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TURKINGTON STRIKES FIRST IN BTCC



But rivals queue up to unsettle the champ, p18

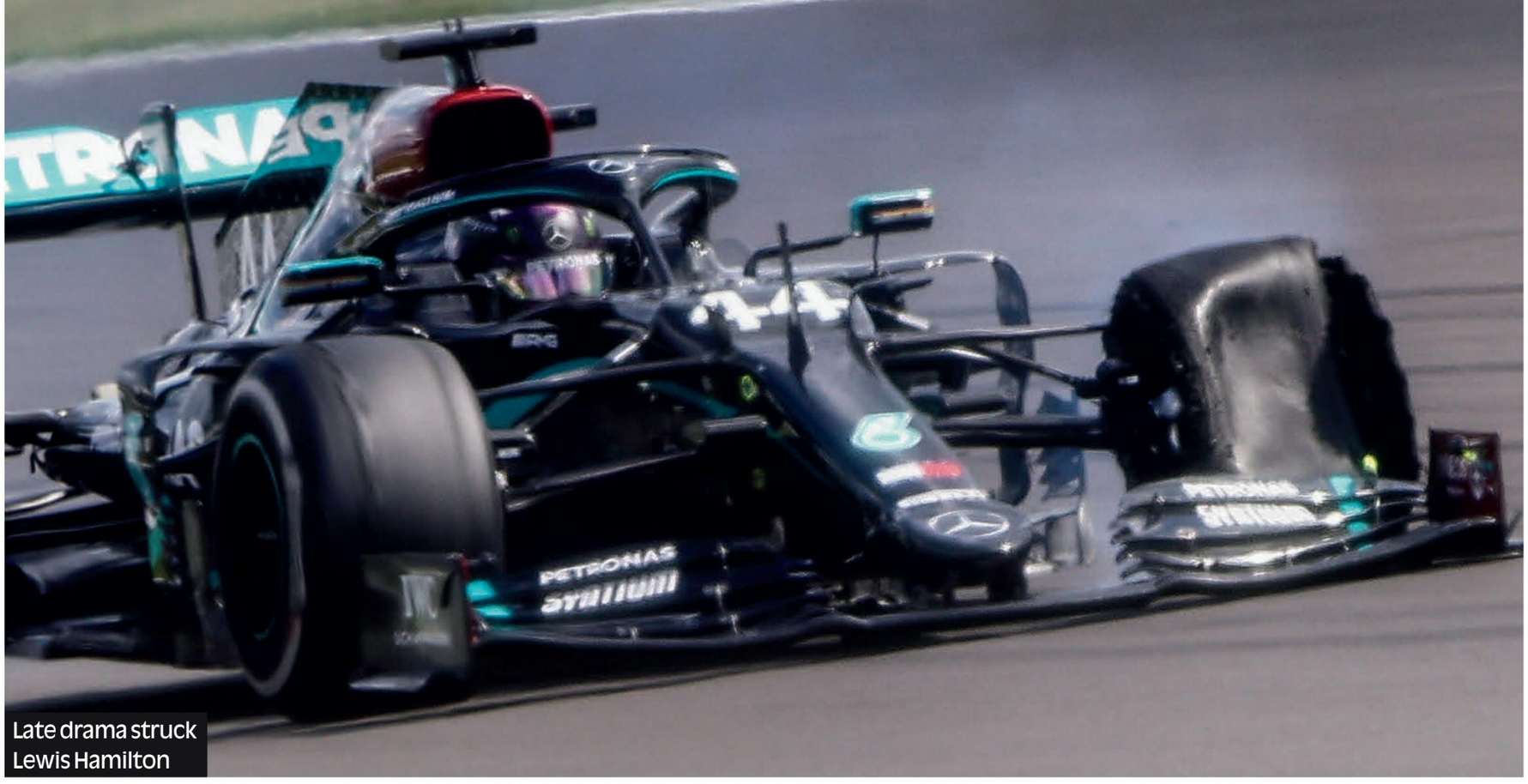
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MOTORSPORT NEWS

■ AUGUST 6 2020 ■ EVERY WEDNESDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

Mercedes-Benz racer proves that to finish burst, burst you must finish…

HAMILTON HOLDS ON FOR 'HEART IN THE MOUTH' SILVERSTONE GLORY



Late drama struck Lewis Hamilton

By Matt James

Lewis Hamilton has acknowledged his survival instincts after dragging his crippled Mercedes-Benz home on Sunday for a seventh victory in the British Grand Prix.

The world champion led from pole and was set for an assured triumph until his front-left Pirelli failed with half a lap remaining in the Silverstone race.

He hauled the machine to the finish line to beat Max Verstappen's Red Bull, while Ferrari's Charles Leclerc inherited third place.



Hamilton took trophy

Hamilton's team-mate Valtteri Bottas came home in 11th place after suffering a tyre failure of his own with two laps remaining.

Hamilton, who took his third 2020 win on the bounce to establish a 30-point buffer at the head of the points table, said: "In the heat of the moment you have the adrenaline flowing and the fight-for-survival instinct comes out and I was able to stay calm and measured and try to bring the thing home.

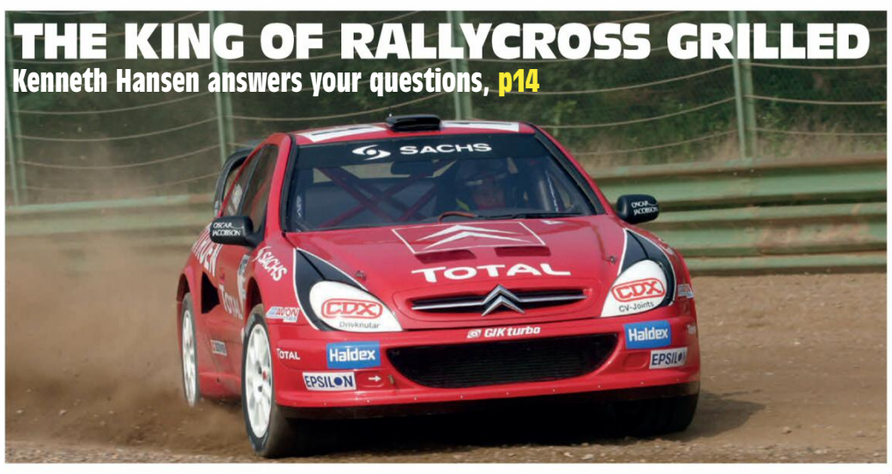
"But, of course, I was thinking of all the things that could have happened. If the tyre gave up in a high-speed corner, it would have been a different picture."

Full story, p4

INTERVIEW

THE KING OF RALLYCROSS GRILLED

Kenneth Hansen answers your questions, p14



REPORT

LAMBORGHINI AND McLAREN SHARE GT SPOILS



Old faces and new battle at Oulton Park, p19

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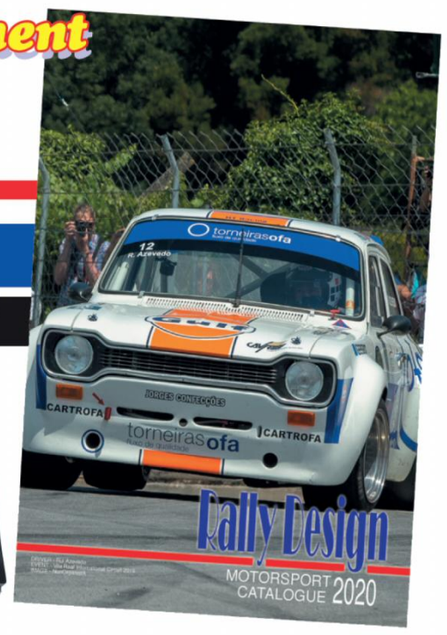
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Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears	£495.80	£594.96
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Atlas CWP, 3.4, 3.7, 4.6, 5.1	£251.80	£302.16
Atlas axle casing, thick tube, double pinned & breather	£198.60	£238.32
Pig's head only	£165.00	£198.00



Axle end stubs, R/H & L/H thread	pair £49.90	£59.88
Axle locking rings, R/H & L/H thread	pair £21.90	£26.28
Locking ring adjustment tool	£25.50	£30.60
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Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts	pair £218.60	£262.32
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.



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SPARES		
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Bearing '4340'	£48.90	£59.76
Halfshaft, suit semi-floating kit	£77.50	£93.00
Flange, not semi-floating, suit std. axle	£59.50	£71.40
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HELICAL LSDs, BLACKLINE



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TRANSMISSION PARTS, BLACKLINE

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Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40

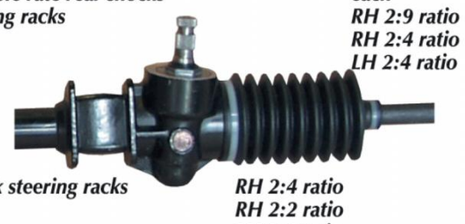
ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper	£299.51	£359.41
Wilwood brakes kit, 247x20, Midilite caliper	£468.49	£562.19
Wilwood brakes kit, 285x21, Midilite caliper	£571.40	£685.68
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8x13	£87.50	£105.00
8x15	£99.00	£118.80

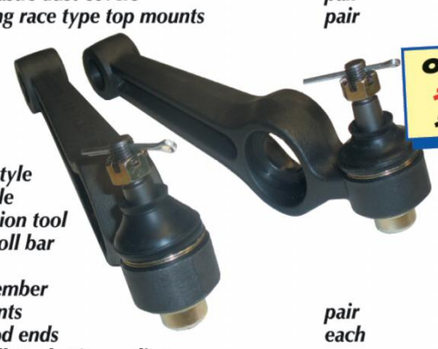


Classic Ford wheels from £69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
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	RH 2:4 ratio	£139.50	£167.40
	LH 2:4 ratio	£149.50	£179.40



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Mk2 spring shackles	car set	£23.50	£28.20
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X-Flow ally radiator	£179.60	£215.52
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Escort Mk1 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
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Escort Mk2 Rubber Parts

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Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
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Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

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COMMENT

Photo: Motorsport Images



Lewis Hamilton was not the only one left feeling deflated after last weekend's action

FANS GET THAT SINKING FEELING

British motorsport fans never had it so bad as last weekend. There was a plethora of high-profile events, and the two biggest, the British Grand Prix at Silverstone and the return of the British Touring Car Championship at Donington Park, took place without spectators.

Lewis Hamilton's dramatic seventh home win was always going to be held without the hordes of supporters that he has become used to. It was an odd feeling, and the fans missed a humdinger of a final few moments when the reigning world champion wrestled his injured car to the line.

But the picture at Donington Park's touring car meeting was different. Up until a couple of days before the event, fans had thought they would be able to attend, only for the advice to change at the very last minute. Cue lots of upset enthusiasts and lots of grumbling on social media.

There is a huge degree of sympathy all around here. Firstly, denying access to the opening BTCC clashes of the season was like stealing a child's Christmas present on Christmas Eve. The sense of disappointment was huge.

The organisers and the circuit strived as hard as they could to fit in with all the requirements to host an event, and on the whole did a great job. It is hard not to feel sympathy for them too after so much effort had gone in to make the tin-top return a resounding success.

But what no-one could foresee was the changing government advice in the lead up to the encounter. Nobody could disregard that – otherwise we might have no motorsport at all. Everyone was a loser in this situation, but it is an issue that all involved just had to deal with and adhere to right now. Hopefully, better times are on the horizon.

We look, too, at the return of top-flight international rallying with a postcard from the recent European round in Rome, and look at the challenges faced (and overcome) by organisers there.

As well as British Touring Car Championship and British GT reports, this issue contains our exclusive readers' questions interview with rallycross title collector Kenneth Hansen. The calm, unflappable Swede is revealing in his responses to MN's rallycross editor Hal Ridge, which starts on page 14. Hansen has raced against and beaten the best, and reflects on his decorated history.



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MOTORSPORT NEWS

ISSUE MJ3243 AUGUST 6 2020

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Lewis makes it three in a row

Merc man consolidates his position as the points leader with victory



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Rallycross king Kenneth speaks

Fourteen-time champion Hansen answers readers' questions



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Champ shows his Donington class

Controlled Turkington takes command in BTCC title chase

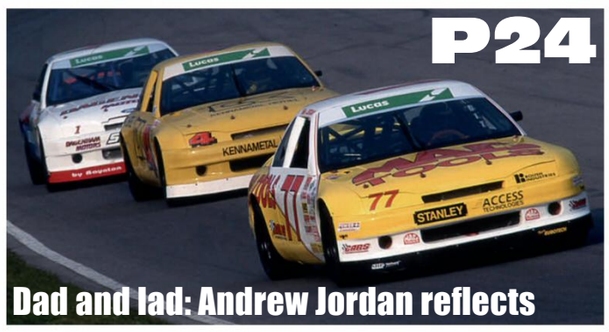
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Getting the show back on the road

How the European Rally Championship got rallying back underway in Italy



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Dad and lad: Andrew Jordan reflects

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RACING NEWS

IN BRIEF

Formula E worker killed in track accident

A worker was killed last week in an onsite incident during the build of the Berlin Tempelhof airfield Formula E track. The venue is hosting six races in just over a week, the first of which was yesterday (Wednesday August 5), in order to complete the 2019-20 FE season. The races are split into three double-headers, each run on a different circuit configuration.

DTM tweaks

The DTM is making a number of regulation tweaks for the 2020 season, including a return of a pitstop window framing when competitors can make their mandatory stop. The pitstop window last applied in DTM in 2016. Nico Muller and Rene Rast split the wins in DTM's Spa-Francorchamps season-opener last weekend.

McLaren in Gulf return

McLaren has brought the iconic Gulf colours back into motorsport, announcing last week a 'multi-year strategic partnership' of the oil brand with McLaren Automotive and the racing team. Gulf branding will appear in Formula 1 on drivers' and teams' overalls as well as on the cars' wing mirrors and engine cover.

Football star drives electric racer

Star Real Madrid footballer Eden Hazard recently took to the wheel of the Leaf Nismo RC concept car at the Jarama circuit in Spain under the tutelage of Nissan Formula E racer Oliver Rowland. Hazard has been a Nissan brand ambassador since 2018 and took delivery of a brand-new Leaf e+ just before hooking up with Rowland.

BTCC game back

An official British Touring Car Championship video game is making its long-awaited return with it announced last week that developer Motorsport Games has secured a multi-year licence to make a new game for console, PC and mobile. Series chief Alan Gow said: "Finally, I'm proud to say that the huge demand from the BTCC and TOCA game fans is being answered."

PIRELLI LAUNCHES URGENT PROBE INTO BRITISH GRAND PRIX TYRE FAILURES

Italian firm assesses wear rate as is seeks answers on Silverstone drama

By Matt James

Pirelli has pledged to investigate the spate of late-race tyre failures that almost robbed Lewis Hamilton of his seventh British Grand Prix triumph at Silverstone on Sunday.

A series of failures at the end of the race afflicted the front-left tyres of McLaren's Carlos Sainz and the Mercedes duo of Valtteri Bottas and Hamilton. Hamilton's rubber failed on the last lap of the race, and he was forced to wrestle his machine home.

Second-placed finisher Max Verstappen had stopped with two laps remaining in an effort to wrest fastest lap. If he had not pitted, the Red Bull man would have inherited the victory.

Pirelli will assess whether the punctures were due to debris on the track from earlier crashes or from Alfa Romeo driver Kimi Raikkonen's front wing failure later on in the race.

World champion Hamilton, who pushed his advantage at the top of the table out to 30 points with his third grand prix win in a row, said: "It will be quite interesting to see what [Pirelli] come back with, because obviously they can see the tread in terms of what caused the failure.

"I'm convinced that it probably was debris. There was a lot of debris on the track, there was one car ahead of me that lost his wing, came off right in front of me on one of the laps."

The tyre firm's F1 boss Mario Isola said that running the tyres for a longer stint – up to 38 laps after an early safety car prompted many drivers to pit early – could be a reason for the dramas.

He said: "It could be high wear, because tyres with 38 laps or more on this circuit are quite worn, but I'm not saying that the wear is the cause of the issue. It can be debris, because we had the pieces of the front wing of Kimi that were on track, but also some other debris.

"So that's why we want to investigate not only the tyres with a failure, but all the tyres used in the last few laps of the race, to understand if we find any other cut or any other possible indication on what happened."



Carlos Sainz was another to suffer a late Pirelli failure

The late-race drama gifted third place to Ferrari's Charles Leclerc, while Daniel Ricciardo's Renault was able to pick up fourth place after Sainz's puncture.

McLaren's Lando Norris was fifth, while Alex Albon recovered to eighth in his Red Bull-Honda after an early-race collision and a penalty. British Williams driver George Russell was 12th.

Results

1 Lewis Hamilton (Mercedes-Benz) 1h28m01.283s; 2 Max Verstappen (Red Bull-Honda) +5.856s; 3 Charles Leclerc (Ferrari); 4 Daniel Ricciardo (Renault); 5 Lando Norris (McLaren-Renault); 6 Esteban Ocon (Renault); 7 Pierre Gasly (AlphaTauri-Honda); 8 Alex Albon (Red Bull-Honda); 9 Lance Stroll (Racing Point-Mercedes); 10 Sebastian Vettel (Ferrari).

Championship: 1 Hamilton 88; 2 Valtteri Bottas (Mercedes-Benz) 58; 3 Verstappen 52; 4 Norris 36; 5 Leclerc 33; 6 Albon 26.

Next race: 70th Anniversary Grand Prix, Silverstone, August 9

Photos: Motorsport Images



Hamilton: seventh GB win



The lame Mercedes-Benz

PEREZ STOOD DOWN AFTER POSITIVE CORONAVIRUS TEST

Nico Hulkenberg was a last-minute stand-in at Racing Point at the British Grand Prix at Silverstone after regular driver Sergio Perez tested positive for the coronavirus in the build-up to the race.

While the F1 paddock remains in a bubble, all drivers and personnel are tested at each venue and Mexican Perez was found to be carrying the virus. He was stood down and is self-isolating. That means he will also miss this weekend's 70th Anniversary Grand Prix, also at Silverstone. A statement from the FIA, issued on Friday last week, said: "The procedures set out by the FIA and Formula 1 have provided for swift containment of an incident that will have no wider impact."

The Racing Point team was also forced to isolate a number of team members who had come into contact with the driver recently.

German Hulkenberg, who lost his drive with Renault at the end of last season, was a last-minute replacement. However, he was unable to start the grand prix after a power unit issue in the build-up to the start of the race.



