last month



Back in the paddock: Newson at Skegness

# SPORTING SCENE

Photos: World RX, JC Raceteknik, Titans RX, ES Motorsport

## TIDEMAND TEMPTED INTO FURTHER RALLYCROSS OUTINGS

### Rally expert to team up with legend Per Eklund for Euro attack



Abbring will also race in WRX



Tidemand (right) will tackle more rounds

By Hal Ridge

**Former WRC 2 champion Pontus Tidemand will make a second rallycross appearance of the season in Norway next week.**

Tidemand teamed up with Per Eklund Motorsport to make his return to the discipline last month at Silverstone racing a Volkswagen Beetle in the European Championship Supercar category and ran as high as third in the final before finishing the race sixth.

"We've been working to get us back in the game and to get into the final [at Silverstone], I'm happy," he told Motorsport News. "It can be possible to do more this year. The car has been working well, I missed one start but apart from that it has all been going quite good I would say, and Per is a lot of fun to work with so I'm really enjoying it."

Having made selected World RX appearances for Mattias Ekstrom's EKS team in 2014, notably in the first event for the squad at Hell, Tidemand

has now entered the second round in Norway in the Euro RX category.

The Swede, who drove for M-Sport in the first two rounds of the WRC this season in Monte Carlo and Sweden, will be run in the same team as Kristoffersson Motorsport driver Sondre Evjen, who is also being assisted by Eklund.

Another WRC driver, Kevin Abbring will also compete in Hell. The former works Hyundai WRC driver will make his World RX debut with the ES Motorsport squad, for which he

conducted most of the 600 miles of development running over the winter with its new Skoda Fabia.

ES ran reigning European Super1600 champion Rokas Baciуска in the opening two rounds of the year before splitting with the driver ahead of the Belgian event at Spa. Francois Duval drove for the team in his home event but failed to make the semi-final. The squad skipped the British round at Silverstone last month and was handed a suspended £44,000 fine, but will now run Abbring in Hell.

### PeCoy thrilled at Supercar bid

The opening round of the Americas Rallycross season will take place this weekend at Mid Ohio Motorsports Park, where former ARX2 frontrunner Travis PeCoy will make his debut for Steve Arpin's Loenbro Motorsports operation.

PeCoy will race an M-Sport-built Ford Fiesta Supercar alongside Arpin in the squad in the six-round campaign.

"It's been a long off-season and I can't wait to jump in a Supercar!" said PeCoy.

"Coming into the 2019 season, I'm proud to say that I have never been more excited, motivated, and determined to start racing than I am right now.

"From talking to a number of people who have experienced what it's like to be in a Supercar, I've heard the stories of the feeling it gives you, so being one of the few to ever drive one is a great chance. The competition is stacked in the big cars and there is a lot of respect to be earned, the pressure is on but I'm ready to handle it."



Ex-F1 driver Piquet will drive a Pantera

### Piquet Junior to make rallycross return in the new Titans championship and will share with Wurz

Nelson Piquet Jr will return to racing a rallycross car at Lydden Hill next month.

The Brazilian driver has signed to compete in selected rounds of the new Titans RX rallycross series.

Piquet previously competed in the now-defunct American-based GRC series, winning the Washington DC round in 2015 aboard an

SH Rallycross Ford Fiesta.

He will now race in four rounds of the new Titans championship this year, sharing a single-make Pantera RX6 seat with double Le Mans winner Alexander Wurz. Piquet has been competing in Stock Car Brazil events since splitting with the Jaguar team in Formula E earlier this year.

Piquet said: "I'm very happy to be

joining Titans RX. I love all forms of motorsport and I really enjoyed competing in rallycross in America a few years ago, so it will be great to get back behind the wheel of a rallycross car. We're going to have a lot of fun!"

Piquet will race in the French and British rounds, before skipping the Portuguese weekend at Montalegre for Wurz to drive the car. Piquet will

return for the following two events, before Wurz competes in the season finale in Germany in October.

Piquet has raced a single-make rallycross car at Lydden Hill before. He drove in the British round of World Rallycross' RX Lites Cup support category at Lydden Hill in 2014. There he made the final, but retired on the opening lap.

### Eriksson makes it back-to-back wins in RallyX Nordic

Reigning RX2 champion Oliver Eriksson claimed his second win in as many events in the third round of RallyX Nordic at Nysum in Denmark last weekend.

Driving a further-developed version of the Honda Civic Coupes run in the American-based GRC until the end of 2017 by his father Andreas' OlsbergsMSE concern, Eriksson won his second final in a row to extend his points lead.

It was 2014 European rallycross champion Robin Larsson who was fastest in each of the qualifying sessions he was classified, but the Swede was disqualified from Q2 after passing a car under a yellow flag following being unsighted by dust.

