

EXCLUSIVE LOUISE GOODMAN

The question master on life behind the microphone P12

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS



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Alex Zanardi is in intensive care

Formula 1 and IndyCar hero suffers serious head and brain injuries following a crash in Italy

ZANARDI BATTLES FOR LIFE AFTER HANDBIKE ACCIDENT

By Matt James

Motorsport hero Alex Zanardi was in intensive care as Motorsport News closed for press after suffering serious injuries in a handbike accident.

The 53-year-old Italian was competing in an event in his homeland of Italy on Friday when his bike collided with a truck. He was airlifted to hospital and underwent lengthy surgery.

His surgeon said: "He [had] major facial cranial trauma, a smashed face, and a fractured frontal bone [forehead]. The numbers are good, although it remains a serious situation."

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MOTORSPORT NEWS

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THE UK'S ULTIMATE TRACK TESTS

Our readers pick out the best circuit sections P16



INSIGHT

BRITAIN'S BUSIEST ONE-MAKE CLUB

How the MG Car Club is thriving P8



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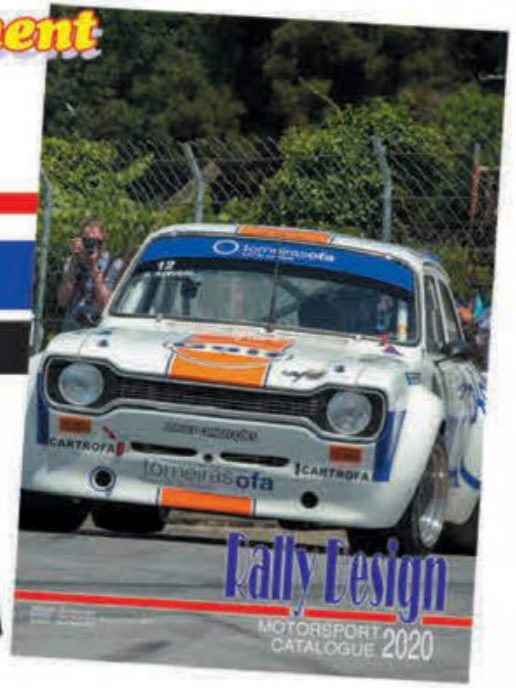
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Brake servo rod bellows **£5.20 £6.24**

COMMENT

Photo: Motorsport Images



A man who has already overcome adversity, Zanardi is facing a grave new challenge

ZANARDI IS IN OUR PRAYERS

It is impossible not to be inspired by the story and the achievements of Alex Zanardi, which makes the news that he has been gravely injured in a handbike accident even harder to swallow. The cheery Italian has overcome more obstacles than any one person should ever have to face and has bounced back with a measure of positivity and will to succeed that has exceeded any previous bounds known to a normal human.

Motorsport News can do nothing but pray that the Italian makes a full recovery. He is in the best hands and faces yet another battle. But if there was anyone who was built to fight, it is Zanardi himself.

In this issue, deputy editor Graham Keilloh investigates the ongoing success of the MG Car Club. It is a rarity as a one-make racing club in the UK, but it is one that has reinvented itself and its categories to maintain a level of participation which gains envious looks from rival clubs. That proactive attitude also helps earn long-term participation and support from generations of the same families, as Keilloh discovers.

Louise Goodman puts down her pitlane microphone and speaks to MN's digital content producer Helena Hicks to tackle the Motorsport News readers' Q&A. Goodman, known for asking the hard-hitting questions in Formula 1 and being a regular in the British Touring Car Championship, has become a focal point for a generation of fans, and her work is also an inspiration to a new generation of participants in motorsport. And she doesn't pull any punches with her answers in an excellent interview.

MN also put out a poll on social media as we aimed to unearth the ultimate sections of track among those in the British Isles. We have come up with a shortlist of eight and our friendly racing driver, British Touring Car Championship race winner Rob Austin, gives us a guide to getting the most from each test. It makes for some fascinating reading.

Rally fans should keep an eye on MN's social media too, by searching for us on Facebook or following MN on Instagram or on Twitter @MNMotorsport. We are planning a shoot out of the best stages too.

Keilloh's second feature this week tackles the thorny subject of the busy end to the 2020 season that some teams are facing. Leading GT team TF Sport has battles on many fronts, and has to sketch out how it is going to cope with a British GT round and the rescheduled Le Mans on the same weekend. It is not the work of a moment.