Nico Hulkenberg took over Perez's car at Silverstone

BECKMANN GIFTED SILVERSTONE FORMULA THREE GLORY

Russian Formula 3 racer Aleksandr Smolyar was stripped of what would have been his maiden win in the category at Silverstone in the reversed-grid second race, handing the plaudits to David Beckmann.

Smolyar had started his SMP Racing machine from pole position but was reeled in by Beckmann and the pair engaged in an absorbing scrap. The Russian held firm and won by 0.7s before his post-event censure for weaving. His five-second penalty dropped him to sixth in the classification, and promoted Beckmann. Clement Novalak inherited second beating Alex Peroni.

In the opening race, Red Bull protege Liam Lawson claimed the victory ahead of former British F4 Championship runner up Oscar Piastri with Prema's Logan Sargeant in third spot.



Ticktum took glory in the Formula 2 race at Silverstone

BRITON TICKTUM VINDICATED BY FORMULA 2 TRIUMPH

British racer Dan Ticktum has hit back at those who doubted his ability after winning the Formula 2 sprint race at Silverstone last weekend.

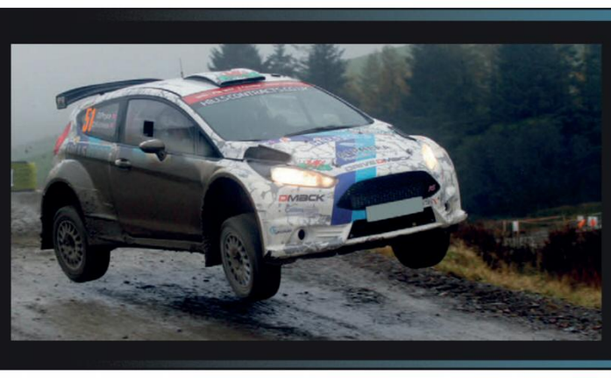
The DAMS driver, 21, was part of the Red Bull young driver programme up until he was dropped in 2019. He said that his win, which he took ahead of Christian Lundgaard after a late-race safety car had bunched the field up, vindicated his self-belief.

Ticktum said: "[This win] sort of proves his [Red Bull junior driver guru Helmut Marko's] doubt in me wrong. So, there we go – it's a nice feeling for lots of reasons, let's just say that. A lot of people will know my career hasn't been plain sailing.

"I don't want to go too much into my past – obviously being dropped by Red Bull is a big blow to your career. So, to get yourself into a team that's won the championship in F2 the year after being dropped is... let's say they believe in me, which is always a nice feeling."

Louis Deletraz finished third in the sprint race after benefiting when Briton Calum Ilot spun.

In the feature race, Nikita Mazepin claimed his maiden Formula 2 victory ahead of Guanyu Zhou. The race had been led in the early stages by Mick Schumacher, who eventually slipped to ninth place, one spot behind Ticktum.



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Photo: Jakob Ebrey, Motorsport Images



The McLaren will miss most of 2020

BALFE BRITISH GT OUTINGS LATER IN 2020 POSSIBLE

Former title favourite not ruling out appearances including Donington home track in September

By Graham Keilloh

British GT frontrunner Shaun Balfe has said late-2020 race appearances remain possible after his 11th-hour withdrawal from this year's championship, and has identified September's Donington Park round as an option.

The Balfe Motorsport McLaren 720S GT3 driven by Balfe and Rob Bell was considered a favourite for this year's overall GT3 title. But, due to Covid's repercussions, Balfe is focusing on his family construction business and slimmed his racing effort to a McLaren GT3 for Joe Osborne and Stewart Proctor in selected rounds plus Mia Flewitt and Euan Hankey competing in the GT4 season. Balfe has another 2020 GT4 customer potentially in the pipeline.

Balfe told Motorsport News that him and Bell racing post August is possible, and cited Donington on September 19-20. He said: "The priority is to get through August, get everything running smoothly, and then I will look at what options I've got during September and October, just keeping it fluid.

"Selfishly I have a race car and a race team and I can leave that decision process quite late in the day. It would be unwise to make too many plans right now. Donington's our home track, Donington seems to work quite well for a McLaren, so let's see just how that one goes. Keep an eye on it."



Balfe and Bell were favourites for the 2020 GT crown

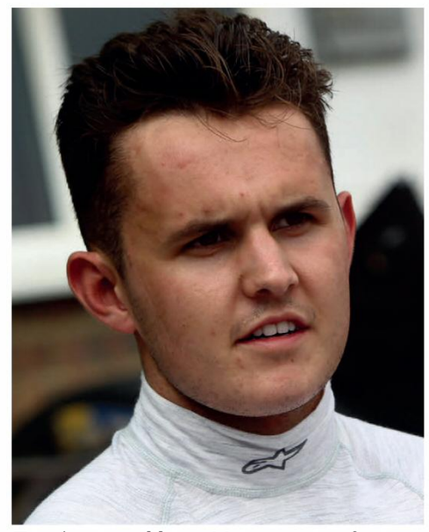
Eastwood back racing this weekend in International GT

Aston Martin works driver Charlie Eastwood will begin his International GT Open campaign in Hungary this weekend.

The 24-year-old Belfast man will continue his successful on-track partnership with Turkey's Salih Yoluc at the Hungaroring. So far in this 2019-20 World Endurance Championship season the duo, with Jonny Adam, has returned three GTE Am victories from five rounds.

Eastwood said: "We are using the same Aston Vantage GT3 in which we won the Blancpain Pro-Am Endurance Championship [in 2019], so we know the car very well.

"We can come away with podiums in the GT Open and maybe even sneak a win."



Eastwood has Hungary aim

KELSEY CALLS OFF ITS REMAINING 2020 EVENTS

Kelsey Media has cancelled its planned car events for the remainder of 2020 due to ongoing Covid-19 health uncertainties.

The events called off are VolksWorld at Sandown Park scheduled for October 3-4; Trax and Japfest on October 4 at Silverstone plus Ford Fair and Classic Ford Show at Silverstone on October 25. All trade partners and customer bookings will automatically be carried forward into 2021, or if preferred refunds can be given.

A Kelsey statement said: "It has been a truly challenging time for everyone, and we have continued to work with colleagues in the events industry, venues, commercial partners, clubs and customers to ascertain the best path forwards.

"Ultimately, we have concluded it was better to make a decisive call now than carry on with a high degree of uncertainty as to whether or not we could run our events in a safe and enjoyable way for everyone involved.

"We'd like to thank you all for patience, pragmatism and understanding at this time. We should all remain optimistic that we will return, stronger and better than ever in 2021."



Mitchell (left) and Witt completed new team's roster

MITCHELL AND WITT COMPLETE 2 SEAS' BRITISH GT LINE-UP

Jack Mitchell and Jordan Witt were confirmed as 2 Seas Motorsports' second driver pairing on the eve of last weekend's Oulton Park British GT season-opener.

The duo are competing in a McLaren 720S GT3 in the Silver Cup, bringing the number of GT3 Silver Cup entries to a record six. The 2018 GT4 champion Mitchell was originally scheduled to race Beechdean AMR's Aston Martin in 2020 but that team subsequently scaled back its effort. Witt meanwhile was initially set to race in GT World Challenge Europe this year with Barwell Motorsport in a Lamborghini Huracan, but changed his plans due to Covid-related travel uncertainty.

Witt said: "The McLaren 720S is an incredible car. I've got a lot of experience in GT racing now and I'm planning to put all of that to good use. Jack [is] a mega quick driver and his CV over the last few seasons speaks for itself."

● JMH Auto reversed its decision to withdraw from this year's British GT championship. John Seale and Marcus Clutton contested the Oulton races in a GT3 Huracan and the team is considering further outings.

BRITISH ACE AHMED SPLITS FROM CARLIN IN FIA F3

British rising star Enaam Ahmed has split from the Carlin team three rounds into the 2020 FIA Formula 3 season, and was replaced in last weekend's Silverstone round by Ben Barnicoat.

Carlin announced last Thursday on social media that "Enaam Ahmed and his sponsors have parted ways with the team", and confirmed that Barnicoat would replace 20-year-old Ahmed at Silverstone.

Ahmed entered this 2020 campaign on the back of a 2018 season in FIA Formula 3 European followed by a Japanese F3 campaign. He also recovered from a bout of Covid-19 earlier this year.

Ahmed expressed his determination to win the 2020 FIA F3 title when speaking to Motorsport News in May. "A good season to me is simply to be the champion, that's about it to be honest," he said. "I'm not going to give you the old classic answer that I used to give and most drivers give, 'oh let's see how it goes'". However his introduction to the category has been difficult with 14th place his best result.

Barnicoat is a McLaren factory driver for the marque's GT3 customer racing programme. His previous single-seater outings were in 2016 in FIA Formula 3 European, with him mainly racing GTs since.



Ahmed: forced on the sidelines after tricky start

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RACING NEWS

Photos: Jakob Ebrey



New rules scuppered Grundtvig F4 hopes

COVID TRAVEL RESTRICTIONS KEEP GRUNDTVIG AWAY FROM BRITISH F4 CURTAIN-RAISER

Appearances later in 2020 possible, as Jacques Villeneuve scholar also thwarted

By Graham Keilloh

Mikkel Grundtvig was unable to compete in Donington Park's British Formula 4 season-opener with JHR Developments last weekend due to Covid-19 travel restrictions stopping the Dane getting to the UK.

JHR team boss Steven Hunter told Motorsport News: "Denmark had Britain on the red list. So it left him not able to do any of the testing; for a chance to go at the championship we needed to be able to test."

Hunter added that it is possible Grundtvig will compete with the team in later rounds. "I'm not ruling anything out at the moment, the main thing was he's got to adhere by what his government's rules are and we have to adhere to ours! We're knocking on other options at present. He is contracted to us for the year, so what he'll be doing I'm sure will be with us."

On the eve of the Donington curtain-raiser, Carlin announced that Marijn Kremers would not be driving for the team this season. Kremers originally got the British F4 drive as prize for winning Jacques Villeneuve's FEED Racing France programme.

A Carlin social media statement said: "FEED Racing have decided not to fulfil their contractual obligations with the team for the 2020 British F4 season. We are disappointed at this decision and of course sad not to continue working with Marijn who had made a fantastic start to his season preparations. We wish him all the best for the future."



Marijn Kremers lost British F4 shot on eve of season

IN BRIEF

New Clio Cup postponed until 2021

The start of the new Clio Cup UK championship has been delayed until 2021, to allow more time to test the car. The former British Touring Car Championship support switched from Renault UK to Renault Sport Racing backing and was set to feature on the British GT package this year with the new fifth-generation Clio. RSR customer racing director Benoit Nogier said: "This is not a decision that we have taken lightly at all. Clearly [UK teams] would prefer more time to test the new Clio Cup car."

Chapman in Mini Challenge step-up

Hannah Chapman has returned to Mini Challenge racing this season, stepping up to the JCW class for two rounds with LUX Motorsport. Chapman, who competed in the Cooper Pro class last year, will test at all five 2020 meetings and race at Silverstone and Brands Hatch. Chapman said: "Originally our 2020 plan was to return to local turf at Knockhill to race in the SMRC's Scottish Cooper S cup. But with coronavirus causing uncertainty we withdrew our entry to regroup and make a revised decision."

Scottish FF1600 cars get 2020 reprieve

Scottish Formula Ford 1600 competitors, whose regular series was cancelled this year, will have a chance to race in 2020 in a three-round Scottish Renegades Cup. The new category is coordinated by Formula Ford regular Neil Broome. It will share a grid with Heritage FF1600 at Oulton Park in August, and then will compete at Knockhill in September and October alongside Super Lap Scotland. The finale will incorporate the David Leslie Trophy. Broome is hopeful of attracting around 15 cars.



Whittaker will switch codes but remain with his E36 M3

KUMHO CHAMPION WHITTAKER SWITCHES TO BMW CAR CLUB

Reigning Kumho BMW champion Garrie Whittaker is switching to the BMW Car Club Racing championship for 2020.

Whittaker won all 16 Kumho races last year, and he now takes his BMW E36 M3 to 750 Motor Club's BMWCCR championship in the frontrunning M1 class.

On his reason for switching, Whittaker told Motorsport News: "Basically I got bored. I need more than just winning to stimulate. The Car Club regs, it's so tight that it should make quite a level playing field. [Kumho is] looking reasonably strong, but they've not got 34 cars like Car Club."

Whittaker though anticipates success in the BMWCCR championship, which gets underway at Brands Hatch on August 15. "I do expect to clean up," he added.

WILTSHIRE QUERIES F3 CUP DISQUALIFICATION PROCESS

F3 Cup competitor Stuart Wiltshire has said he is "having a conversation" with MSVR after being disqualified in absentia from a race at the club's mid-July Snetterton meeting.

In F3 Cup's second Snetterton race, Wiltshire's Dallara F308/11 and Patrick Jeans' F312 came into contact on the pitstraight; Jeans' car got airborne, hit the barrier then came to rest upside down. Both drivers sustained only light injuries, and Wiltshire was disqualified from the results for his part in the incident.

Wiltshire told Motorsport News: "When I left the medical centre I didn't want to hang around, I wanted to get home. I don't think anyone had seen my footage or had taken a statement, so I'm having a conversation with MSV about it now."

MSVR's race operations manager Simon Gnana-Pragasam told MN: "Following investigation, including a marshal report and video footage from both cars involved and the circuit cameras, by the clerk of the course, car 5 [Wiltshire] was disqualified and the decision was issued in the driver's absence, in accordance with Motorsport UK regulations, as he had already departed the circuit."



Wiltshire: Snett incident



BARC was endorsed

BARC'S COVID-19 PROCEDURES GET THUMBS UP

A British Automobile Racing Club survey has shown the club's new Covid protocols have been received positively by the vast majority of competitors, marshals, officials and organisers.

More than 150 participants from BARC's opening two post-lockdown July race meetings, at Cadwell Park and Croft, took part in the survey.

Almost all, 97%, said they felt safe while attending and only one per cent said they were now less likely to attend another event.

BARC's communication prior to the event, rated on a scale of one to 10, got an average score of 9.2 and the method of handling paperwork electronically scored nine out of 10, while 94% felt BARC's Covid guidance covered all relevant information.

Concerns were registered about adherence to social distancing guidelines and using face masks, though more than 90% felt that guidance and procedures were generally adhered to.

Ben Taylor, British Automobile Racing Club Group CEO, said: "It's great to see that these efforts have been well received by the people on the ground.

"We have learned a lot from these first two events and of course we can make further improvements, but it is encouraging that there was only one person [in the survey] who didn't have an enjoyable event."

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RALLY NEWS

HYBRID HONDA FOR ABINGDON SPRINT EVENT

A hybrid-powered Honda Civic will take part in a sprint event next weekend as rulemakers look to clarify rules on electric cars competing in motorsport.

MMS Technik boss Dan Mayo, who will drive, will be appearing in the specially built Honda Civic hybrid at the Abingdon long course sprint next weekend as he aims to prove the viability of alternatively powered cars in the discipline.

He will take part as a demonstration and has been welcomed by organisers Sutton and Cheam Motor Club and its head Barry Guess.

Mayo said: "There is a move towards hybrid power across all forms of motorsport – just look at the initiative that is being introduced into the British Touring Car Championship – and it is something that will also filter down to the clubman too.

"I am trying to get as much knowledge about these types of car as possible and share all that I learn.

"I am working in conjunction with Motorsport UK to refine the way the cars are regulated and run, and this is the first step on that journey. I want to show that it is a type of car that is not too complicated for anyone to run."

Mayo, who has formerly competed as a co-driver on selected rallies, plans to use the Honda Civic in various competitive events in as many different disciplines as he can, and he has initially targeted outings in including rallycross, other sprints and possibly single-venue rallies in the future.

SZABO, ERIKSSON AND EKLUND JOIN WORLD RX FIELD AT HOLJES

Top trio sign up to contest the top flight in opening WRX rounds in Sweden

Photos: fiaworldrallycross.com, Trevor Coulson

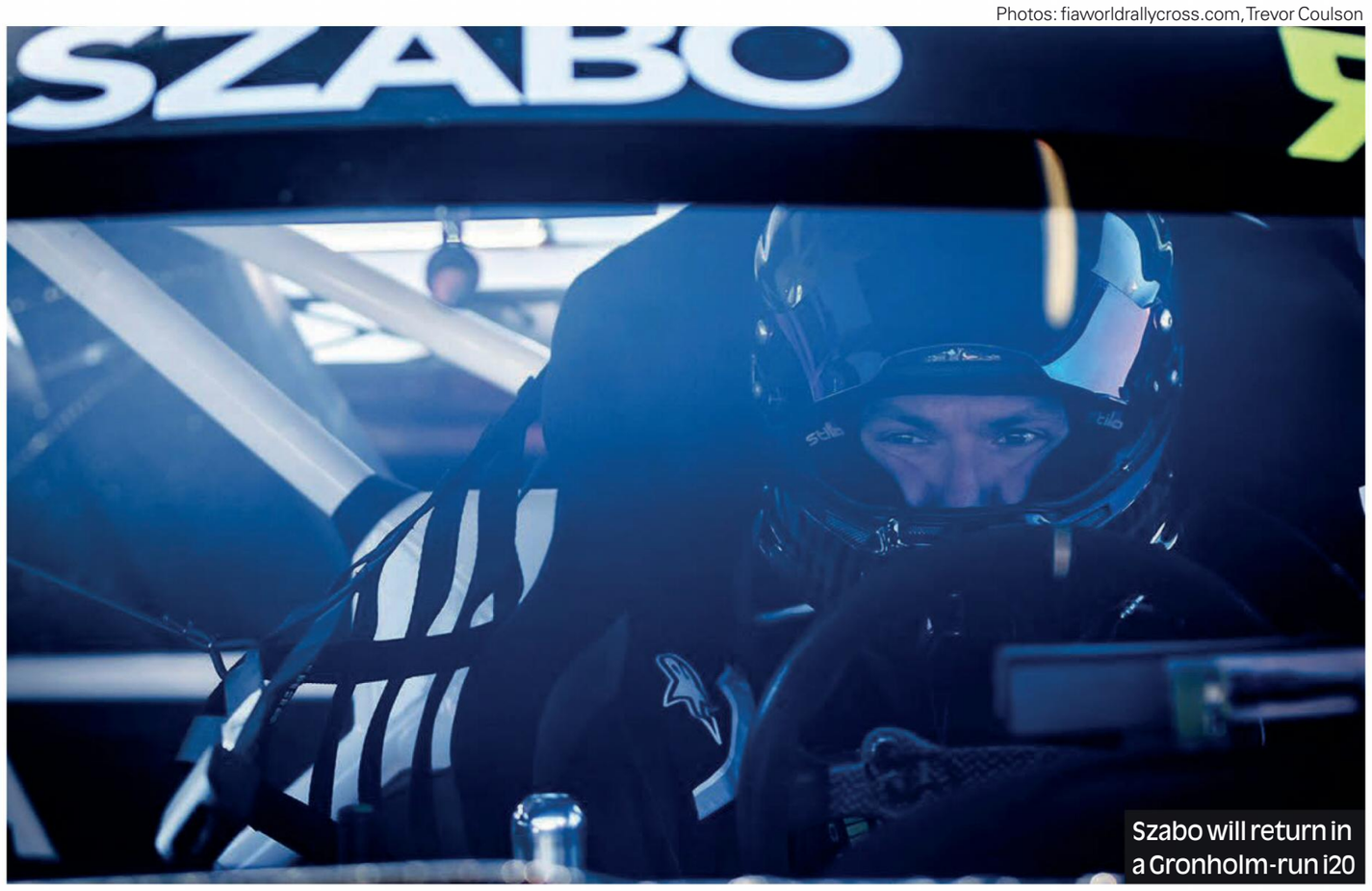
By Hal Ridge

Krisztian Szabo has signed to race a Hyundai i20 Supercar with Marcus Gronholm's World Rallycross team this year in selected rounds.