Larsson chased Eriksson from the back of the grid throughout the semi-final, then again in the final but a right-rear puncture hampered his challenge. Finnish driver Jere Kalliokoski, who will also compete in selected rounds of World RX for Manfred Stohl's STARD team, finished third in an ex-STARD Ford Fiesta.

RX2 frontrunner Ben-Philip Gundersen won the Supercar Lites final, while Rasmus Tuominen claimed a maiden victory in the RX Academy category and former Academy racer Isak Reiersen won in the CrossCar class.



Oliver Eriksson held off the chasing Robin Larsson, who had started at the back, throughout the Nordic final

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MN does not always agree with opinions expressed in letters

### MN SAYS...

# Orders are orders, but tactics are tough

## World Rally champion Ogier was very angry in Portugal, but was he correct?

Rally Portugal, on the face of it, had been a pretty ordinary event in terms of what happened on the stages. Ott Tanak had wrapped up a third win of the year in his Toyota Yaris WRC, and Hyundai had bounced back to second place after a tough event. Champion Sebastien Ogier won the powerstage, and that was that.

Hyundai had employed orders to tell its drivers, Dani Sordo and Sebastien Loeb, to help Thierry Neuville's path to the front. In fairness, Ogier had no problem with that – and nor should he have. In a contest which awards a trophy for the winning manufacturer and where firms are allowed to enter more than one car, that is always going to happen. His major concern was about the potential for Sordo to interfere with another competitor by pulling off the road and rejoining, thus impeding rivals. It didn't happen, but there are two things that spring to mind: where *did* Ogier get his info from (surely Hyundai needs to stop the internal leaks) and, if there is no written rule against a car stopping on stage and restarting, why isn't he venting his spleen at those who formulate the rulebook instead?

**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



Peter Atkins visited Birmingham Wheels



World RX action, from Bob Sketchley



Mike Farmer's pic of the Beast of Turin on the Prescott Hillclimb course recently

ART EDITOR MIKE STOKOE'S  
FAVOURITE OF  
THE WEEK!



The Crystal Palace tribute event enjoyed glorious weather. Photo from Tim Hall



Sam Nudd's British F3 pack photograph



Austrian GP, 2014: Niki Lauda takes part in an F1 demo. From James Lomax



Rebecca Louise's Castle Combe photo



British GT drama, by Stuart Taunton



Another pic from Mike Farmer, this time of a GN pressing on hard at Oulton Park

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

## TV GUIDE



Novalak (17) is the man to beat in BRDC British Formula 3 this season

Tune in for all the best action from the **BRDC British Formula 3 Championship** as the series visited Snetterton (Wednesday, 1900-2000hrs, BT Sport 3). Would Clement Novalak continue his impressive start to the season or could Johnathan Hoggard chip into his rival's points lead? Take a trip back in time with **F1 Classic Races** and relive the 2008 Canadian Grand Prix (Wednesday, 2100-2315hrs, Sky Sports F1). As championship protagonists Lewis Hamilton and Kimi Raikkonen collided in the pits, Robert Kubica went on to score the only win of his F1 career to date.

Catch highlights from **Down Under** and the latest round of **Australian Supercars** from Winton as Scott McLaughlin continued his impressive title defence (Thursday, 1430-1630hrs, BT Sport 2). And finally, witness all the thrills and spills from round seven of the **World Rally Championship** and Rally Portugal (Sunday, 1145-1245hrs, BT Sport 3). Six-time champion Sebastien Ogier held a narrow lead in the standings prior to the event, but title rivals Thierry Neuville and Ott Tanak would be looking to close the gap.

## LIVE TV

### DTM: Misano

■ **Race 1:** Saturday, 1215-1345hrs, Freesports  
 ■ **Race 2:** Sunday, 1215-1315hrs, Freesports

### Euroformula Open: Spa

■ **Race 1:** Saturday, 1430-1530hrs, BT Sport 3  
 ■ **Race 2:** Sunday, 1300-1345hrs, BT Sport 3

### W Series: Misano

■ **Race:** Saturday, 1445-1600hrs, Channel 4

### GT Open: Spa

■ **Race 1:** Saturday, 1530-1700hrs, BT Sport 3  
 ■ **Race 2:** Sunday, 1400-1515hrs, BT Sport 3

### IndyCar: Texas

■ **Race:** Sunday, 0100-0400hrs, Sky Sports F1

### NASCAR: Michigan

■ **Race:** Sunday, 1830-2300hrs, Premier Sports 1



Eng leads DTM points

## LIVE F1



Hamilton won in Monaco

### Canadian Grand Prix Sky Sports F1 HD

■ **Drivers' press conference:** Thursday, 1600-1630hrs  
 ■ **Welcome to the weekend:** Thursday, 1800-1830hrs  
 ■ **FP1:** Friday, 1445-1645hrs  
 ■ **FP2:** Friday, 1845-2045hrs  
 ■ **FP3:** Saturday, 1545-1730hrs  
 ■ **Qualifying:** Saturday, 1800-2045hrs  
 ■ **Race:** Sunday, 1730-2230hrs  
 ■ **Highlights:** Sunday, 2300-0000hrs