Matt James

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The ultimate test on the UK scene

Readers help us unearth the best sections of British Isles track



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The GT team facing a busy 2020

RACING NEWS

IN BRIEF

Hamilton to set up diversity commission

Formula 1 champion Lewis Hamilton is to set up a commission to increase motorsport diversity. He said in a Sunday Times article that the Hamilton Commission will seek to make "real, tangible and measurable change" and explore how motorsport can be used "to engage more young people from black backgrounds with science, technology, engineering and maths (STEM) subjects."

Rast replaces Abt in Audi Formula E seat

Two-time DTM champion Rene Rast will replace Daniel Abt at Audi for Berlin's six remaining races of the 2019-20 Formula E season. Twice FE race winner Abt left Audi after it was revealed a sim racer participated in the FE Race at Home Challenge Esports contest in his stead.

Chadwick gets "life changing" backing

W Series champion Jamie Chadwick has started a long-term partnership with Rodin Cars, which begins with competing in the forthcoming Formula Regional European Championship with Prema Powerteam. Rodin Cars will "fully support" her racing career with the ultimate goal of Chadwick reaching Formula 1. Chadwick described the backing as a "life-changing opportunity".

Mercedes F1 engine guru stepping down

Mercedes Formula 1 engine chief Andy Cowell will leave his position at the beginning of July. Cowell played an integral role in Mercedes's development of class-leading F1 hybrid engines, helping the team to a run of six championship doubles. Cowell informed the team in January of his intention to move on.

Mercedes-backed GT team steps away

Twice Nurburgring 24 Hours winner Black Falcon has withdrawn from top-level GT3 racing to focus on customer activities. Its Mercedes-backed programmes in the Nurburgring 24 Hours, the Nurburgring Endurance Series and the GT World Challenge Europe will be taken over by the new Haupt Racing Team, founded by long-serving Black Falcon driver Hubert Haupt.

Silverstone cluster develops Covid device

The 'Oxford Box' aerosol shield, designed by the Silverstone Technology Cluster network of motorsport and tech-orientated businesses to improve the treatment of Covid-19 patients, has been approved for use by four NHS hospitals. Renault F1's computational fluid dynamics and Dr Cristiana Pace, formerly of Williams Advanced Engineering, played leading roles in this project.

TURNER LANDS ROLE AS BTCC'S HYBRID TEST DRIVER

Le Mans class winner Darren Turner will conduct testing work on the new hybrid-specification British Touring Car Championship machines after signing a deal to complete the initial mileage.

The 46-year-old, who raced in the BTCC from 2006 to 2008 for Seat and took five wins, will get his first taste of the Speedworks Motorsport-built Toyota Corolla

at tyre supplier Goodyear's two-day test session at Snetterton at the beginning of July.

The BTCC will introduce a Cosworth Electronics-developed hybrid system mated to the gearbox input shaft of all cars from 2022.

Turner, a factory Aston Martin sportscar driver, told Motorsport News: "What I don't want to do is have too many preconceived

ideas. I want to come at this fresh – I will meet the team and the guys doing the development and we will work out clearly what the objective is, because it isn't just about the ultimate performance of the cars.

"It is about making sure that it enhances what the racing currently is like and it adds to what the British Touring Car Championship should be about.

It doesn't necessarily mean everything about all-out performance on track.

"The first thing is to make sure that it works well and does exactly what it is supposed to when it is meant to, and then we will work out what the strategy could be to increase how good and competitive the racing is without being detrimental to it in any direction."

Photos: Motorsport Images, Jakob Ebrej, WTCR, Audi Motorsport



Turner has a new role

ZANARDI IN INTENSIVE CARE IN A SERIOUS CONDITION

Italian undergoes surgery following handbike crash with a lorry



Zanardi crashed while racing a handbike

By Matt James

Italian hero Alex Zanardi was battling for life as Motorsport News closed for press after a serious accident while contesting a handbike relay in Pienza last Friday.

The 53-year-old, who lost both legs in a CART race at the Lausitzring in Germany in 2001, collided with a lorry on Friday and was airlifted to hospital.

He underwent brain surgery and also measures to rebuild his skull, which had suffered multiple fractures.