Szabo raced in the World RX contest last season at the wheel of an EKS Audi S1, and the Hungarian claimed 10th in the points table with a best finish of fourth. The 2016 and 2017 Super 1600 title winner will drive a third i20, alongside Timur Timerzyanov and Niclas Gronholm in a number of World RX rounds this season under the GRX SET banner. The opening double header of the reworked series takes place on August 22-23.

Sebastian Eriksson, who won World RX at Holjes last season at the wheel of an OlsbergsMSE Ford Fiesta, will also take part. He will be behind the wheel of a Honda Civic Coupe, which will also be run by the OlsbergsMSE team. The 27-year-old knows the Civic from a two-season spell driving it in the Global Rallycross Championship. He also knows the Swedish squad well, having worked as part of the OMSE structure as a driver, mechanic and engineer since 2013..

Rallycross icon Per Eklund will continue his comeback, in the Euro RX Supercar category in Sweden with his Eklund Motorsport Volkswagen Beetle. Eklund returned to rallycross for RallyX Nordic's Magic Weekend at Holjes last month. The 74-year-old will also drive the VW in the next round of the Nordic series in Arvika this weekend.



Szabo will return in a Gronholm-run i20


World RX will now be contained entirely within Europe

ABU DHABI DROPS OFF THE CALENDAR

The Abu Dhabi round of the World Rallycross Championship has been cancelled for 2020 due to ongoing global health concerns surrounding the coronavirus.

The UAE venue had been set to hold the 10th round of the revised calendar. World RX will now have a two-month gap between the penultimate round in Spain, and December's season finale at the Nurburgring.

The series now also won't leave Europe this year, with the South African round already being dropped from the schedule when the World RX calendar was originally forced to be revised.

THIRD TEAM SIGNS UP FOR PROJEKT E

Multiple European Rallycross Super1600 champion Volland Racing will graduate to the Projekt E electric support category in 2021.

The outfit, run by successful driver Rolf Volland, is yet to confirm which car it will use to fit the three-motor, four-wheel-drive electric kit but it might have a machine ready to compete in the final round of the 2020 season in December.

Volland said: "The future clearly belongs to the electric powertrains on the road, just like in racing, I'm absolutely convinced of that, and it's just made for the fast, explosive short races in rallycross.

"As a designer and constructor, it's important to accept this future, and to help shape it too. Projekt E is the best option for this."

Volland joins Norwegian team Holten Motorsport and Polish squad Rallytechnology in committing to run cars in the new Projekt E series. The first round will take place at Holjes, Sweden later this month.


Volland Racing, heading the pack here with Aydar Nuriev, will form Projekt E entry


Loades will handle the JDG Citroen

LOADES AND FINCH EMBARK ON BTRDA CLUBMANS SERIES

Ben Loades, a long-time mechanic in the BTRDA Clubmans Rallycross Championship, will make his competitive driving debut in the opening rounds of the 2020 season at Pembrey Circuit this weekend.

Loades – who is experienced in competing in tug-of-war events – has done a deal to rent a JDG Performance Citroen C2 from Production-category racer Juozas Maskauskas and forms a two-car team for the Welsh double-header.

Former two-litre BTRDA Production champion Mark Finch, meanwhile, will make his return to the discipline with a freshly built Ford Fiesta Mk3, following a huge roll in his Retro-specification machine at Lydden Hill last September.

Finch has salvaged the original 1600cc BDA engine from his Fiesta and will compete in the 11-car Classic category. Over 60 drivers are entered for the event.

DETAILS REVEALED ABOUT WORLD RX SUPPORT SERIES

The FIA has officially revealed that the new eRX2 Championship will replace the existing RX2 International Series in the World Rallycross Championship's structure from 2021.

The series will use new spaceframe cars developed between Spanish electro-mobility specialist QEV Technologies and rallycross firm OlsbergsMSE. A test mule of the new car was revealed at the RallyX Nordic season-opener in Sweden last month, which has now begun testing at the Calafat circuit in Spain.

An all-new bespoke composite body is set to be unveiled when the car is officially launched this autumn.

eRX2 and Projekt E will both sit as electric categories within World RX event structure next year, before electric technology is adopted by the highest World RX class from 2022, using kits developed by Austrian firm Kreisel.


Test mule was shown off

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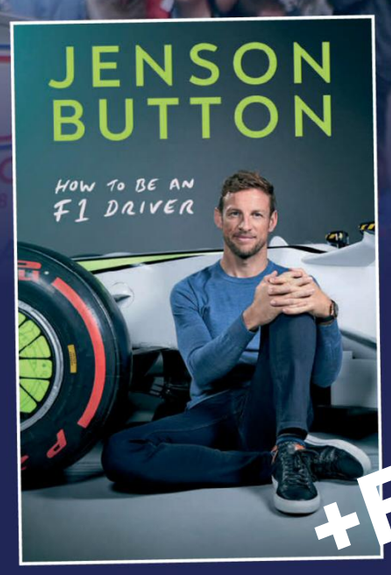
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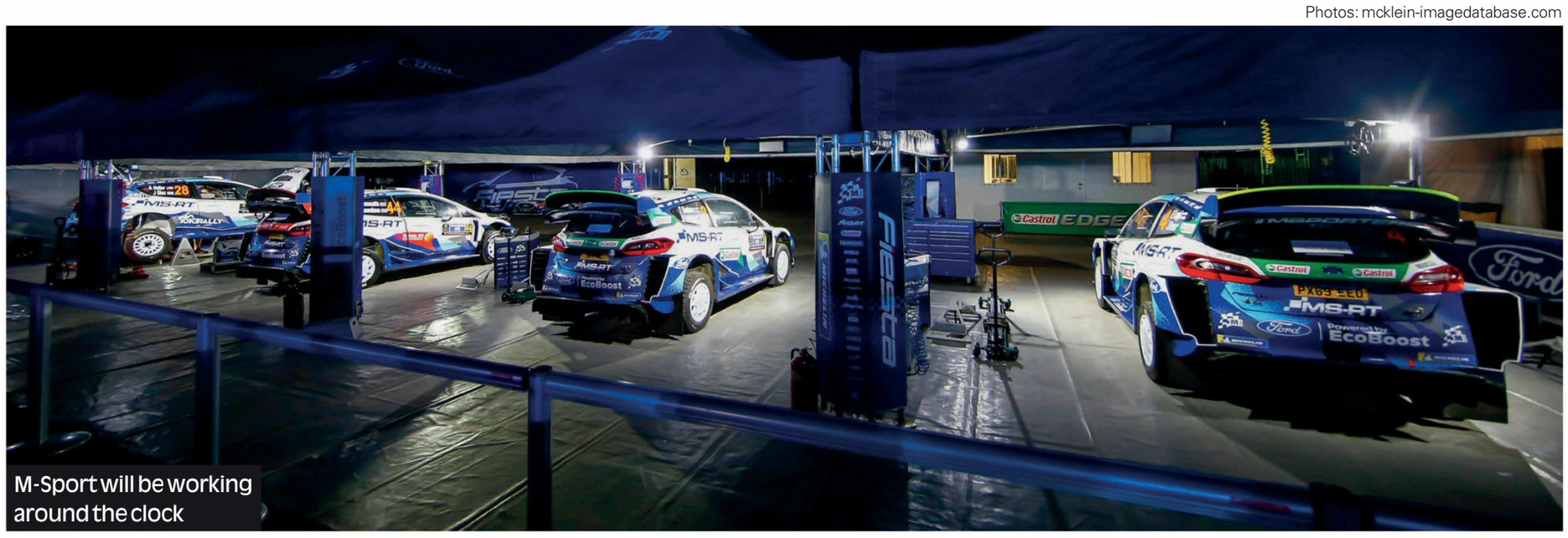
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RALLY NEWS

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Millener said timescale is a tight one



M-Sport will be working around the clock

M-SPORT GEARED UP FOR WRC'S HECTIC TURNAROUND

British team up against it with three events in a month

By Graham Lister

M-Sport Ford boss Richard Millener has given Motorsport News an insight into the challenges the British team will face when it takes on three world championship rallies in a month after the Ypres Rally was added to the schedule.

Following the Rally Estonia season restart ending on September 6, the WRC will head to Marmaris in Turkey 1865 miles away in time for the event getting underway on September 17. Then it's back north to Belgium, a distance of 2175 kilometres, for the Ypres Rally on October 2.

But with no opportunity to return to its Cumbria base in between, M-Sport will rebuild and prepare its Ford Fiesta WRCs on the road.

Busy times ahead

Millener told Motorsport News: "We would have to re-prep our cars on location. That will be OK after Estonia but Turkey is the hardest rally on the calendar and then we've got to make some cars that are straight and true to go and do a Tarmac event like Ypres.

"We only have one chassis per driver, the other teams are lucky to have more. But that's our challenge and something we'll deal with in true M-Sport style."

By road and sea

The boat carrying M-Sport's trucks is due to set sail from Turkey on September 22 and arrive in Italy three days later. It's then a 36-hour road trip to Ypres where an intense period awaits from September 26, according to Millener.

"We'll have some of Saturday, Sunday and Monday to re-prep because you have to set up on Tuesday and Wednesday, it's scrutineering on Thursday and shakedown on Friday.

"We're lucky we know a lot of people and can find workshops, but we're going from gravel to Tarmac. We'll be carrying 100 wheel rims in our trucks for gravel and we'll have to swap them for 200 wheel rims for Tarmac because there are more [tyre] choices and you need to have all the options ready just in case, so it's more than likely we'll have to send another vehicle over from the UK to swap all the bits over to take away the gravel parts and bring the Tarmac parts

"The uprights, for example, we would strip them down from gravel, check them, rebuild them, put them into Tarmac [specification] but we won't have time to do that so we'll have to bring a separate set of Tarmac uprights ready to bolt on. It's doable but it won't be easy."

Three cars planned

M-Sport hopes to restart the WRC season with a minimum of two Fiesta World Rally Cars for Esapekka Lappi and Teemu Suninen. However, Gus Greensmith's programme is not yet confirmed. Millener said: "Gus would like to do as many events as he can and we're still trying to do our WRC 2 programme with Adrien [Fourmaux]. But it changes week by week and our budgets change week by week so it's going to be difficult."

Finns fix it for Lappi

Esapekka Lappi will get a much-needed opportunity to practice for Rally Estonia in his native Finland next weekend.

Lappi hasn't competed since Rally Mexico in mid-March and is unlikely to test before the Baltic round.

But he's been handed an entry on the Jamsan Aijat Ralli on August 8 in a latest-specification Ford Fiesta WRC run by former driver Janne Tuohino's JanPro Racing outfit.

Budget woes bite

Millener also conceded that the lack of pre-Estonia running is linked to budgetary constraints with the squad.

He added: "We may look to do something in Greystoke to give our drivers the chance to get up to speed, but we are going to have to be quite controlled on our budget for the remainder of the year, unfortunately."



Making this year's Turkey Rally will cause big headaches



Lappi will get back behind the wheel in August home run



Possible outing for boss

WILSON EYES AN ENTRY IN HIS OWN RETURN-TO-RALLYING EVENT

M-Sport founder and boss Malcolm Wilson could take part on the M-Sport Return to Rally Stages on August 22.

The event he helped to create will be run within his Greystoke Forest complex.

Richard Millener, who heads up the M-Sport Ford World Rally Team, told Motorsport News: "We all want him to. He's not convinced yet but I am sure the closer we get and the more we all annoy him he might do something. Maybe he'll do zero car."

Asked what car he might drive, Millener said: "It's his garage so he can choose and I will leave it to him."

Millener confirmed that 40 of the 45 available entries for the six-stage event were snapped up within two hours of opening.

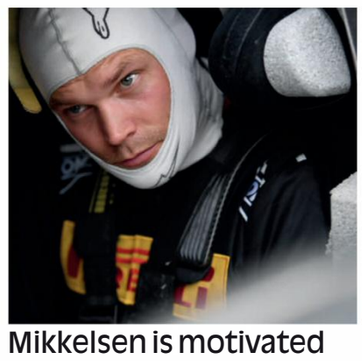
Although the event will be closed to spectators, Millener confirmed discussions were ongoing about a possible broadcast package.

"We're working to see if we can bring some footage and some shots to people, maybe not during the event because it's quite difficult to send anything live from this location, but we don't want to miss-hit as a company either because it's probably going to be the only time these cars come together and we want to make it a bit special."

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CONFIDENT MIKKELSEN PLOTS ROUTE BACK TO THE TOP FLIGHT

Norwegian ace says he is sharp for WRC return despite recent Hyundai nightmare


Mikkelsen is motivated

Photos: Pirelli, mcklein-imagedatabase.com


Mikkelsen is back behind the wheel

By Jason Craig

Andreas Mikkelsen has told Motorsport News that he never doubted his ability during his troubled two-year stint with the works Hyundai squad.

Although he scored a trio of podiums in 2019, his time with the Germany-based team wasn't a high point of his career.

He was surplus to requirements when Ott Tanak was recruited from Toyota for the 2020 season, but has since found work with Pirelli as its official test driver while it gets ready to become the WRC's single tyre supplier from 2021.

"The two years at Hyundai were a bit frustrating, both from their side and my side," Mikkelsen told Motorsport News. "We were both hoping that we would produce better results together and I would say it was the first time in my life that I really struggled to get used to the car. I know that all cars are different to drive and I never had problems like that before but the Hyundai was very different.

"The car is made to suit Thierry Neuville's style, which is very straight and braking, whereas I like to trail brake more going into the corners. I had to use the handbrake so much, even on gravel – in sixth gear – I had to use it. It was very tricky, especially on Tarmac.

"Coming from Rally Germany in 2017 where I was fighting for the win on Tarmac and then three or four months later, we were last on Tarmac in Spain. It was very clear the car did not suit me on Tarmac, but we continued to work very hard with the car and my driving style to adapt, but my style is one I have belief in. It is the style of Sebastien Loeb and [Sebastien] Ogier, because Ogier learned his style from Loeb and I took Ogier's style throughout my time at VW."

Mikkelsen claimed part of the problem at Hyundai Motorsport was an unwillingness to take his views on board, with this ultimately reflected in the results he returned. "After the first year at Hyundai nothing really changed," he revealed. "I was pushing a lot for changes to the car to help my driving style and nothing happened. The second year when [team boss, Andrea] Adamo came in things started to change and the car was moving in the direction of how I liked to drive the car.

"It's a bit frustrating that I didn't get more time in the car after the changes were made."

Of his Pirelli testing role, Mikkelsen said: "We will use this opportunity and fight very hard to find a way back into the WRC. I'm incredibly motivated – I've never been as fit as I am now. I'm ready to get back into the car."

EPIC POWER STAGE FOR ESTONIA'S NEW WRC EVENT

Details of the first Rally Estonia to count for the world championship have surfaced.

Apart from a street stage in host city Tartu on September 4, all other stages will be contained within a two-day window from September 5-6.

A competitive distance of 144 miles is being targeted, while the event-closing power stage is more than 12 miles long in a change to the normal format. There are 17 stages in total.

Since the rally's inclusion on the WRC calendar was approved, organisers have changed the location of the service park to the Raadi airfield outside the city.

JAPAN PUSHES AHEAD DESPITE HEALTH FEARS

Preparations for Rally Japan are continuing with the publishing of Rally Guide 1 marking a significant step forward.

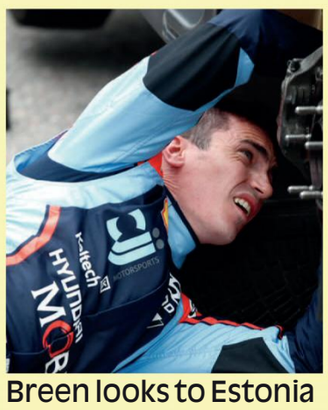
Although doubts remain about the viability of the event during the Covid-19 pandemic, the publication of Rally Guide 1 is evidence that organisers aren't giving up.

Koji Takahashi, chairman of the Rally Japan organising committee, said: "We, as one of the fortunate organisers who can avoid the consequences, must make sure, for the shares of countries that have lost the events as well, to hold this event successfully to entertain the fans and satisfy the competitors and teams.

"As the organiser of this event, we will do our best to ensure that this event will provide a strong boost to the recovery from the disaster."

Rally Japan is due to take place from November 19-22. Organisers have committed to issuing a Covid-19 protocol document.

BREEN CONFIRMED FOR ESTONIAN HYUNDAI OUTING


Breen looks to Estonia

Craig Breen's expected Rally Estonia entry as part of the factory Hyundai line-up has been confirmed (Motorsport News, July 22).

He will partner Thierry Neuville and home hero Ott Tanak in a third Hyundai i20 Coupe WRC with Paul Nagle co-driving.

Rally Estonia effectively replaces Rally Finland on Breen's schedule.

The Irishman had been due to contest the Jyvaskyla event until it was cancelled due to Covid-19.

Breen told Motorsport News: "Estonia has a similar profile to Finland, but it's going to be phenomenal with Ott there.

"It's richly deserved he gets a home rally because the fans are so supportive of him."

PORTUGAL IN FRAME FOR EURO ROUND

The European Rally Championship could add a second round in Portugal this season, but this time on the mainland.

While the Azores Rallye will go ahead as planned from September 17-19, organisers of Rally Fafe Montelongo are in discussions with ERC promoter Eurosport Events about including their asphalt contest on the calendar, which has been trimmed from eight to six events due to Covid-19-related cancellations.