### Channel 4 HD highlights

■ **Qualifying:** Saturday, 2250-0020hrs  
 ■ **Race:** Sunday, 2300-0100hrs

## LISTINGS

### RACING SATURDAY

■ **Brands Hatch, Kent MSVR meeting:** Radical SR1, Pre-War Team Challenge, GT Challenge, Jaguar XK/Jack Fairman Cup, Intermarque, Castle Combe Saloons **Starts** racing from 1205hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

### SATURDAY/SUNDAY

■ **Silverstone, Northants British GT meeting:** British GT, BRDC Formula 3, Ginetta GT5, Mini, VW, Ginetta G40/Ginetta Racing Drivers Club **Starts** Saturday, racing from 1420hrs (qualifying from 0900hrs) Sunday,

racing from 0925hrs (qualifying from 0900hrs) **Admission** £26, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260  
 ■ **Donington Park, Leics Masters Historic Festival:** Gentleman Drivers, Historic Sports, Pre '66 Touring Cars, Pre '66 Minis, Dutch HGT, Dunlop Saloons, Classic FF1 600 **Starts** Saturday, racing from 1530hrs (qualifying from 0905hrs) Sunday, racing from 0910hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000  
 ■ **Pembrey, SWales BARC meeting:** C1 Challenge, Sports/Saloons **Starts** Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs (qualifying from 0900hrs)

**Admission** adult £15, under 15 free **Web** barc.net **Contact** 01264 882200  
 ■ **Anglesey, NWales BRSCC meeting:** Formula Ford, Mazda MX-5, MX-5 Super Series, Production GTi, Civic Cup, ST-XR Challenge **Starts** Saturday, racing from 1210hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) **Admission** adult £15, child free **Web** angleseycircuit.com **Contact** 01407 811400  
 ■ **Mondello Park, Ireland MEC meeting:** Formula Vee, Formula Sheane, BOSS Formula Libre, SEAT, Historic Racing Cars, Fiesta Zetec, Fiesta ST, Legends Cars, ASK Supercars **Starts** Saturday, racing from 1145hrs (qualifying from

1000hrs) Sunday, racing from 1100hrs (qualifying from 0930hrs) **Admission** adult Euro 15, under 16 free **Web** mondello.ie

### RALLY SATURDAY

■ **Carlisle, Cumbria ATL Carlisle Stages** **Starts** 0831hrs **Admission** free **Web** racrmc.org

### SUNDAY

■ **Dalton Barracks, Abingdon Abingdon CAR-nival** **Starts** 0900hrs **Admission** TBA **Web** abingdoncarnival.com  
 ■ **Portlaoise, County Laois**

**Laos Heartlands Mini Stages Rally** **Starts** 0950hrs **Admission** free **Web** rally.ie

### SPORTING SCENE SUNDAY

■ **Aldershot, Hants National Hot Rods** **Starts** 1200hrs **Admission** TBA **Web** nationalhotrod.com  
 ■ **Buxton, Derbys BriSCA F1** **Starts** 1300hrs **Admission** adults £18, children aged 9-17 £7, under 8s free **Web** brisca.com

*Details correct at time of press but check before travelling.*

## NEXT WEEK

## OUT WEDNESDAY, JUNE 12



# Canadian Grand Prix report

CAN ANYONE STOP MERCEDES?