His condition was reported to be serious but stable on Monday morning, where he was in hospital in Siena.

Zanardi's surgeon Dr Giuseppe Olivieri said:

"He arrived here with major facial cranial trauma, a smashed face, and a deeply fractured frontal bone [forehead]. The numbers are good, although it remains a very serious situation.

"We won't see what his neurological state is until he wakes up – if he wakes up.

"The operation went as it should have; it was the original situation that was not good.

"What the prognosis will be tomorrow, in a week, in 15 days, I don't know. Serious means he's in a situation where he could die, in these cases improvements can be very small over time and worsening can be sudden."

Zanardi claimed a gold medal in the 2012 London paralympic games in handcycling.



Formula E is Berlin-based

Six FE Berlin races in nine days to conclude season

Formula E will complete its 2019-20 championship with six races in nine August days, all at Berlin's Tempelhof Airport.

The venue will host three double-header rounds in quick succession on August 5-6, 8-9 and 12-13, and each pair of races will use a different track configuration.

Five races were completed in the 2019-20 season before it was suspended due to coronavirus. DS Techeetah's Antonio Felix da Costa currently leads the standings.

The races will take place behind closed doors and there will be a maximum of 1000 people on site, with 20 allowed per FE team. The health and safety protocol also includes mandatory coronavirus testing prior to the races and on-site screening upon arrival.

FE CEO Jamie Reigle said: "[Berlin is] a venue that our teams, drivers and fans love. The festival will feature three track layouts."

NEW FOUR-DAY LE MANS TIMETABLE RELEASED

A new condensed four-day event timetable has been unveiled for this year's Le Mans 24-Hour race, which has been rescheduled for September 19-20.

Practice and qualifying for the 2020 endurance showpiece will take place on the Thursday and Friday ahead of the race, rather than the usual Wednesday and Thursday. The total free practice time

has been reduced from 12 to 11 hours, though the new 'Hyperpole' shootout qualifying format is retained and takes place on the event's Friday.

Le Mans organiser the Automobile Club de l'Ouest said the shorter itinerary reflected the coronavirus-related financial impact on racing teams, as it will mean squads do not have to commit their resources

over too long a period. The 2020 Le Mans race will have 62 cars and organisers released a provisional entry list.

An ACO statement read: "The 2020 24 Hours of Le Mans has obviously had to be reorganised due to the unprecedented international context, but every effort has been made to guarantee a high-quality competition, where safety remains the priority."



Tweaks have been made to timetable



Priaulx: step down

LEGEND PRIAULX ENDS FULL-TIME RACING CAREER

Tin-top legend Andy Priaulx has announced he is stepping back from full-time racing, after pulling out from his Cyan Racing Lynk & Co WTCR 2020 season drive.

Three-time World Touring Car champion Priaulx said the

coronavirus pandemic travel restrictions, his wider role with Multimatic Motorsports, and a desire to support the racing of his son Sebastian who is expected to compete with Multimatic in US GT4 racing in 2020, all were factors in his decision.

Priaulx said: "This is a new and exciting move for me, but I do admit I will miss a little bit the thrill of the weekly racing battles. However, I have projects with Multimatic that will need a lot of my attention and I would not be able to give them that

if I was still racing full-time.

"I am also a proud racing father and want to give Seb the support I was lucky enough to have from my own father. However, I have promised the Multimatic guys that I will not be what they call in Canada a 'hockey dad'!"

MOTORSPORT UK: £1M SUPPORT TAKE-UP "NOT OVERWHELMING"

Governing body says that the strength of organising clubs is demonstrated by limited hand-outs

By Graham Keilloh

Motorsport UK says "moderate" take-up of its £1 million coronavirus support shows clubs' financial strength, though the British Automobile Racing Club says the scheme was not tailored to large clubs.

The UK's national governing body has admitted that the take-up of its grant and loan package, unveiled in April to help racing clubs through Covid-19's financial consequences, has been "not overwhelming", but it believes this demonstrates clubs' health.

Motorsport UK CEO Hugh Chambers told Motorsport News of the take-up: "It's been moderate I would say, it's not been overwhelming which of course is very good news because it's a barometer of the health of the infrastructures of clubs. The

feedback [from clubs] to the initiative was massively positive."