It is intended that Montelongo will complete a Portuguese double-header with boat transporting all cars and team vehicles from Sao Miguel island in the Azores docking in Setubal near Lisbon by September 24.

This would give teams time to change cars from gravel to asphalt specification ahead of the 25th running of Rally Fafe Montelongo, which takes place on October 3-4 and has the backing of Fafe City Council and Portuguese governing body FPAK.

Any change to the ERC calendar would require FIA approval. Rally Fafe Montelongo is a round of a Portuguese regional championship.

STARS USE LIEPAJA AS A SHAKEDOWN

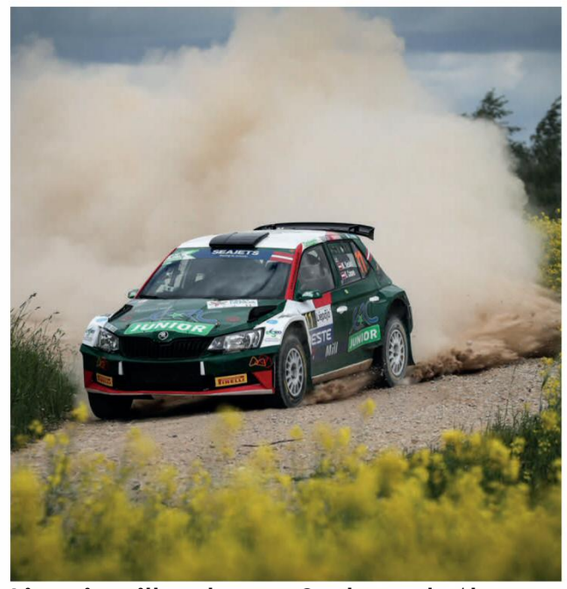
Several world championship drivers will return to the ERC on Rally Liepaja from 14-16 August – but champion Chris Ingram will be missing for the second event running.

His Germany-based Toksport team "continues to assess the Covid situation", according to sources, meaning Ingram and Norwegian team-mate Eyvind Brynildsen won't be taking part in Latvia.

However, WRC quartet Nikolay Gryazin, Sean Johnston, Martins Sesks and Mads Ostberg are all due to compete on the high-speed gravel event in western Latvia.

Craig Breen will continue his ERC campaign as part of the MRF Tyres development programme, while Callum Devine is also entered in a similar Hyundai i20 R5, along with Rally di Roma Capitale winner Alexey Lukyanuk and Oliver Solberg, who won Rally Liepaja last season.

Competitors, team members and other personnel travelling from high-risk countries, including Austria, Belgium, Czech Republic, Spain and Sweden, will now no longer have to self-isolate for 14 days on arrival in Latvia. They are required to be tested for Covid-19 72 hours before departure, within 24 hours of arrival while observing a period of self-isolation while they wait for their results and then be tested again between the fifth and seventh days of their stay.


Liepaja will welcome Sesks and others



Advertising enquiries: 01233 228753

RALLY NEWS

RENAULT SPORT CONSIDERING A BRITISH ONE-MAKE SERIES RETURN

Famous French firm eyes a return to running a single-make category for UK in coming seasons

Photos: Jakob Ebrey, Eddie Kelly



Clios could be seen on British stages

By Jason Craig

Renault Sport could make its comeback to the British Rally Championship by the start of next season as senior figures explore the idea of rekindling its association with the UK series.

Benoit Nogier, Renault Sport Racing's customer racing director, says there is "definitely a will" to return to the championship and that discussions with stakeholders are due to convene within weeks.

The format is expected to follow a similar path to the former one-make Twingo Renault Sport R1 and R2 Trophy series that ran within the British Rally Championship for three seasons from 2012 to 2014.

Any rekindled UK Trophy would feature the new Clio Rally5 which uses a 1.3-litre, four-cylinder turbocharged engine paired to a sequential gearbox. Rally5 is the FIA's new name for what used to be the R1 category.

Nogier told Motorsport News: "We are convinced the Clio Rally5 is the best tool to promote young drivers. Rally4 is for [established] drivers who want to win – those who are on the second step of the ladder.

"The prize for the winner of the trophy would [therefore] be an official seat with the Clio Rally4 in the national championship the year after."

While the Clio Rally5 has already been homologated, real-life test work with the first Rally4 mule only started last month.

Despite Covid-19 hampering efforts, Nogier is aiming to have the car finished and with the FIA by the first quarter of 2021.

Nogier confirmed the car will be available for both the UK and Irish markets once order books open.



Twingo series used to run as part of the BRC line-up

McCOURT CAN'T WAIT TO TRY NEW FORD FIESTA R5

Reigning Irish Forestry champion Cathan McCourt has revealed he settled on a switch to the new Ford Fiesta R5 Mk2 without testing it.

The Omagh-based driver took delivery of the car in Tarmac-specification from M-Sport last month. He will give the car its debut on this month's M-Sport Return To Rally Stages before turning his attention to next month's Wexford Stages and Rally Ypres (October 1-3).

McCourt, who will be joined at the forest-based meeting by his brother, Conor in a hired Fiesta R5 Mk2, told Motorsport News: "I am really looking forward to getting out at the M-Sport Stages.

"A lot of fast drivers have entered the rally – the competition will be strong. It promises to be fun."



Untried: McCourt didn't test R5 Mk2 before buying it

McCourt said his familiarity of the Ford Fiesta R5 Mk1, as well as how competitive and durable it proved throughout his ownership of it, were the reasons why he decided to stick with an M-Sport-built machine moving forward.

"The reliability that was in the previous car seems to have been carried across to the new one," he explained.

"I haven't tried the car but it has been receiving lots of positive reports. Reliability was important and easy access to parts was another reason for choosing the Fiesta."

COWAN JR DELIGHTED WITH MG3 AFTER FIRST TEST

Scottish junior champion Niall Cowan Jr was impressed with the pace of his MG3 after his first proper test in the machine at Kames in Scotland.

Cowan and his father Niall Cowan Sr recently completed a build of an MG3 rally car which Cowan Sr will drive. Cowan Jr – who competes in an MG ZR – is now tempted to build an MG3 for himself too having driven around 20 miles in the car.

Cowan Jr told MN: "I'd have liked to have had my car there and had a back-to-back but from what I remember it does feel better than what a ZR does round there.

"We'll get some more mileage in and then see what happens. I'm still tied with how good my ZR is but I could be swayed, I definitely could be swayed to try and build another one."

If the event goes ahead, the Galloway Hills Rally in October will likely be the MG3's competitive debut.



New MG3 already feels quicker than the old MG ZR

BORDER COUNTIES RALLY'S FUTURE IN THE BALANCE

The confirmation of the 2021 Scottish Rally Championship calendar leaves the future of the Border Counties Rally uncertain, with clerk of the course Clayton Lackenby telling MN it's "very difficult" to run an event without a championship.

The Jedburgh-based event has been a Scottish championship round for generations, but was dropped from the 2020 calendar as the Snowman Rally moved its date from February to March – when the Border Counties always runs. It has previously been a BTRDA and British ANCRO rally over the years and was a British Rally Championship round for one season in 2017.

Lackenby is unsure where the future of the event lies. He said: "It's difficult without a major championship to get the mileage that people want for the cost. Very difficult.

"It's difficult to make a decision on the unknown, basically," he added, referring to the Covid-19 pandemic. "I'm not in a position to start spending money at this point in organising an event that may never happen. There's just not enough information at the moment to make an informed decision."

SCOTTISH RALLY CHAMPIONSHIP 2021 CALENDAR UNVEILED



Best five scores from seven will count in 2021 SRC

The Scottish Rally Championship is the first UK series to reveal its 2021 schedule, confirming an unchanged line-up than was planned for 2020.

The Scottish Rally, however, has been shuffled back from early June to late July to allow the two asphalt events – Jim Clark Reivers and Argyll Rallies – to run back-to-back.

SRC frontrunner John Wink told Motorsport News: "It's just what everyone needs right now, something to look forward to. The spacing between events also looks good and flows well allowing a decent amount of time to re-prep."

Welshman Hugh Hunter – who had entered the Snowman Rally this year before pulling out due to a broken shoulder – told MN it's "quite possible" he could head to Scotland next season.

"[Preparations expert] Paul Benn has been telling me 'you need to go to Scotland, the stages are fantastic,'" he said. "There's two Tarmac rounds in it including the Jim Clark – which I will be doing in with the Asphalt Championship, so that attracts me."

CALENDAR

SRC 2021

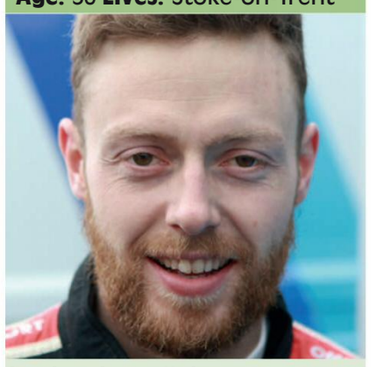
DATE	EVENT	LOCATION
March 6	Snowman Rally	Inverness, Highlands
April 17	Speyside Stages	Elgin, Moray
May 30	Jim Clark Reivers Rally	Duns, Scottish Borders
June 25-26	Argyll Rally	Dunoon, Argyll & Bute
July 24	Scottish Rally	Lockerbie, Dumfries & Galloway
Aug 14	Grampian Forest Rally	Banchory, Aberdeenshire
Sept 11	Galloway Hills Rally	Dalbeattie, Dumfries & Galloway

HISTORICS

DOWN THE PUB

CHRIS SQUIRES

Rallying newcomer
Age: 30 **Lives:** Stoke-on-Trent



Squires is a rallying newcomer

He did his first rally before lockdown

"The AGBO Historic Stages at Weston Park in the middle of March was my first time driving on a rally and the first rally for the car. We started last car on the road and finished 19th overall so I was really pleased with that."

He works in motorsport

"I work in the family business, Rally and Competition Equipment in Stoke-on-Trent, so I've been around rallying all my life. I've grown up with it, and I was going to rallies from when I was about a month old. I've been around it for a long time and I suppose I was always going to end up competing. But it's taken me a time to get to this point. I've got two kids and a house, so all of that came before rallying."

He has a good Clubmans car

"The Ford Escort Mk2 has got a 1600cc crossflow engine in it, a four-speed gearbox, Atlas axle with drum brakes. It started from a standard shell about 18 months ago. I had it fabricated and then Dave Jenkins painted it. Then I started to build it and that took about 12 months in my spare time, in between rebuilding axles for customers. Getting the bits was never a problem and everything I needed was on the shelf."

His father is Phil

"My dad is Phil Squires and Mick is my uncle, so there was a lot of experience available to me. I did two rallies as a co-driver for my dad on the Severn Valley when Mick was away in Barbados. We didn't fall out and had a really good event the two times I did it. That was five or six years ago. Dad just loves his rallying."

He'd like to try a forest event

"Who knows when we'll be able to go rallying again but I wouldn't mind doing a forest event in it next. But we'll have to see how it all goes. I'd like a bit more seat time on events like Weston Park before I go in the woods. My co-driver for Weston Park was Shaun Hughes, who is quite experienced. He kept me calm and knew when to push me on. He drives a Mk2 himself, so he knows the craic."

Photos: Motorsport Images, Paul Lawrence



Jody Schecker took Sweden in 1976

The rebuilt P34 is ready to hit the circuits again

ICONIC SIX-WHEELER TYRRELL TO RETURN TO RACE TRACKS

Grand prix winner to make a racing return at Brands Hatch in late August

By Paul Lawrence

A recreation of the stunning six-wheeled Tyrrell P34 Formula 1 car from the mid-1970s will make its race debut at Brands Hatch on August 22-23 in the hands of American owner Jonathan Holtzman.

The car is a painstaking replica of Jody Scheckter's 1976 Swedish Grand Prix winning car, which was the only grand prix win for Ken Tyrrell's bold concept. It has been built by CGA Engineering in cooperation with the Tyrrell family, who supplied the original design drawings.

Holtzman initially tried to source one of the five remaining cars. In period, seven chassis were built and five of them are now in museums or private collections. The other two tubs were destroyed in period. Instead, Holtzman, commissioned Colin and Alistair Bennett at Warrington-based CGA Engineering to create an exact copy using original drawings.

The car has been tested at Pembrey and is now ready for its race debut at Brands, which will be the first time in more than 40 years that a 1976-specification P34 car has raced.

The last a time any P34 six-wheeler raced in Historic Formula 1 was in 2012 with Roger Wills. Before that Martin Stretton and Mauro Pane raced 1977-specification cars that are now in private collections.

Bob Tyrrell, son of the late Ken, said: "This is an exciting development to the Tyrrell P34 story. We are looking forward to seeing a P34, built to the original specification, back on track and making its race debut at the Masters Historic Festival. We wish Jonathan well."



Newall has bought the highly successful Schryver Chevron

Newall aims to keep Chevron B6 in the family

Andy Newall is the proud new owner of the Chevron B6 owned and raced by Michael Schryver for more than 30 years.

The B6, the first production model, has recorded countless successes and when the time came for Schryver to sell it, Newall was first in the queue.

"It was the first car I worked on in historic motorsport," said Newall. "Michael had a great time with the car."

Newall took over the B6 in time to race it at Phillip Island early in the year.

Ultimately, he plans to share it with his 19-year-old daughter Zoe who has studied motorsport at college. As the project part of her studies, she stripped and rebuilt Andy's Palliser Formula Ford 1600 and has now started testing the single-seater ahead of racing in 2021. Eventually, they hope to share the Chevron.

Clubmans racer Harrison swaps to single-seater

Former long-time Clubmans racer John Harrison finally made his single-seater debut recently in his March 742.

Harrison started his 51st season of racing with a belated debut in the ex-Team Harper March, which has been rebuilt to exacting standards by his son Andrew. Harrison has won titles in Formula 1300 and Clubmans over half a century and has raced Mallocks since the 1970s.

"That was the first time I'd ever sat in a single-seater," said John who has long had an ambition to race an F2 car.

"I'd planned to spend my 75th birthday testing the car at Donington back in April but the coronavirus put paid to that!"



John Harrison was delighted with outing in a March 742 motor

THUMBS UP FOR OCTOBER'S HISTORIC RALLY FESTIVAL AT WESTON PARK

Confirmation from Motorsport UK that rallying can return has also meant a green light for the Historic Rally Festival on October 24-25.

The celebration of rallying history will centre on demonstration special stages in Weston Park on the Sunday with a guest appearance from Louise Aitken-Walker.

The news that rallying can resume has been vital for the event, which was postponed from its original date in June.

Promoter Warner Lewis said: "This is great news for us. We have 80 cars all signed up. The golden era of rallying is coming back and we look forward to welcoming spectators, media, competitors and officials who will be helping us to make this event a great success."

IN BRIEF

Bevan elected

After a members' vote, Roger Bevan has been appointed as chairman of the Historic Sports Car Club for two years. In the last decade he has been the guiding light behind the success of the HSCC's Historic Formula 2 category and will continue that role alongside chairmanship of the HSCC. He recently retired from racing his ex-Emerson Fittipaldi Lotus 69 F2 car.

Algarve switch

The date of the Algarve Historic Festival in Portugal has been changed to make space for the Formula 1 race now to held at the Portimao track over the last weekend of October. The event is a popular end-of-season event for British competitors including those from Motor Racing Legends and the GT and Sports Car Cup.

More Fords

The Historic Formula Ford Championship will feature an extra race at Cadwell Park on September 19-20. Drivers who lost the second race at Brands Hatch last month due to delays will get a 15-minute qualifying session and 20-minute race. In addition, there will be the originally planned qualifying session and two races for all Historic Formula Fords.

Silver Fern is go

The organisers of the New Zealand Silver Fern Rally are continuing planning for the November event despite the current uncertainties over travel due to the Covid-19 pandemic. The final deadline for shipping cars from the UK to New Zealand for the week-long gravel event is early September and so an extended cut-off date of August 31 has been set for those intending to enter from Europe.

Pre-War Thruxton

A rare chance for Pre-War cars to race at Thruxton will feature at the rescheduled Thruxton Historic on August 15-16. In the Hampshire circuit's 52-year history, there have only been three previous races for Pre-War cars. In August, a field of sportscars from the 1920s and '30s will form a Motor Racing Legends Pre-War Sports Car race.

FIA series dates

A new five-event calendar has been confirmed for the FIA European Historic Sporting Rally Championship, starting with the Rallye Weiz in Austria on September 3-5. The Rally Elba Storico, Rallye International du Valais and the Historic Vltava Rallye then precede the final round on Spain's Rally Asturias Historico, which has moved from its original May date to November 26-28.

Bumper Anglesey

A field of around 20 Historic Formula Ford 2000s will contest rounds three and four of their championship at Anglesey on August 22-23. The series bosses have arranged a guest slot at a BRSCC race meeting.



FF2000 pack goes back to Wales

Advertising enquiries: 01233 228753

FEATURE

KENNETH HANSEN

RALLYCROSS IS IN MY BLOOD

Hal Ridge tasks a true rallycross legend and multiple champion with the Motorsport News readers' questions



Hansen has been there, seen it and, well, won it...

A quiet, consummate professional outside a race car, it's hard to imagine Swede Kenneth Hansen ever being riled enough, once strapped into the cockpit, to go bumper-to-bumper, door-to-door in the intensity of a rallycross race and come out top.

But that he did, more times than any other – and by some margin too – as he scooped a record number of 14 FIA European Rallycross Championship titles, 10 of which were in the discipline's top category, during his career. Through his time driving, internationally from 1987 to 2011, he beat some of the very best the discipline has ever seen, from Will Gollop to Martin Schanche, Per Eklund and Bjorn Skogstad.

Since calling time at the wheel, he has run his team for other drivers and secured Peugeot backing for his World Rallycross Championship programme from 2014. That returned the teams' championship title in 2015, before the squad signed Sebastien Loeb into the fold. However, it wasn't until after Peugeot had unexpectedly left rallycross again in 2018 that Hansen's squad, running again as a private effort, won the World RX Drivers' crown with son Timmy, and netted another teams' title, after a dramatic final-round decider in South Africa last year.

As the Hansen team prepares to undertake testing ahead of the postponed 2020 season getting started later this month, Hansen took time to answer Motorsport News readers' questions.