# British GT and British F3 visit Silverstone



FEATURE: TEAM BRIT AND SPINAL TRACK'S DISABLED INITIATIVES

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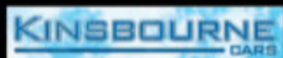
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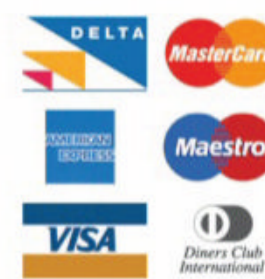
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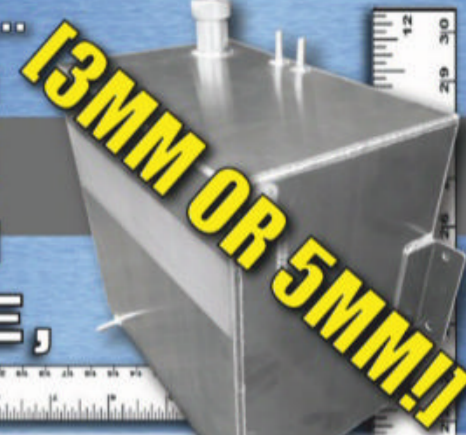
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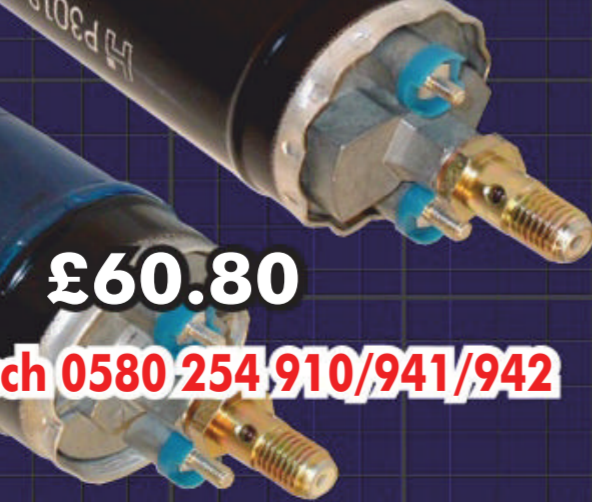
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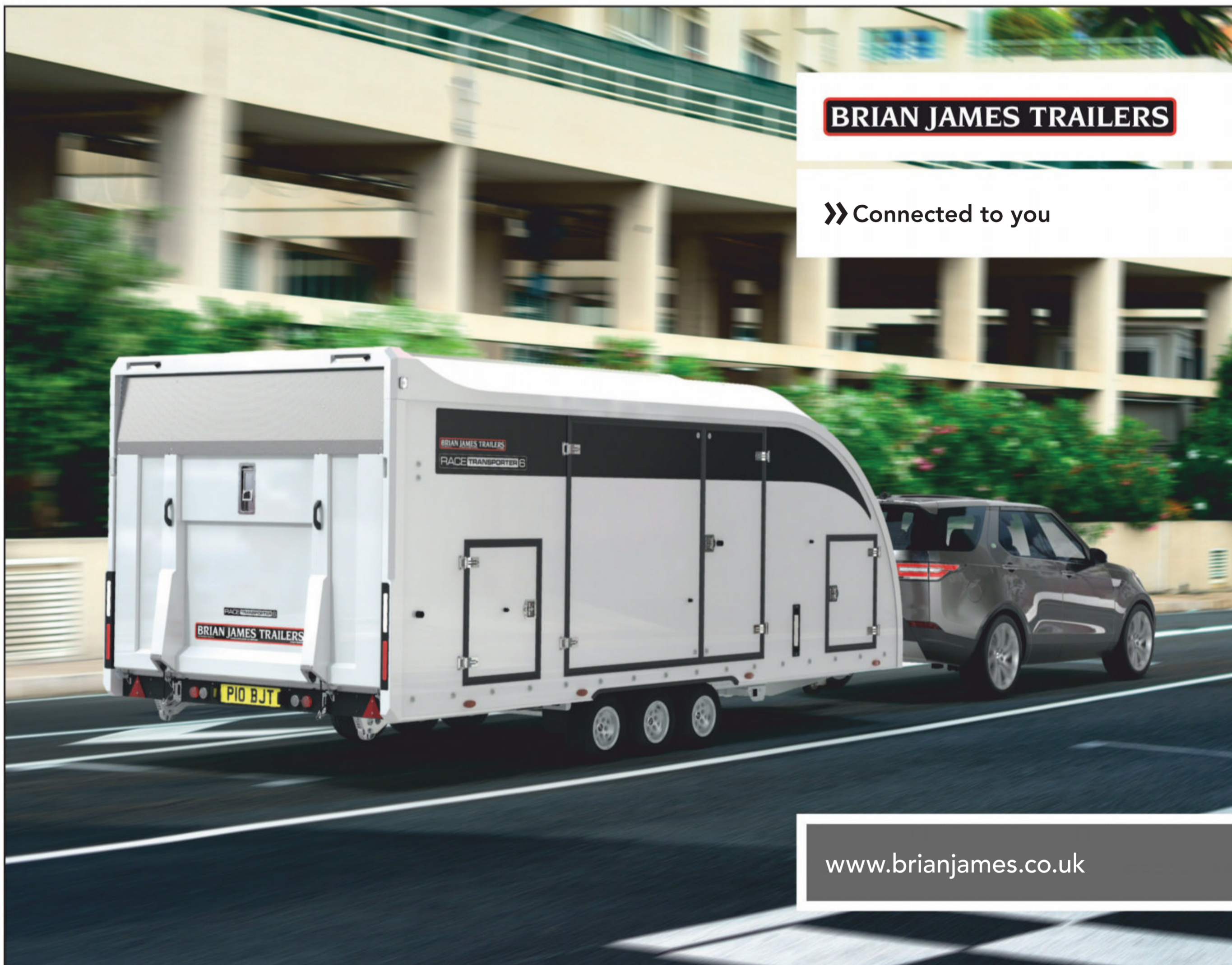
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