BARC's group CEO Ben Taylor told MN however: "I think it [the support] wasn't aimed at clubs of the size of BARC. It needed to make a material difference to the survival or otherwise of a club [to qualify].

"BARC, for example, is a £13m turnover operation [so] it's difficult to see how a £10,000 grant would make the difference to the survival of a large club or not."

Ken Davies, chairman of Castle Combe Racing Club which also did not take up the support, told MN: "I don't think we could justify the claiming of an emergency grant at this moment in time."

"We're in good shape, so there'd be a little bit of a conscience if we were to put a claim in when there are probably a lot more people out there who are in far more precarious circumstances."



Chambers: motorsport is healthy



Support package has been set up

Photo: Jakob Ebrey, BRSCC, Mini Challenge

FESTIVAL AND REVIVAL CANCELLATIONS THROW GOODWOOD ESTATE INTO DOUBT



The loss of Goodwood events put a doubt over future

The Duke of Richmond has admitted that the loss of this year's Festival of Speed and Revival meeting has put the future of the Goodwood estate in doubt.

The Festival of Speed, due to have run in mid-July, and the Revival, planned for September 11-13, were both cancelled last week amid ongoing coronavirus disruption. There are outline plans for a Goodwood race

meeting in October behind closed doors, but it has yet to be confirmed.

The Duke commented: "We count on our headline events to generate all of our operating profit, and their absence has left us with millions in overheads to pay and no income since March, placing not only future events but even the long-term survival of the estate under considerable strain. It is a worrying time."

Event ticket holders can roll their tickets over into 2021 or request a refund, though fans are also being encouraged to join a revived Goodwood Supporters' Association to aid the estate's survival.

"The most this [behind-closed-doors event] will do is limit damage," the Duke added. "It is therefore my hope that, with the renewal of the GSA, you may consider standing beside us as we weather this storm."

Kelsey reveals revised 2020 event calendar

Kelsey Media has unveiled its new motorsport events schedule for the remainder of 2020, following revisions due to coronavirus.

The VolksWorld Show will run over the weekend of October 3-4 at its traditional Sandown Park venue, while the Japfest-Trax double-header event takes place at Silverstone on October 4. Ford Fair at Silverstone, initially scheduled for August 9, has been rearranged for October 25, incorporating the Classic Ford Show.

Organisers continue to prioritise public and staff safety and therefore for holding these events will monitor health developments and remain guided by official bodies. They therefore say ticket holders should check social media pages, websites and their inbox for further updates. Existing bookings can either be carried forward to the new dates in 2020 or into 2021.

DOUBLE-FIGURES TARGET FOR LOW-COST CITYCAR CUP DEBUT

The head of the new low-cost entry-level CityCar Cup predicts a double-figure turnout for the series' Cadwell Park debut on August 2.

The British Racing and Sports Car Club category is for one-litre Toyota Aygo, Peugeot 107 and Citroen C1 models, with equal SW Motorsports-developed underpinnings, GAZ suspension and Nankang tyres. Ready-to-go cars are available for £6995 or can be self-built with a donor

car and upgrade kit.

CityCar Cup coordinator Greg Graham predicted to MN: "We'll have 10-plus cars at Cadwell, it would be absolutely phenomenal."

"It's [interest] been huge, it's taken us all by surprise. We're not going to exclude any driver. One of the things that surprised me was not only did we have a lot of enquiries from new young drivers, we've also had a lot of enquiries from more experienced, mature drivers."

The series' car also got approval from Mini Challenge driver Max Coates after trying the 107 at Croft. "It's not marketing bullshit, he actually said 'guys don't change anything, you've got this little thing absolutely right, it does everything that we want'," Graham said. "We think we've created a little gem." Graham added that a BTCC team is interested in using the new series for its young driver development.



Max Coates has given the CityCup a thumbs up already

MINI CHALLENGE UK UNVEILS COOPER CALENDARS FOR 2020

The Mini Challenge has unveiled its six-round 2020 race calendar for its Cooper, Cooper S and JCW Trophy categories, containing as expected three Cooper rounds supporting the British Touring Car Championship.

The Cooper Class's season starts at BTCC's Oulton Park round in August, and it also joins the leading tin-top category at Thruxton in September and Croft

in October. The remaining Cooper events are at MotorSport Vision Racing meetings.