Photos: Red Bull Content Pool, Hansen Motorsport, World RX, rallycrossworld.com



Cut and thrust: soaking up pressure in 2005

Question: "How did you get into motorsport?"
Johannes Schiller
Via Instagram
Question: "What age did you start racing?"
Adam Alderton
Via Instagram
Kenneth Hansen: "There was a karting circuit built near my home, and then one of my best friends got a go-kart as a present from his uncle for Christmas. To start with we used to just look at it in his bedroom. That was like a dream, then of course it was then my dream to get one. I managed to find one eventually together with my brother when I was 15 and I started karting in Sweden. Then later went into folkrace [a low-cost form of rallycross in Scandinavia] then I started to do rallycross in a Volvo Amazon in 1983."

Question: "What has been your favourite moment in your motorsport career?"
Elis Walker
Via Instagram
KH: "To win the World Championship drivers' title with my son Timmy last year was a big thing for me and the family, but personally for me on the circuit, it was winning at Loheac in 200. We were stuck in a tyre contract with Michelin: it's a long story, but it was the first race of the season and we were really in a bad position. But overnight we were able to change to Avon tyres and we won in front of 40,000 spectators. There was some question whether it was actually the tyres that was making the difference, but it was and it was brilliant to win. When you win there, it's like you're the king of Rennes and Loheac for some days. Things had been so bad, and then they went so right, that was very special."

Question: "What went through your mind last year in Cape Town when you saw Timmy spin in the final?" [in the season-finale battle for the title, when rivals Timmy Hansen and Andreas Bakkerud clashed on the opening lap of the final].
Jarrod Klopper
Via Instagram
KH: "Just at that moment I didn't understand, there was quite a lot of dust and it was difficult to see, but when Timmy came out of the dust, and I then saw Andreas Bakkerud was in the place he was, and Timmy was where he was, it took maybe half a lap to work it out and to do the points calculations in the head. Timmy couldn't do any incredible things from where he was, it was just to keep focused and do the best we could. I have always been like that, never give up, fight until the last centimetre. Of course, it was not what you wish to happen, it was not a good position to be in but it was still possible to win the championship and we know the end result."

Question: "What do you think of the RX Cartel?"
Rasmus Winberg
Via Instagram
KH: "Haha! I don't think you want to know [what I think]."

Question: "Would you ever start a Dakar Rally team?
Niel Vandermerwe
Via Instagram
KH: "I will not do it now, but if I was a little younger then yeah it could have been interesting. It would be a completely new challenge, it's always been something I'd like to have worked with but it never happened. When the Peugeot Sport guys were working with us in rallycross, they were also doing Dakar. They said 'when you have done Dakar, you never want to see it again and then one month goes by and you dream to go back'. It's a poison, that's a little like motorsport in general. After the race you have Monday and Tuesday and you don't want to see the race car. Maybe you had a shit result, it was raining, everything in the truck is dirty blah blah blah, and you don't want to see it again. But then your head starts to make things more positive and you are back to do it all again."

Question: "What do you think of rallycross going electric?"
Jack Vincent
Via Instagram
KH: "I think it's one of the best disciplines for electric technology to fit into, because you can have very powerful cars, it can be more extreme than today, and its short distances, there's no problems with the charging. It can also be really environmentally friendly with the charging systems in the correct way, and not using diesel generators. The noise I believe can be a good thing because we have these other noises with the gravel and tyres and so on, so I think that could also work. But we don't know in the real world yet how it is. At the first race of World RX in Sweden the new Projekt E electric class should be there and finally we should see how electric cars will be on the track together, and how the smell and noise will be, the things we know from the petrol cars."

Question: "Do you miss racing at the Estering in Buxtehude?" [the long-time host of the German round of European and World RX].
Hamburg1985
Via Instagram
KH: "Yes and no. I have many memories from Estering that are not brilliant, but I must say that the organisation there now has worked hard and they've done a very good job. The track itself is a nice one, special to drive on your own, but it's a bit love-hate for me, I think it has become better than it was in the past, many times I went into that difficult first corner first and came out in sixth. But I have had some good results there also."

Question: "Do you get a chance to drive the Peugeot 208 WRX? If so, how does it compare to the cars you have raced?"
James Haigh
Via Instagram
KH: "Yes I have done it sometimes, recently not so much but some small shakedowns and tests. I would say when I'm on a rallycross track, the difference to compare with my time is that you don't have so much pain anymore when you drive, the suspension is brilliant and the chassis and engines are so precise. In my time the throttle was either on or off and the cars were quite understeering and not so balanced. It's very different now, I think it's the same for all of the top cars in World RX."

Question: "What, in your opinion, changed most from European to World RX?"
Eduardo Ferreira
Via Instagram
KH: "That we had someone taking care of the sport [of rallycross]. Before, it was a union of the organisers but with 10 different organisers it was not possible to make progress. Now we have one company in charge of everything more or less. Of course they want to earn money from it, but they have lifted it a lot, the television is very different and the teams can focus on what they should do more. One thing, if you look at old videos and you see the dust, now we have dust still, but it was crazy back then sometimes. And the TV, the packaging and marketing is much, much better. But of course there are also negative things also and I would say more can be done."

Question: "Who was your greatest racing rival? Martin Schanche, Bjorn Skogstad, Sverre Isachsen, or anyone else?"
Adam Walker
Via Instagram
KH: "Martin Schanche would be the greatest because he was in my position before, he was many times European champion. He was the guy to beat. I remember my first race against him in Supercar in Austria in 1993, we started at the front of the A final together and I was happy just to be racing with him, but then he made a mistake and I overtook and was able to win. That was amazing. But on the circuit also I had many hard and incredible fights with Ludvig Hunsbedt, we could race together close and hard but fair."

Question: "Which driver was the hardest competition of all time?"
Marius Johansen
Via Instagram
KH: "The roughest on the circuit, that was

continued on page 16

Advertising enquiries: 01233 228753

FEATURE



Battling hard at Mondello Park in the Euro championship in 1996



Family Hansen celebrates World RX glory in 2019



Andrew Jordan was a favourite of Hansen



Kenneth Hansen's last win in the top flight was at Lydden Hill in 2009



Playing to the crowd: quiet-natured Hansen shows his style in 1991

Per Eklund. He was rough, I mean you knew there would be contact when you were together with him in a race. That's how he saw rallycross, that it should be like that. He saw it in a different way to me, but when I raced him I needed to become a little more like him also to fight back."

Question: "Will the liveries on your Peugeot 208s be the same as last season?"
Woody
Via Instagram
KH: "Nope. You'll have to wait and see."

Question: "Is Peugeot Sport going to return as a factory team to the World Rallycross Championship?"
Thiago Grillo
Via Instagram
KH: "I think it is possible, yes. But manufacturers are always going in different directions, sometimes racing, sometimes rally, or rallycross. That changes depending on which people are involved and the circumstances at the time. I think it's possible, but when, I don't know. Perhaps it would be after their new Le Mans period for Peugeot, maybe that's five or eight years, or maybe it could be more quickly. You never know."

Question: "Who would you choose from the past or present to race against?"
Bruno Pereira
Via Instagram
KH: "In rallycross, it would be nice to race against Alain Prost. He did a lot of Andros Trophy, and that was not the answer you expected I suppose!"

Question: "When will we see you race in World RX against your sons?"
Steffen Spies
Via Instagram
KH: "If I raced against them like that, it would be a little more of a fun event. In a rallycross car I don't think it will happen. Time goes, now it's their time and I have done it, but if the opportunity came up, something would be fun. We actually did a Peugeot 208 Cup circuit race a together in France a few years ago, sharing the car. That was enjoyable. I like to drive."

Question: "Do you miss racing yourself or do you prefer working with your sons?"
Macaully Willis
Via Instragam
KH: "When you have been in a race car, you always want to drive. I like to drive, but I know also what it takes to be competing at a top level. That I have done, so I enjoy a lot now to work with the team and the sport in a different. It's difficult to compare, but it's fun to try and do this as good as I did as a driver. I would also love to be in the car sometimes, but it's not just to jump in, it takes a lot."

Question: "You recently had a book written about you, did you enjoy going back over your career?"
Dan Thomas
Via Instagram
KH: "Absolutely. There were even things that came up that I didn't know, and things that needed to be aired again and to be discussed. It was a very enjoyable process."

Question: "If one of your sons left the team to do something else, do you have anyone in mind who you would like to have in the team?"
Jake Edmunds
Via Twitter
KH: "I would like to have someone who is similar to them, not only as a driver but also on the side of the circuit. There were some interesting questions that came up about Shane van Gisbergen [Australian Supercars star], when he was doing so well in the World RX Esports series. Everyone was surprised by his speed in a virtual rallycross car. I spoke with him sometimes when he was chatting with Kevin online, so that would be interesting. I think I would look a little outside the box to have someone new in the team."

Question: "What are your hopes for the 2020 season?"
Johan Dall
Via Instagram
KH: "That we can go back racing like it's planned, and we can do it in a safe and good way and nobody is affected just because we are going to events. And for the results, we had good competition last year and Johan Kristoffersson is coming back with his old car, the factory Volkswagen Polo. It will be tough, but it's two very different things. The main aim is for everyone to stay healthy during this Covid-19 situation, but of course we want to be on the top again as well."

Question: "You came close to running Andrew Jordan in 2015. How do you think he would've got on during a full campaign in the 208?"
Dan Wright
Via Twitter
KH: "I think Andrew would have done

18+

WHAT IS AVAXHOME?

AVAXHOME-

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Hansen and Gollop, with Eklund lurking



At Melk in 1987: Hustling the Volvo



Tackling Pembrey back in 1997

well. He's such a brilliant guy, he's very good to work with and he has what it takes, that's for sure. I think it would have been successful. That's a pity it didn't happen but I wish him the best in what he's doing this year and I hope he can still come back to rallycross. I had the opportunity to work with him a little again in the Titans RX series last year, and that was definitely nice again."

Question: "Now I have some time on my hands, how do I get a drive with you in World RX for a full season?"
Andrew Jordan
Via Email
KH: "A good start would be to call me, Andrew."

Question: "Who are the best drivers you've seen in World RX since 2014, apart from your sons?"
Vincent Haas
Via Twitter
KH: "Petter Solberg is very good, but the best drivers can be different things. If you mean as a driver and a complete person, Johan Kristoffersson is very good. We know he's talented, we saw what he did against Petter in the same team to win two World Championship titles, but he's also a very good person. It's enjoyable to talk to him and spend some time with him, so I would say all round it's Johan."

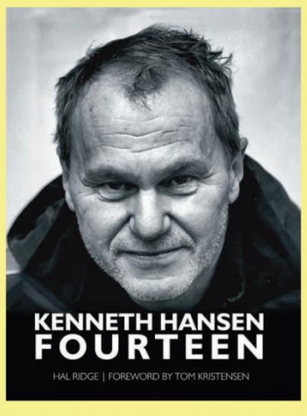
Question: "Who's your favourite driver in Team Hansen?"
Kevin Hansen
Via Twitter
KH: "That's a good question. Maybe I need to think about it a little before I give an answer to that!" ■



Kenneth Hansen (right) was the mastermind behind Lian Doran's successes in the X Games in the USA

Kenneth Hansen – Fourteen

This new book explores an individual who has made a sport his own, and who has constantly been at the forefront of its development. Tales about humble beginnings to the challenges in competing for 14 European titles and World Championship success are told by names like Sebastien Loeb, Marcus Gronholm, Jean Todt, Petter Solberg, Kenny Brack, Tom Kristensen and a virtual who's who of rallycross drivers from Per Eklund to Johan Kristoffersson via Martin Schanche, Liam Doran, Mattias Ekstrom and a career-spanning line-up of team-mates and rivals. This tome, by MN's rallycross editor Hal Ridge, has 10 chapters, 392 pages, 340 photographs and full career statistics. More info and pre-order: kennethhansenfourteen.com.



Advertising enquiries: 01233 228753

BTCC REPORT DONINGTON PARK

Photos: Jakob Ebrey

SUPPORT RACES

Harry King and Josh Webster split **Porsche Carrera Cup GB** honours between them, Webster winning race one and King the second race from third on the grid. Porsche GB Junior King qualified on pole – netting two championship points – and led away in the opener but walloped the Chicane Recticel barrier mid-race doing enough damage to allow Webster to reel him in and take over the lead. King never gave up and hung on to second as Esmee Hawkey won Pro-Am with a best-ever third. King turned the tables in race two to take a maiden win while Webster became stuck in traffic finishing behind rookie Scott McKenna who took an impressive second place.

Max Coates won a frantic third Mini Challenge race, fending off a gutsy effort by Scotsman Kyle Reid, who had clattered past Callum Newsham early on. Ant Whorton-Eales won the opening race but seemed to struggle in race two with a car that looked overly stiff. Nathan Harrison bagged second in race one and a win in race two but AW-E left Donington as the championship points leader.

Will Burns was the class act in the Ginetta GT4 Supercup as he won two of the three races. He beat Tom Hibbert and impressive Junior graduate Gus Burton in race one, with Burton turning the tables on Hibbert for second place in race two. After a third and a second, Burton continued his pattern in race three to take a maiden win ahead of Burns and Hibbert, while Colin White took three ProAm wins.

Georgi Dimitrov was impressive in the three Ginetta Junior scraps that were typically frenetic. After Bradley Voisin pipped Dimitrov in Saturday's opener, Dimitrov opened his account with a win on Sunday morning in which he fended off the challenge of Tom Lebbon. Dimitrov won the closer, too, with Joel Pearson taking second from Zak Taylor after Lebbon was penalised five seconds for exceeding track limits.

Three different winners – Alex Connor, Zak O'Sullivan and James Hedley – proved that British F4 is in for a competitive season. In a weekend of mixed fortunes, Luke Browning scored two seconds and O'Sullivan a third to add to his win.

David Addison

RACE WINNERS

■ Ginetta Juniors
Race 1: Bailey Voisin (R Racing)
Race 2: Georgi Dimitrov (Richardson Racing)
Race 3: Dimitrov

■ F4 British Championship
Race 1: Alex Connor (Adren Motorsport)
Race 2: Zak O'Sullivan (Carlin)
Race 3: James Hedley (JHR Developments)

■ Ginetta GT4 Supercup
Race 1: Will Burns (Rob Boston Racing)
Race 2: Burns
Race 3: Gus Burton (Century Motorsport)

■ Mini Challenge
Race 1: Ant Whorton-Eales (Jamsport)
Race 2: Nathan Harrison (Excler8)
Race 3: Max Coates (Elite Motorsport)

■ Porsche Carrera Cup GB
Race 1: Josh Webster (Team Parker Racing)
Race 2: Harry King (Team Parker Racing)



Turkington was denied in race one



Jackson led race three

TURKINGTON PICKS UP WHERE HE LEFT OFF

Champion strikes early at Donington. By Matt James

Colin Turkington stands on the edge of making British Touring Car Championship history if he can conquer the series this year.

The WSR BMW 330i M Sport driver left the opening exchanges at Donington Park last week at the top of the pile, but it is already clear he has a huge fight on his hands to retain his silverware. Dan Cammish claimed the opening race in his Team Dynamics Honda and Ash Sutton powered the Laser Tools Racing Infiniti Q50 to its maiden BTCC success in the reversed-grid finale to lay down the gauntlet to the Northern Irishman.

The portents already indicated a huge scrap for honours in this season's contest.

Race one

Cammish knew that he would have a job on his hands from the off, with the rear-wheel-drive BMW of Turkington on pole after a record-breaking lap and Sutton's rejuvenated Q50 in third place.

So it proved. As Turkington turned into Redgate ahead with Sutton in his wheeltracks, Cammish had to consolidate third place from Tom Oliphant's WSR BMW and Tom Ingram's factory Toyota Corolla.

Ingram dealt forcibly with Oliphant at the Old Hairpin and opened the door for Rory Butcher to follow through in his Motorbase Ford to move the Focus up to fifth.

Turkington could not escape the clutches of Sutton, who was determined to make the most of his team switch, in the early stages.

The 2017 champ made his move, which would ultimately lead to his downfall, on lap four. He got a run on the leading BMW out of the Old Hairpin and bravely went around the outside of the WSR car through the left-hander of Schwantz. It looked like he had done it, but the Infiniti and the BMW made the slightest of contact at the turn-in point for McLeans, dragging them both wide.

"It was a ballsy move from Ash," said the following Cammish. "As they pushed each other wide, I just drove into the gap."

The Honda man was on the inside of the recovering Sutton on the run up to Coppice. "Ash tried to come over on me, and I thought 'I am not having that'," added Cammish, who kept his foot in and grabbed the lead at the apex.

Sutton checked up and was hit in the rear by Turkington, who was, in turn, hit by the unsighted Ingram. The results sent Sutton spinning and allowed Butcher into third place.

Cammish, who had come so close to the title last term, was delighted. He even survived a late-race wobble to head home Turkington, Butcher, Ingram and Matt Neal (Team Dynamics Honda). Sutton recovered for 14th.

Race two

Cammish would now be the man saddled with winners' success ballast – up to 60kg this term – and went from pole, but he was again looking out for the rear-wheel-drive car of Turkington.

The Civic driver held on manfully away from the line, but Turkington eventually got the traction down better and was able to slice across his rival going into Redgate, with Butcher following from the fast-starting Oliphant, who was quickly demoted by Ingram.

Turkington was able to pull away with ease over the opening laps as Cammish struggled with his extra weight. Butcher got a run down the inside of the second-placed Honda man into the Chicane at the end of lap three. That precipitated a slide down the pack from Cammish, who would eventually finish sixth.

Turkington, carrying 54kg, knew that those opening exchanges had been vital for his result. He said: "Our race was going to be made off the line and we just made it, although Dan hooked up really well. We had tested with weight in, so we knew it settles the car down. I was delighted with that."

After Cammish's woes, Butcher consolidated second place with Ingram losing out to Oliphant, who was capitalising with advantageous tyre wear on his rear-wheel-drive BMW, on the penultimate lap.

Butcher was pleased with runners up spot in the brand new Focus. "We nearly ran out of grip at the end and I had to be very defensive from Oliphant, but I am happy with that result," said the Scotsman.

A mid-race safety car to clear up the errant VW CC of Nicolas Hamilton gave fresh hope to some – including Sutton, who was battling from 14th. When the caution period was called on lap nine, Sutton had already climbed to eighth and he made short work of the next few, jumping Stephen Jelley's Team Parker Racing BMW, Neal and the ailing Cammish to grab an excellent fifth – right in the wheeltracks of Ingram's Corolla. Behind Neal, Adam Morgan (TripleR Mercedes-Benz A-Class) grabbed a battling eighth from Jelley.

The reversed-grid draw reached even further down the order, to its maximum number of 12. That was a boon for Chris Smiley in the new Excelr8 Hyundai, which would take pole alongside the Motorbase car of Ollie Jackson. It was good news for them, but a disaster for Turkington. He faced a get-go from row six and 60kgs.

Race three

From the front row, Jackson wasn't going to squander his chance. A superior launch to Smiley, plus the fact the Hyundai man was intent on protecting his track space from the fast-starting Jelley, meant that the Focus hit the front at Redgate.

Smiley knew he had fluffed his lines: "Maybe I just haven't worked out how to hook up the Hyundai away from the line yet…"

He wasn't done though, because the Northern Irishman launched a stunning attack to reclaim top spot on lap seven with a late-braking lunge at the Old Hairpin. It worked, and served to muscle Jackson back to fifth.

Josh Cook (BTC Racing Honda Civic) was on Smiley's tail and, incredibly, Sutton was tracking them both. He made short work of Morgan and set off after Cook. On lap nine, he made it through with superb traction out of Coppice. One lap later, he pulled a mirror image move on Smiley to scorch the Infiniti away to its first championship win.

Smiley held on to second from Cook, while Morgan and Jackson hounded them both.

Ingram performed a late-race pass on Cammish to grab sixth, while Neal kept the weighty BMW duo of Oliphant and Turkington at bay to the finish line.

Sutton was thrilled with his maiden win for his new team, and left with an ominous message for others. "We have been chipping away at the set-up of this car, and it really clicked in race three," he said. "This is the best BTCC car I have ever driven."



Dan Cammish's Honda won with aplomb in race one

RESULTS

BTCC
Round 1
Laps: 19 Track: dry

	DRIVER	TEAM/CAR	TIME
1	Dan Cammish	Team Dynamics Honda Civic Type R FK8	25m13.779s
2	Colin Turkington	WSR BMW 330i M Sport	+0.707s
3	Rory Butcher	Motorbase Performance Ford Focus	+1.144s
4	Tom Ingram	Speedworks Motorsport Toyota Corolla	+1.941s
5	Matt Neal	Team Dynamics Honda Civic Type R FK8	+2.817s
6	Tom Oliphant	WSR BMW 330i M Sport	+3.722s
7	Sam Osborne	MB Motorsport Honda Civic Type R FK2	+4.855s
8	Chris Smiley	Excelr8 Hyundai i30 N	+5.492s
9	Stephen Jelley	Team Parker Racing BMW 125i M Sport	+7.322s
10	Tom Chilton	BTC Racing Honda Civic Type R FK8	+7.623s

11 Bobby Thompson (Trade Price Cars Racing Audi S3) +7.936s; 12 Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) +8.249s; 13 Josh Cook (BTC Racing Honda Civic Type R FK8) +9.498s; 14 Ash Sutton (Laser Tools Racing Infiniti Q50) +9.595s; 15 Aiden Moffat (Laser Tools Racing Infiniti Q50) +11.457s; 16 Michael Crees (BTC Racing Honda Civic Type R FK8) +13.075s; 17 Ollie Jackson (Motorbase Performance Ford Focus) +13.98s; 18 Jack Goff (Team Hard VW CC) +13.837s; 19 Carl Boardley (Team Hard VW CC) +14.266s; 20 Andy Neate (Motorbase Performance Ford Focus) +14.599s; 21 Ollie Brown (Team Hard VW CC) +15.050s; 22 Jack Butel (Ciceley Motorsport Mercedes-Benz A-Class) 19.350s; R James Gornall (Trade Price Cars Racing Audi S3) 17 laps/engine; R Senna Proctor (Excelr8 Hyundai i30 N) 10 laps/oil cooler; R Nic Hamilton (Team Hard VW CC) 9 laps/off; R Jake Hill (MB Motorsport Honda Civic Type R FK2) 6 laps/engine. **Pole:** Turkington 1m08.998s (103.25mph). **Fastest lap:** Sutton 1m09.483s (102.53mph). **Lap leaders:** Turkington 1-3; Cammish 4-19.

Round 2: 19 laps Track: dry

	DRIVER	TIME
1	Turkington (54)	24m44.051s
2	Butcher (48)	+2.199s
3	Oliphant (30)	+2.610s
4	Ingram (42)	+2.935s
5	Sutton	+3.046s
6	Cammish (60)	+5.839s
7	Neal (36)	+6.271s
8	Morgan	+6.576s
9	Jelley (12)	+7.949s
10	Cook	+8.320s

11 Jackson +11.171s; 12 Smiley (18) +11.650s; 13 Chilton (6) +12.003s; 14 Crees +14.610s; 15 Boardley +17.384s; 16 Goff +18.538s; 17 Thompson +19.000s; 18 Neate +20.635s; 19 Butel +21.528s; 20 Moffat +26.555s; R Hill 16 laps/engine; R Osborne (24) 15 laps/overboosting; R Hamilton 7 laps/off; R Brown 1 lap/overheating clutch; NS Gornall; NS Proctor. **Fastest lap:** Sutton 1m09.642s (102.30mph). **Brackets:** Success ballast. **Lap leaders:** Turkington 1-19.

Round 3: 17 laps Track: dry

	DRIVER	TIME
1	Sutton (36)	20m38.798s
2	Smiley	+2.280s
3	Cook (6)	+2.556s
4	Morgan (18)	+3.524s
5	Jackson	+4.890s
6	Ingram (42)	+5.161s
7	Cammish (30)	+6.247s
8	Neal (24)	+7.112s
9	Oliphant (48)	+7.629s
10	Turkington (60)	+7.993s

11 Butcher (54) +12.317s; 12 Chilton +14.635s; 13 Crees +17.127s; 14 Boardley +17.239s; 15 Thompson +21.984s; 16 Gornall +22.478s; 17 Moffat +26.247s; 18 Jelley (12) +26.512s; 19 Neate +31.712s; 20 Butel +43.719s; 21 Hamilton 46.015s; 22 Brown -1 lap; R Proctor 16 laps/off; NC Hill 14 laps; R Osborne 10 laps/suspension; R Goff 4 laps/toe link breakage. **Fastest lap:** Sutton 1m09.628s (102.32mph). **Brackets:** Success ballast. **Lap leaders:** Jackson 1-6; Smiley 7-9; Sutton 10-17.

Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	46
2	Dan Cammish	40
3	Ash Sutton	37
4	Rory Butcher	37
5	Tom Ingram	36
6	Tom Oliphant	32
7	Chris Smiley	30
8	Matt Neal	28
9	Adam Morgan	25
10	Josh Cook	24

11 Ollie Jackson 17; 12 Stephen Jelley 14; 13 Tom Chilton 13; 14 Sam Osborne 9; 15 Bobby Thompson 6; 16 Michael Crees 5; 17 Carl Boardley 3; 18 Aiden Moffat 1.

Independents Trophy

POS	DRIVER	POINTS
1	Butcher	50
2	Sutton	44
3	Smiley	41
4	Morgan	37
5	Cook	34
6	Jelley	29
7	Chilton	28
8	Jackson	25
9	Thompson	20
10	Crees	20

11 Osborne 17; 12 Boardley 15; 13 Moffat 11; 14 Jack Goff 8; 15 Andy Neate 6; 16 James Gornall 5; 17 Jack Butel 3.

BRITISH GT: OULTON PARK

Photos: Jakob Ebrey



Baldwin and O'Brien took race one

McLarens to the fore at race one blast off

RESULTS

British GT Championship 2020

Correct at the time of going to press

GT3 Race 1

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	James Baldwin/Michael O'Brien	Jenson Team Rocket RJN McLaren 720S	GT3 Silver	1h01m27.811s
2	Lewis Proctor/Ollie Wilkinson	Optimum Motorsport McLaren 720S	GT3 Silver	+1.987s
3	Angus Fender/Dean MacDonald	2 Seas Motorsport McLaren 720S	GT3 Silver	+2.526s
4	Rob Collard/Sandy Mitchell	Barwell Motorsport Lamborghini HuracanGT3 Evo	GT3 Silver	+2.960s
5	Sam De Haan/Patrick Kujala	RAM Racing Mercedes-AMG GT3	GT3 Silver	+3.286
6	Ian Loggie/Yelmer Buurman	RAM Racing Mercedes-AMG GT3	GT3 Pro-Am	+3.862
7	Adam Balon/Phil Keen	Barwell Motorsport Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+6.298
8	Richard Neary/Sam Neary	Team ABBA Racing Mercedes-AMG GT3	GT3 Pro-Am	+8.703
9	Duncan Cameron/Matt Griffin	AF Corse UK Ferrari 488 GT3	GT3 Pro-Am	+9.618
10	Nick Jones/Scott Malvern	Team Parker Racing Bentley Continental GT3	GT3 Pro-Am	+10.444

GT3 Race 2

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Balon/KeenBarwell	Motorsport Lamborghini Huracan GT3 Evo	GT3 Pro-Am	1h01m40.859s
2	Collard/Mitchell	Barwell Motorsport Lamborghini Huracan GT3 Evo	GT3 Silver	+0.297s
3	De Haan/Kujala	RAM Racing Mercedes-AMG GT3	GT3 Silver	+2.316
4	Jordan Witt/Jack Mitchell	2 Seas Motorsport McLaren 720S GT3	GT3 Silver	+3.460
5	Proctor/Wilkinson	Optimum Motorsport McLaren	GT3 Silver	+9.243
6	Baldwin/O'Brien	Jenson Team Rocket RJN McLaren 720S GT3	GT3 Silver	+10.930
7	John Seale/Marcus Clutton	JMH Auto Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+13.817
8	Loggie/Buurman	RAM Racing Mercedes-AMG GT3	GT3 Pro-Am	+31.038*
9	Michael Igoe/Dennis Lind	WPI Motorsport Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+47.855s**
10	Mia Flewitt/Euan Hankey	Balfe Motorsport McLaren 570S GT4	GT4 Pro-Am	-2 laps

*30-second penalty for pit stop time infringement **40-second penalty for causing a collision

BRITISH GT GETS SILVER LINING AT 2020 OPENER

Competitive Silver Cup runners have given British GT a new look, by Graham Keilloh

Of the many questions asked in advance of this latest, belated, British GT season, two perhaps were most common. What impact will the now-numerous Silver Cup challengers have? And is the McLaren as quick as anticipated?

They were answered quickly as Oulton Park. GT3's Silver Cup runners – two silver-graded drivers rather than the more usual Pro-Am pairings – dominated the Am drivers competing for places on race's one grid.

For the season-opening starting order the first six were Silver; the first four were McLarens.

Optimum Motorsport's Lewis Proctor, in his first outing up from GT4, took pole and led the opening race stint confidently. But his pursuing fellow Silver McLaren, Jordan Witt for all-new 2 Seas, crept up on him and, after running longer before pitting, Witt's partner Jack Mitchell rejoined just in the lead from Ollie Wilkinson who'd taken over from Proctor. But a 2 Seas team member had crossed the pitlane line without fireproof equipment, getting Mitchell a stop-go penalty.

And while this was going on yet another new Silver Cup McLaren, that of Jenson Team Rocket RJN's GT4 graduate Michael O'Brien, slipped by Wilkinson. O'Brien stayed ahead for a sensational win.

O'Brien's co-driver, World's Fastest Gamer James Baldwin, noted that the victorious pair between them had only 25 laps' experience in a GT3 car prior to the weekend, something with good claim to being a record. "It's got to be close!," Baldwin said. O'Brien, who had never sat in a GT3 car before Friday's testing, added: "We thought the first round was going to be building blocks, learning. This is far better than what we expected."

TF Sport's Connor O'Brien and Patrick Kibble meanwhile dominated the GT4 race.

The Pro drivers struck back for race two as Phil Keen bagged pole in his Barwell Motorsport Lamborghini. Silver competitors remained conspicuous though, particularly Keen's impressive team-mate Sandy Mitchell lining up alongside him on the front row.

The pair cleared off in the race and Mitchell just about kept Keen within range, giving the tantalising question of whether ex-BTCC debutant Rob Collard, taking over from Mitchell, could pass Keen's Am partner Adam Balon to win. The question was never resolved though, as the race effectively ended just after half distance, which virtually eliminated stint two.

O'Brien and Nick Jones's Bentley collided before Cascades, and Angus Fender's following 2 Seas McLaren was hit by a flying wheel, leaving three stranded cars. The runners circulated behind the safety car for the remainder, as Fender's McLaren at Shell Oils proved particularly stubborn to move. Kean and Balon therefore beat Mitchell and Collard in a Barwell 1-2.

Balon and Collard took differing views on what would have happened. Balon said: "Round here it's tough to overtake. If I can get into my groove I would have been able to hold him off. I would have given it a damn good shot." Collard, by contrast, said: "I think a win was taken away from us by the safety car."

Euan Hankey and Mia Flewitt won the GT4 contest in a Balfe Motorsport McLaren, the car's lead after the pitstops being maintained under the safety car.

The topsy-turvy opening round has given suitably tight points tables. Baldwin and O'Brien lead GT3's, just two points clear of Balon and Keen, three ahead of Mitchell and Collard and five clear of Wilkinson and Proctor. And the GT4 standings are even tighter as HHC Motorsport's Jordan Collard and Patrik Matthiesen and TF's Jamie Caroline and Daniel Vaughan cannot be split – both pairings got a second and third place at Oulton – with Flewitt and Hankey two points back. Some of British GT's questions were answered quickly, but not nearly all.

SUPPORT RACES

Radical SR1

James Pinkerton took the lead of the Radical SR1 Cup standings after securing victory and a second place in the two Oulton Park races. The 2018 SR1 champion secured pole for the opener but had to settle for second behind Will Hunt having lost out on the run to Old Hall. In race two, former Ginetta GT5 Challenge driver Nick Zapolski surged into the lead from fourth at the rolling start, braving it around the outside of front-row starters Hunt and Pinkerton. Zapolski crossed the line first but was demoted to second by a five-second penalty for track limits, handing the win to Pinkerton.

G40 Cup

Tom Golding took two victories in the Ginetta G40 Cup, but had to settle for second in the third race in which he also had a controversial penalty. The 2018 champion was forced to start from the back after a loose exhaust was discovered prior to the grid forming – and once hastily repaired placed him behind the concurrent GRDC grid which had a staggered start to the G40 runners. Golding was handed a 10-second penalty for a false start after weaving his way through the stationary GRDC runners, but still did enough to keep his second on the road behind winner Giles Dawson.

GT5 Challenge

Three races provided three different winners in the Ginetta GT5 Challenge, with Josh Malin, Jonny Wilkinson and James Taylor all taking top spot. Malin took the race one win with a last-lap pass on Taylor around the outside of Island Bend and claimed the win on the road in the second – only to be demoted to seventh with a 10-second penalty after colliding with Taylor for the lead at Lodge, handing the win to Wilkinson. Taylor surged through from 10th in race three to win, but also only after colliding with Gordie Mutch through Old Hall when taking the lead.

Stefan Mackley

RACE WINNERS

■ **Ginetta GT5 Challenge**
Race 1: Josh Malin
Race 2: Jonny Wilkinson
Race 3: James Taylor

■ **Ginetta G40 Cup**
Races 1 & 2: Tom Golding
Race 3: Giles Dawson

■ **Radical SR1 Cup**
Race 1: Will Hunt
Race 2: James Pinkerton

BRDC BRITISH F3 BY STEFAN MACKLEY

TWO OUT OF FOUR AIN'T BAD FOR FREDERICK

Kaylen Frederick left Oulton Park leading the 2020 BRDC British Formula 3 Championship points standings having won two of the four races from last weekend's opening round.

The American took the chequered flag on the road in a processional opener, having got the jump on polesitter Louis Foster off the line. But both were handed 10-second penalties for false starts dropping them to eighth and 13th respectively. The penalties allowed Douglas Motorsport to claim a 1-2 with Kiern Jewiss ahead of Ulysse De Pauw, with Nazim Azman third.

The full-reversed grid second race, often a frantic affair, was decided by the first corner as the Oulton layout failed to lend itself to overtaking with new minor aerodynamic upgrades to the Tatuus chassis failed not helping seemingly. Series rookie Piers Prior – competing in his first full season of single-seater racing – led throughout from pole as the Hitech GP squad – also new to the series in 2020 – claimed second with Kush Maini who was returning to the category after finishing third overall in 2018. British F4 race winner and Lanan driver Bart Horsten completed the podium.

Frederick dominated both races on Sunday, again getting the jump on Double R driver and polesitter Foster in race three – this time legally – and surging to the third biggest race-winning margin in the category's history, of some 8.650 seconds ahead of Carlin team-mate Azman. Foster completed the podium, but only after De Pauw was disqualified for setting his fastest lap while yellow flags were waved at Knickerbrook for Nico Varrone's stricken car.

Frederick then completed the perfect Sunday in race four with another lights-to-flag victory – coming home ahead of Maini and Prior – and he leads the standings by eight points from Jewiss.

"I'm really confident [for the season], I'm quite comfortable," said Frederick, who has returned for his second season in British F3 having taken two wins last year – including one at Oulton – on his way to ninth in the standings. "I think the car suits me a bit better this year and we've had more to prepare for it."

RACE WINNERS

■ **BRDC British F3**
Race 1: Kiern Jewiss
Race 2: Piers Prior
Race 3 and 4: Kaylen Frederick



Frederick leads into Old Hall on his way to glory

Advertising enquiries: 01233 228753

RACING REPORTS

Photos: Gary Hawkins, mkpics.net

BRANDS HATCH: BARC BY MARK LIBBETER — AUGUST 1-2

BMW MAN CARD DEALS A MASTERCLASS



Card was a three-time race winner

James Card won no less than three races at Brands Hatch in his BMW E46 M3 as he followed up a win in the second Classic Thunder race with two lights-to-flag victories in the Kumho BMW Championship double-header.

Card's win in the second Thunder encounter came after an opening race that provided action aplenty. James Janicki charged through from row four to claim victory in his Nissan Skyline R32. Behind, the battle for second between the BMW of Jasver Sapra and the Alfa Romeo 33 of Adie Hawkins ended with both cars hitting the pitwall.

Andy Robinson took second to Card in race two in his Ford Falcon, but ex-BTCC racer Jason Hughes provided the highlight of the event by charging through to third in his touring car Vauxhall Vectra after starting from the pitlane.

Michael Pensavalle battled his way ahead of Brad Sheehan to claim second behind Card in the first Kumho BMW contest, before Sheehan took advantage of an excursion at Clearways for Darren Morgan-Owen to seal the runner-up spot in the second event.



Mansell (l) and Kapadia

Rod Birley added to his list of Brands Hatch triumphs with a double success in the pair of Pre'93 and Pre'03 Touring Car races in his Honda Integra. In both races though, he was pushed hard by the BMWs of David Griffin and Ian Bower.

Lewis Saunders also had to keep his cool to maintain his unbeaten start to the Junior Saloon season after Charlie Hand pressured him hard throughout both races. Alex Solley survived a trip through the Paddock gravel in race one to claim a pair of thirds.

Danny Harrison and Jem Hepworth claimed a double success in the two Dunlop Endurance contests in their Praga R1T, albeit under very different circumstances. The pair cantered to a lights-to-flag win in race one ahead of the similar car of Jack Fabby and Garry Townsend. In the second contest though, a clash involving Hepworth and the BMW 1M of backmarker Charlie Lamb caused the race to be red-flagged.

With the Praga avoiding serious damage, Harrison charged through from the back to claim the win in the restarted event from Fabby/Townsend.

In the Trophy category, Barry McMahon took a dominant race one win in his Alfa Romeo 156 T before Rob Smith, sharing a Peugeot RCZ with Charlie Campbell, snatched race two victory from James Colburn's Renault Clio with a fine move at Paddock late on.

Alex Kapadia won the opening Sports Prototype Cup race after passing Scott Mansell at Druids on lap 10 of 39. The pair resumed their personal duel again in race two until Kapadia spun off at Paddock at mid-distance. Mansell was left to reel off the remaining laps out front, although Bradley Ellis kept him honest.

RACE WINNERS

Classic Thunder and Boss
Race 1: James Janicki (Nissan Skyline R32)
Race 2: James Card (BMW M3)

Dunlop Endurance
Races 1 & 2: Jem Hepworth/Danny Harrison (Praga R1T)

Dunlop Endurance Trophy
Race 1: Barry McMahon (Alfa Romeo 156 T); **Race 2:** Charlie Campbell/Rob Smith (Peugeot RCZ)

Sports Prototype Cup
Race 1: Alex Kapadia (Revolution A-One)
Race 2: Scott Mansell (Revolution A-One)

Pre '83 (Group 1) Touring Cars
Races 1 & 2: Mike Luck (BMW 320)

Junior Saloons
Races 1 & 2: Lewis Saunders

MG Owners Championships
Races 1 & 2: Fergus Campbell (ZR 170)

Pre '66 Touring Cars
Races 1 & 2: Alan Greenhalgh (Ford Falcon)

Pre '93 and Pre '03 Touring Cars
Races 1 & 2: Rod Birley (Honda Integra)

Kumho BMW Championship
Races 1 & 2: James Card (BMW M3)

CASTLE COMBE: CCRC BY JASON NOBLE — AUGUST 1

BROTHERS IN ARMS IN WILTSHIRE AS THE PREBBLES SHARE SALOON HONOURS

Brothers Gary and Adam Prebble shared the spoils in the Castle Combe Racing Club's Saloons Championship, Gary taking first blood with pole by 0.03s before winning in his SEAT Leon Cupra once Adam's Vauxhall Astra started to rattle its bonnet.

Marshals gave Adam the meatball flag, and he emerged sixth after pitting to fasten it. He managed to recover to third.

The second race was easier for Adam as he robbed Simon Thornton-Norris (Mitsubishi Colt) of the lead at the start for victory. Gary Prebble had been unable to take the start.

Luke Cooper marched forward in Formula Ford 1600 series with two wins, keeping the Rays of Felix Fisher and young American Bryce Aron at bay.

Race two was a tense three-way dice which came down to a last lap, last corner attempt by Fisher to deny Cooper in the Swift, a clean side-by-side duel through Camp Corner settled in Cooper's favour.

Cooper staunchly snatched the lead at Quarry from Fisher in race one, before Aron took second with a penultimate lap pass on Fisher.

Jeremy Cooke and Charles Hyde-Andrews-Bird (BMW M3) made the most of a safety car in the Dave Allan Trophy to make their statutory one-minute stop to seize the advantage from Alyn James in the Honda Civic Type R.

Victory was confirmed once other challenger, Steve Putt, had to retire when smoke started hissing from the back of his Mazda.

RACE WINNERS

Castle Combe Formula Ford 1600
Races 1 and 2: Luke Cooper (Swift SC18)

Castle Combe Saloon Car Championship
Race 1: Gary Prebble (SEAT Leon Cupra)
Race 2: Adam Prebble (Vauxhall Astra 2000)

Dave Allan Trophy
Jeremy Cooke/Charles Hyde-Andrews-Bird (BMW M3 E92)

Hot Hatch Series
Races 1 and 2: Josh Harvey (Honda Civic 2000)

Castle Combe GT Championship
Races 1 and 2: Oliver Bull (Vauxhall Tigra Silhouette)

CADWELL PARK: BRSCC BY STEVE WHITFIELD — AUGUST 1-2

BYRNE STARTS CATERHAM TITLE DEFENCE WITH WINS

John Byrne made the perfect start to his title defence in the rebranded Caterham Seven UK Championship with a dominant brace of wins at Cadwell Park.

In the series for Caterham 410 machines, it was the battle for second that proved closest. Henry Heaton recovered from a poor start in race one, coming from sixth to take the runner-up spot ahead of reigning Caterham 310 champion Gordon Sawyer. Heaton missed out on repeating the result in the second encounter by one thousandth of a second to Sawyer in a photo finish.

Luke Pinder won a dramatic first race in the BRSCC Fiesta Championship after Samuel Watkins crashed out of the lead at Barn Corner on the final lap with a suspected brake issue.

Watkins bounced back with second place in race two behind his brother Joshua in a shortened race due to poor weather , and then took victory in dry conditions in race three ahead of Spencer Stevenson. Fiesta Junior champion Oliver Turner went on to grab a brace of third place finishes after pulling off from pole position before the start of the first race.

Luke Herbert passed polesitter James Blake-Baldwin to win race one of the Mazda MX-5 Supercup, with Blake-Baldwin disqualified from second for a technical infringement.

Herbert was taken off on the first lap of race two, which was won by Samuel Smith after passing Jack Sycamore before a late red flag.

RACE WINNERS

Clubsport Trophy
Brian Chandler (Exige)

CityCar Cup
Nic Grindrod (Citroen C1)

Caterham Seven UK
Races 1 & 2: John Byrne

Caterham Seven 310
Race 1: Gregory Monks
Race 2: Tom Grensinger

Caterham Seven 270R
Races 1 & 2: Harry Cook

Caterham Roadsports
Races 1 & 2: Tom Wyllys
Race 3: Blair McConachie

Caterham Graduates
Race 1: Jamie Ellwood
Race 2: Harry Senior

Caterham Acadmy
Green group: Chris Skillicorn ; **White group:** Taylor O'Flanagan

Fiesta and ST/XR
Race 1: Luke Pinder
Race 2: Joshua Watkins
Race 3: Samuel Watkins

Fiesta Junior
Races 1 & 2: Joseph Loake

MX-5 Supercup
Race 1: Luke Herbert
Race 2: Samuel Smith

Mazda MX-5
Races 1 & 2: Joe Wiggin
Race 3: Oliver Allwood

NATIONAL HOT RODS: FOXHALL HEATH BY GRAHAM BROWN — JULY 25

FIRST IN THE KEW FOR JASON AT IPSWICH RETURN

The first National Hot Rod racing in more than eight months had to contend with poor weather, equally poor track conditions and a restricted crowd at Foxhall Heath on July 25.

Those who were in attendance were treated to some entertaining racing with a thriller of a final, Jason Kew snatching the win after a scintillating battle with Gavin Murray and John Sibbald which lasted most of the race.

The heavy rain in practice hadn't let up for the first heat, where Les Lynch's Merc led for a lap before being swamped by the pack as Bradley Dynes burst free of the other placemen to take it up.

Dynes was never headed again but there was plenty going on behind him. Murray was second with Shaun Taylor third until he clobbered the barriers and got collected by Rob McDonald, putting the world champ out of the meeting.

A caution period for that incident and further one three laps from home bothered the leader not at all but Murray's attempts to wrest the lead away saw him drop down the order as John Sibbald and Shane Bland came through for second and third.

Returnee Neil Muddle got in the midst of an early race-stopping crash in heat two, before Murray swiftly went to the front and marched into the distance, eventually winning by half a lap.

Alistair Lowe put up a terrific defence of second, only losing out to Sibbald, Kew and Stuart Mclaird in the last few laps.

The final kicked off with poleman Sibbald going straight into the lead, tracked by Kew and Murray; the race was going to be all about these three.

With a lot of slurry on the outside, it looked to be becoming a one-line track. But obviously no-one had told Kew or Murray, as Kew repeatedly tried to take Sibbald down the outside with Murray trying hard to do the pair of them by the same route.

Murray eventually made it past the other two and looked to have it won, only for Kew to spot a chink of daylight down the leader's inside as they took the three lap board, the Ginetta man deservedly holding on for the win.



Kew (centre) topped a hectic battle at Hot Rod opener

Unfortunately, tyre logging issues would ultimately rob Sibbald of both his fighting third place and all other points from the meeting.

Results

Heat 1: 1 Bradley Dynes (Vauxhall Tigra); 2 Shane Bland (Vauxhall Tigra); 3 Chris Haird (Vauxhall Tigra); 4 Jason Kew (Ginetta G40R); 5 Carl Waller-Barrett (Vauxhall Tigra); 6 Gavin Murray (Vauxhall Tigra). **Heat 2:** 1 Murray; 2 Kew; 3 Stuart McLaird (Ginetta G40R); 4 Alistair Lowe (Vauxhall Tigra); 5 Aaron Dew (Ginetta G40R); 6 Gordon Alexander (Vauxhall Tigra). **Final:** 1 Kew; 2 Murray; 3 Alexander; 4 Haird; 5 McLaird; 6 Bland. **Points (after 1 round):** 1 Kew 60; 2 Murray 57; 3 Haird 47; 4 Alexander 44; 5 Bland 39; 6 McLaird 38.



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FEATURE

Photos: fiaerc.com



Keeping your distance: the rally media were kept at arm's length



Rome played host to rally

WELCOME TO RALLYING'S NEW NORMAL

Graham Lister was despatched to the European Rally Championship opener in Italy to witness international rallying's new normal begin on the streets of the capital Rome and beyond

The rally that for weeks and months wasn't expected to happen, happened. And the driver who wasn't expected to make the start, won.

International rallying returned in Italy late last month when Rally di Roma Capitale hosted round one of the delayed 2020 European Rally Championship season.

Amid fist pumps, elbow bumps, face masks, hand sanitiser, temperature checks and social distancing, the first post-lockdown FIA rally went largely without a hitch.

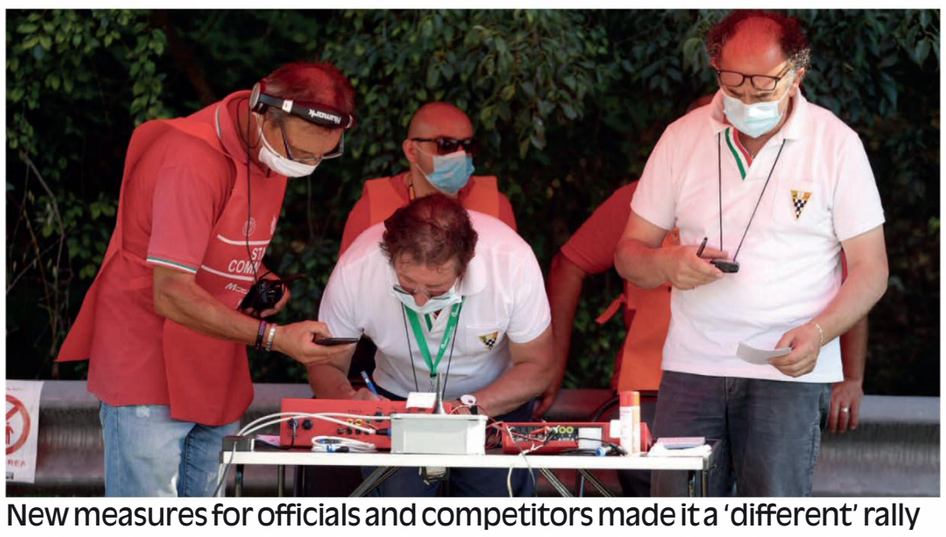
While hefty crashes for Andrea Crugnola (SS1) and Adrien Fourmaux (SS2) resulted in two hours of delay on leg one as organisers battled to remove bashed-up rally cars from narrow country lanes, organiser Motorsport Italia more than delivered when it came to its Covid-19 protocol, which was key to the rally going ahead in the first place.

In a country devastated by the coronavirus pandemic only a few months previously, rally bosses were able convince local and national authorities that bringing together people from 24 different countries was, in fact, not really a problem.

Of course, it took plenty of convincing and effort.

A track and trace app, a barcode system for entering the service park that was deep cleaned each night, multiple temperature checks and hand-sanitiser points, compulsory mask wearing, restricted access to key areas, scrapping the spectator superspecials and other fan activities represented rallying's new normal and made the difference between the rally going ahead and it not.

Paul Nagle, who co-drove Craig Breen to fourth overall, says: "You feel very safe and it's been like that from the moment we got to the hotel. The service park is one way in, one way out, there's temperature checks, everyone is wearing masks and everyone is behaving and it's great to see everybody cooperating during these difficult times.



New measures for officials and competitors made it a 'different' rally

"This is the first big rally and all the world will be looking to see what's gone on here. For me, the protocol and procedures put in place is something that all rallies at local level, national level, even world level need to look at seriously for consideration."

The measures implemented weren't cheap with organisers spending a six-figure sum on getting the rally over the line. Bruno De Pianto, one of the driving forces behind the event, says: "It wasn't easy when we decided to go ahead three or four months ago. But it's like a dream coming true. We work a lot. The team has created a lot of protocols and applications, has put in place a system in order for the drivers and the crew and the teams to be safe during the rally. We wanted to have a sports event, but a safe sports event."

As well as convincing the government and local authorities, plus Italy's ASN, ACI Sport, De Pianto needed the FIA to be on board with the plan.

The FIA's regional rally boss Jerome Roussel says: "It's a challenge, because the situation was changing almost every day, so the FIA showed some flexibility, the organisers showed a big willingness to organise the event. "Even without the Covid stuff, being here in one of the most iconic cities in the world, on this place, with this entry list would be a success. So, in this context, it's more than a success, it's a great signal for all the motorsport community."

It's Rally Liepaja's turn next with organisers in Latvia planning a no-frills event. As in Rome, the service park will be a no-go for fans, the ceremonial start and finish have been axed, the superspecial stages in the cities of Liepaja and Talsi have been cancelled and special quarantine arrangements, including three mandatory Covid-19 tests, put in place for those coming from countries identified as being high risk. Welcome to rallying's new normal. ■

FIVE TALKING POINTS FROM ROME

- Event winner Alexey Lukyanuk called his team three weeks before the start to say there was no cash in the bank and he wouldn't be starting in Rome. But a frantic budget search proved successful and the Russian was back in action with new co-driver Dmitry Eremeev. Lukyanuk is celebrating by going on a walking holiday in northern Russia for 10 days…

- Two drivers profiled in MN's future rallying stars feature (May 27) impressed with Efren Llarena finishing third in ERC1 Junior on his graduation as the ERC3 Junior champion for 2019. Pep Bassas, making his ERC debut, finished second in ERC3 Junior. Both drivers receive significant financial backing from Spanish federation, RFEDA.

- Maurizio Barone, Italian co-driving royalty, was hospitalised after a qualifying stage crash ended up with the Volkswagen Polo he was sharing with Enrico Brazzoli in a driveway of somebody's house.

- Oliver Solberg finished third overall and won ERC1 Junior despite completing the bulk of the event without his glasses, having left them on the roof of his Polo prior to stage two. His world championship-winning father Petter managed to find them but they were "done for", as the younger Solberg put it, them having been "run over".

- Italians Zelindo Melegari and co-driver Corrado Bonato ended up in hospital with serious chest injuries on their last ERC appearance in Czech Republic last season. Rally di Roma Capitale was their first event back and they promptly won ERC2.



Lukyanuk surprised even himself with a round win in Italy



Contingent from the British Isles suffered mixed fortunes in Rome

Good times and tough times for Irish crews

Three all-Irish crews assembled at the start in Rome but only one was left standing at the finish in Fiuggi two days later.

While Craig Breen and Paul Nagle made it through in a fine fourth overall on the first Tarmac start for MRF's development tyre, Callum Devine and Brian Hoy and William Creighton and Liam Regan were out of luck.

Devine's Motorsport Ireland Rally Academy Hyundai's engine failed at the finish of SS3, while iffy electrics stopped Creighton's Fiesta Rally4 on the final afternoon.

"There was a fast corner through a dip which we cut and there was a bang as we went over some stones," Devine explains. "It turned out that in the compression a stone punched through the sumpguard and holed the sump, causing the engine to lose all its oil."

Creighton added: "The guys did what they could in service but in the first stage after [SS10] it cut out at a hairpin. We got it going again but then everything died. It's disappointing but I've got to take a lot of positives out of it.

"I was up in fourth at the first service and I didn't think I'd be anywhere near that with a new car on an event like this."

For Breen, the eldest of the trio, the result was unexpected. "I don't think we could have expected to be so high up on literally the first rally of the programme," Breen said. "We're obviously really pleased but the more exciting thing is there is so much space to make [the tyre] better and better so it's exciting for the future.

"I was flat out from the first run of free practice all the way to the last stage, the rhythm stayed the same through the whole rally. I pushed as hard as I could from the very start."

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COLUMN

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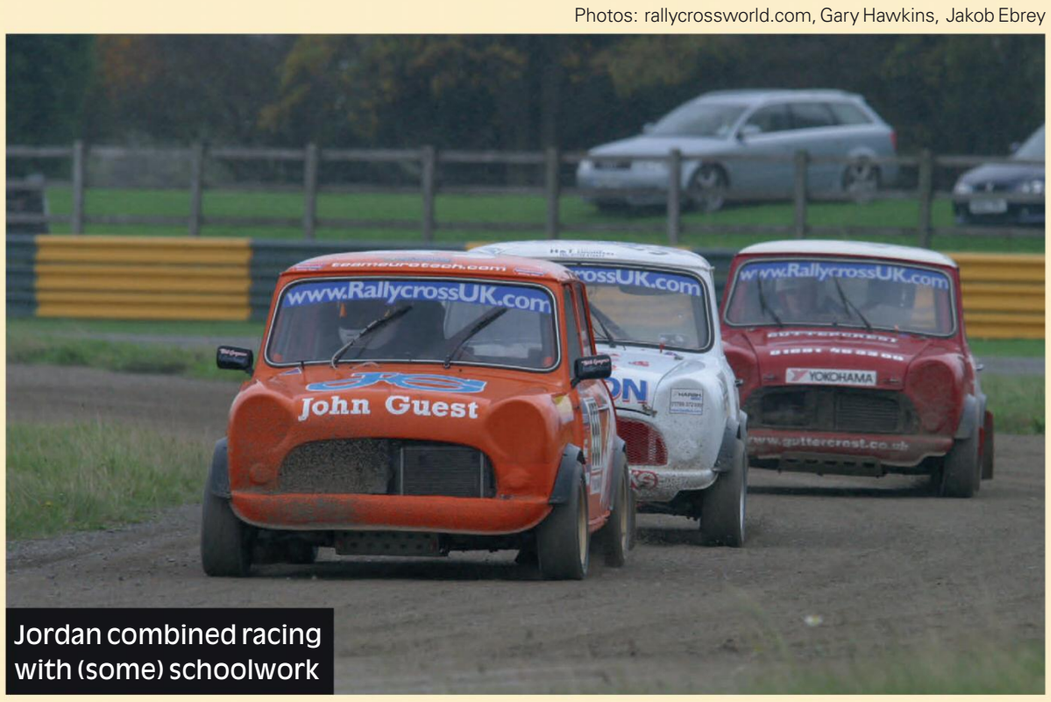


MN's man tells us about his childhood – and striking a deal with school

Photos: rallycrossworld.com, Gary Hawkins, Jakob Ebrey



Dad's V8 Eurocar was an inspiration



Jordan combined racing with (some) schoolwork

Watching my dad Mike race as I was growing up was a real pleasure, and it was fantastic to be part of the successes he enjoyed in everything he raced, from Eurocars, TVR Tuscans, Porsche to British GT.

There wasn't really a time where I don't remember being at a track, in a paddock or in dad's workshop. It just all seemed so natural to me as I was growing up, because it was all I really knew.

I used to love it. Back then I could be at a race weekend with my dad and I could go off on my own. I remember when he was racing in the TVR Tuscan Challenge. At Snetterton during qualifying, I would cycle out to the back of the circuit by the Esses on my own and go and watch him. There was a marshal there on post who I become friends with and he would come and see me and my dad at the end of each day – and I still see him today. I had the freedom to go where I wanted and do what I wanted, which is something you can't do now. I wouldn't let my kids do it, and that is a bit of a shame.

I suppose the first thing I really remember my dad racing was Eurocars. He started in the V6s and then moved up to the V8 class and won two titles in 1996. I remember him going to the Eurocar awards one evening: he came home and told me they were going to do newly announced V8 category. I was just so excited that they were going to build a new car. We went to Autosport International Show with it and it looked immaculate. I went into the workshops all the time and pottered around with all these V8s being built and some Porsche Cup cars that we built too. Because the Porsches were road legal, I used to go out with my dad and test them on the road with him. That was cool.

I know quite a bit about the technical side of cars now, but back then I was only interested in cleaning them as often as I could. I have the scars to prove it: the V8s have two big exhausts at the back and I recall trying to clean it at Pembrey once and I leant on it and burned my leg. I remember squealing like a pig.

I also remember my dad saying, when the car was going well, that they were going to make changes to it. My mum, Judith, and I would be sat there really puzzled. Why change it if it's good? But now I understand that only too well...

Like most lads, I would look up to my dad and to go racing with him and see him running at the front, which he always did, was really cool to be a part of.

There was never really a sit-down point with my dad that I would follow him into racing. I loved being around it and in the workshop, so I think it was always assumed that I would. I had a little dabble in karting, but I didn't really like that so we sold the kart. Dad didn't want to be a pushy dad but he said 'come to me if you ever do want to do it, and I will help you as much as I can'. Then, when I was 13 or 14, I started talking to him about doing rallycross.

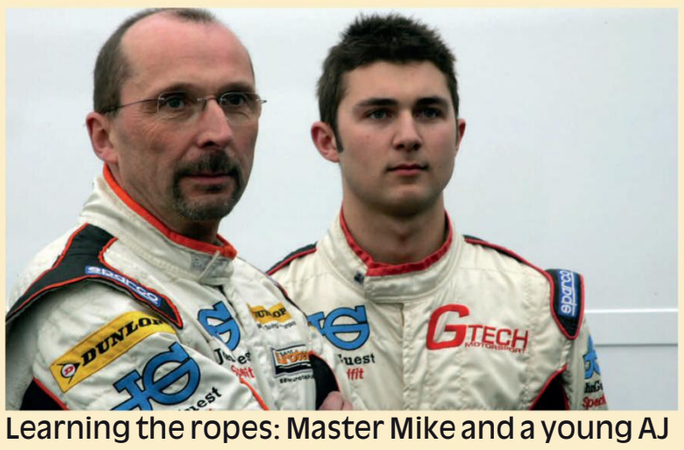
I was awful at school, I was a little shit. It got to the point where I was not turning up to a lot of the lessons, and when I did I was being disruptive. All I wanted to do, in my head, was car stuff. Doing business economics might have helped me, but the other stuff was of no interest. What am I going to do with mastering the French language?

It got to a point where the head teachers got my dad down to the school. They came up with an agreement that if it was business lessons, design technology, religious education or French, I would be able to skip them and go to the workshop instead. I never sat those GCSEs.

Any of those times when those lessons were on, I would have to go to dad's – I couldn't skive off anywhere, that was the agreement. And my dad was quite strict in making sure I adhered to that and I was in the workshop to work, doing anything I could. It was part of the deal. I loved that: it was brilliant – I wish I could have done that with all lessons, but they wouldn't have that...

Being around the paddock from an early age, it also teaches you that there are a lot of good guys out there in the sport, but it also shows you that there are some bad guys. It really teaches you how the sport works, and not necessarily just the driving. It shows you how the trust works and how the relationships work between people and that has helped when we are dealing with customers. That was probably one of the biggest leg-ups I have had.

Being around motorsport means that you see the good side of it and the bad side, but it is something I have never lived without. It is in my blood.



Learning the ropes: Master Mike and a young AJ



Dad and lad: part of the same BTCC team in 2008

"I loved being around my dad's cars and keeping them spick and span"

WHAT'S ON

YOUTUBE GUIDE



Alonso was a master in the damp

As we are often called upon to reflect, life isn't always fair. Fourteen years ago today (Thursday) we had the 2006 Hungarian Grand Prix. Its most common association is with Jenson Button's first Formula 1 win. Nothing unfair about that in itself, but amid the excitement a stunning Fernando Alonso drive was largely forgotten.

Alonso started 15th, legacy of a qualifying penalty. Come the end of lap one, on a damp track, he was sixth, as he had passed rivals at every angle. Comparisons with Ayrton Senna, Donington and all that aren't altogether fanciful. Unlike Senna though, Alonso wasn't able to convert it to victory. A 49-second advantage over Button was wiped by a safety car – and then he was released from his final pitstop with a wheel not attached.

But his opening lap is captured in onboard footage on YouTube, which you can watch here: youtube.com/watch?v=1NYw6AiXoa0 or by searching 'One Of The Greatest Ever F1 Opening Laps | Hungary 2006 - Race Start – Alonso Onboard'.

Graham Keilloh

TV GUIDE

On TV this week, catch up with all the highlights from the previous weekend of motorsport. This includes the first two races of **Formula E**'s resumption in Berlin, shown respectively on Thursday (1330hrs-1430hrs) and Friday (1600hrs-1700hrs) on Eurosport 2.

However if tin tops are more your thing, tune into FreeSports on Thursday evening for all the highlights from the **DTM** season-opener at Spa-Francorchamps (2000hrs-2100hrs). A review of last weekend's **BTCC** curtain-raiser at Donington Park can also be caught on Saturday morning over on ITV4 (1130hrs-1300hrs).

Finally, to keep you in the **British Grand Prix** mood between the two races at Silverstone, check out F1 Classic Races on Saturday. Back-to-back episodes of the 1991 (1655hrs-1725hrs) and the 1994 (1725-1755hrs) races will be broadcast on Sky Sports F1, while a few hours later a special F1 Cars Through 1000 Races programme is not to be missed either (0110hrs-0205hrs).

Luke Barry

LIVE TV

70TH ANNIVERSARY GRAND PRIX FORMULA 1
- **Practice 1:** Friday, 1100hrs-1250hrs, Sky Sports F1
- **Practice 2:** Friday, 1445hrs-1645hrs, Sky Sports F1
- **Practice 3:** Saturday, 1045hrs-1210hrs, Sky Sports F1
- **Qualifying:** Saturday, 1300hrs-1535hrs, Sky Sports F1
- **Race:** Sunday, 1230hrs-1700hrs, Sky Sports F1

FORMULA 2
- **Practice:** Friday, 1250hrs-1340hrs, Sky Sports F1
- **Qualifying:** Friday, 1645hrs-1730hrs, Sky Sports F1
- **Race 1:** Saturday, 1535hrs-1655hrs, Sky Sports F1
- **Race 2:** Sunday, 1000hrs-1105hrs, Sky Sports F1

FORMULA 3
- **Practice:** Friday, 0930hrs-1020hrs, Sky Sports F1
- **Qualifying:** Friday, 1400hrs-1445hrs, Sky Sports F1
- **Race 1:** Saturday, 0920hrs-1010hrs, Sky Sports F1
- **Race 2:** Sunday, 0835hrs-0935hrs, Sky Sports F1

BTCC BRANDS HATCH INDY
- **Races 1, 2 & 3:** Sunday, 1020hrs-1815hrs, ITV4

FORMULA E BERLIN EPRIX I
- **Race 2:** Thursday, 1800hrs-1900hrs, Eurosport 2

FORMULA E BERLIN EPRIX II
- **Race 1:** Saturday, 1800hrs-1900hrs, Eurosport 2
- **Race 2:** Sunday, 1800hrs-1900hrs, Eurosport 2

LISTINGS

FRIDAY-SUNDAY
- **Silverstone, Northants**

70th Anniversary Grand Prix: Formula 1, Formula 2, Formula 3, Porsche Supercup **Starts** Friday, practice from 0935hrs Saturday, racing from 0925hrs Sunday, racing from 0845hrs **No public access**

SATURDAY
- **Oulton Park, Cheshire**

MSVR meeting: Trackday Championship, Trackday Trophy, EnduroKa **Starts** racing from tba (qualifying from 0830hrs) **Admission** adult £12, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SATURDAY
- **Snetterton, Norfolk**

BRSCC meeting: Fun Cup, Modified/Super Saloons/Tin Tops/Silhouettes **Starts** racing from 1045hrs (qualifying from 0900hrs) **Admission** adult £12, under 13 free **Web** msv.com **Contact** 0843 453 9000 **Advance tickets only**

SATURDAY/SUNDAY
- **Brands Hatch, Kent**

BTCC meeting: BTCC, Formula 4, Carrera Cup, Ginetta GT4, Ginetta Junior, Mini Se7en/Mini Miglia **Starts** Saturday, racing from 1415hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **No public access**

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Steve Gisbourne was one of many to enjoy the Ferrari Festival at Brands Hatch in July



Alex Gisbourne's photo from Brands Hatch



Andrew Harbey captures Mallory traffic jam



Out in the country: Ferraris taken by Gary Hill


Peter Hamilton braved the rain at Oulton



Mallory moments, from David Harbey

NEXT WEEK — OUT THURSDAY, AUGUST 13

*Details correct at time of going to press

LE MANS LEGEND
RICHARD ATTWOOD



One of Britain's finest racers answers the MN readers' questions



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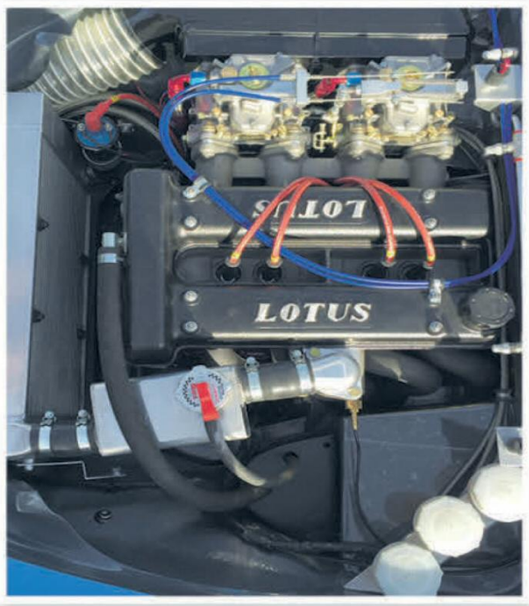
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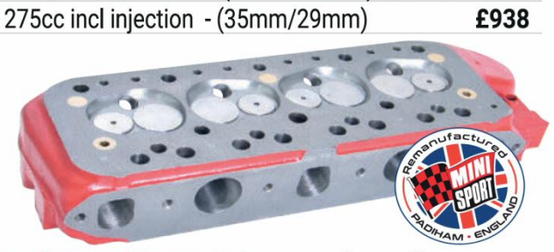
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7.5" 4 pot alloy caliper brake kits	£377
7.5" Brake disc assembly - drilled discs	£944

7.9" Vented Alloy Calipers, Brakes & Kits

7.9" 4 pot alloy calipers	Pair £299
7.9" Brake discs - grooved	Pair £87
7.9" 4 pot alloy caliper brake kit	£388
7.9" Brake disc assembly - grooved discs	£968

8.4" Alloy Calipers, Brakes & Kits

8.4" 4 Pot alloy calipers	Pair £330
8.4" Brake discs (Mini '84 on)	Pair £47
8.4" 4 Pot alloy caliper brake kit	£371
8.4" Brake disc assembly	£950

8.4" Vented Alloy Calipers, Brakes & Kits

8.4" 4 Pot alloy calipers	Pair £330
8.4" Brake discs - grooved	Pair £87
8.4" 4 pot alloy caliper brake kit	£418
8.4" Brake disc assembly - grooved disc	£1003

Sure Stop Kits



Developed with performance in mind, these brake upgrade kits with EBC Green Stuff brake pads, great value performance.

Cooper 'S' (10" wheels, X/drilled discs)	£110
Mini '84 on (12" wheels, X/drilled & grooved discs)	£74

Alloy Superfins

25% extra fins for better cooling! Lightweight alloy drum with 1" built in spacer, born from our competition pedigree.



Alloy superfins **Pair £123**

Drum Brake Assemblies

Sold as pairs, assembled & ready to fit.



Rear Brake Assembly + Mintex shoes **Pair £135**

Std. Disc Brake Assemblies



7.5" Cooper S Disc brake assembly	£713
8.4" '84on Disc brake assembly	£684
12" to 10" Disc brake conversion kit	£189

Brake Disc & Drum



Disc Cooper S - 7.5"	Each £29
Disc Mini '84 on - 8.4"	Each £15
Drum standard	Each £13
Drum spacer type	Each £19

MARKETPLACE

THERE'S MORE!

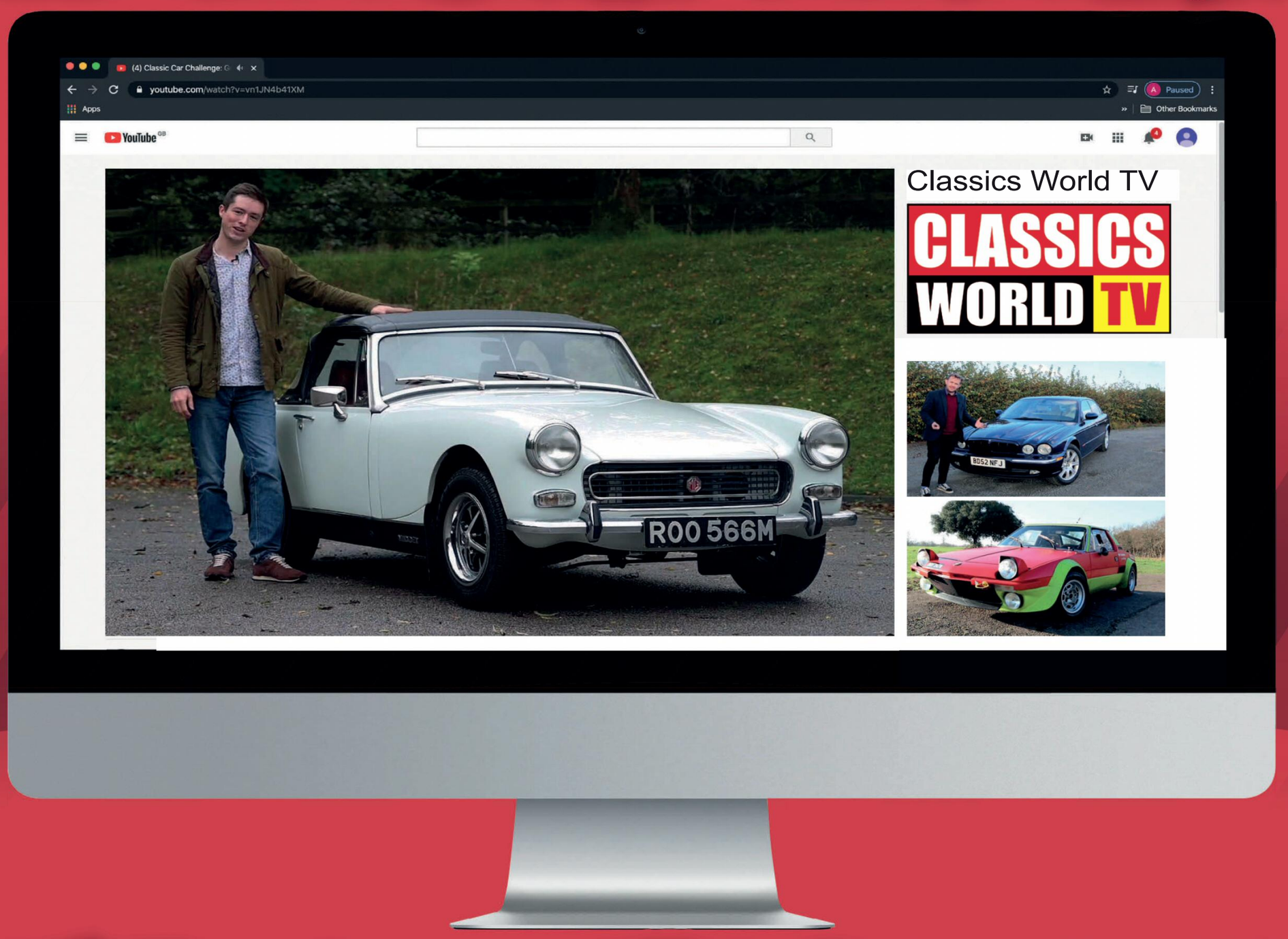
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