The Cooper, Cooper S and JCW Trophy calendars' unveiling follows recent confirmation that the Mini Challenge JCW category will race at five BTCC rounds this year. This means that in total the Mini Challenge will support BTCC at eight of its nine rounds in 2020.

CALENDAR

Mini Challenge Cooper, Cooper S and JCW Trophy

DATE	VENUE
Aug 22-23	Oulton Park: BTCC Support - Cooper
Sept 12	Brands Indy - Cooper S and JCW Trophy
Sept 19-20	Thruxton: BTCC Support - Cooper
Sept 26	Snetterton 300 - Cooper, Cooper S and JCW Trophy
Oct 10-11	Croft: BTCC Support - Cooper
Nov 7-8	Donington National - Cooper, Cooper S and JCW Trophy



Cooper and Cooper S calendar agreed

RALLY NEWS

LATVIA AND ESTONIA COULD FORM PART OF WRC RESCUE PACKAGE

Baltic double set to be confirmed as additions to the refreshed line-up



Estonia will be elevated



Liepaja has a ERC round



Ypres draws many fans

Photos: Jakob Ebrey

By Graham Lister

A Baltic double is being lined up to save the World Rally Championship season.

Rally Liepaja in Latvia and Rally Estonia are expected to be confirmed as rounds four and five of the 2020 season within days.

The gravel events, both WRC newcomers, will take place from August 13-16 and September 3-6 respectively. Rally Liepaja, which will run one week after Rally Finland's scheduled date, will host a combined European championship and WRC event. The last time this happened was on the Swedish Rally in 1980. Rally Estonia inherits Rally New Zealand's calendar slot.

A Baltic blast?

Rally Liepaja and Rally Estonia would more than hold their own in the WRC – and offer a high-speed fix for drivers and fans.

Their close geographical proximity and similar nature will appeal to teams, many of whom are facing cash shortages as lockdown measures ease.

Both rallies benefit from sound organisation and promotion, plus government backing.

Rally Liepaja ran for the first time in 2013 and has remained part of the ERC ever since. Based in the city of the same name in western Latvia, the event is organised by Raimonds Stokss' RA Events, the company behind Latvia's World RX event in Riga.

The city's former mayor is Uldis Sesks, a former rally driver and father of Junior WRC contender Martins Sesks. Eurosport Events, promoter of the ERC, has agreed to the joint-event plan.

Back from the brink

Despite securing official WRC Promotional Event status for 2019, Rally Estonia, which had been planned for July 24-26, was cancelled following a dispute with Estonia's governing body, the Estonian Autosport Union, over 5000 per cent hike in permit fee charges.

But a resolution has been found and it appears Estonia's World Rally Championship debut is a formality.

Beyond the Baltics?

With the WRC Commission stopping short of presenting a revised 2020 calendar to last Friday's FIA World Motor Sport Council for ratification in light of the ongoing negotiations with the events in Liepaja and Estonia – plus Belgium's Ypres Rally, the make-up of the remaining events remained unclear as Motorsport News went to press.

Post-Rally Estonia, Rally Turkey is still scheduled for September 24-27, followed by Rally Germany from October 15-18.

Sardinia is expected to take Rally GB's October 29-November 1 slot with Rally Japan organisers "determined to hold the event as

planned" from November 19-22, despite the canning of the Japanese bike and car grands prix.

However, Rally Germany's status has been clouded by government measures extending the ban on mass gatherings until the end of October, while it emerged last week that Sardinia bosses have concerns about the reduced daylight hours at that time of year and a reluctance to run their notoriously dusty stages in darkness.

The Covid-19 threat

Covid-19 restrictions in Estonia and Latvia remain. As of last Friday, UK passport holders were still required to observe 14 days of quarantine upon entering both

countries, although the rule doesn't apply to citizens of EU states.

In Latvia, outdoor events are limited to 300 people until July. Over the border in Estonia the limit is 1000.

Other options

Although a WRC return to Cyprus has been ruled out due to the costs and logistics involved in getting to the island event, which is a round of the ERC and falls on the same weekend as Rally Germany, the Croatia and Monza rallies emerged as outside contenders last week.

But organisers of Rally Islas Canarias confirmed there has been no approach from WRC Promoter.

NEUVILLE AND HANSEN TEAM UP FOR MAGIC WEEKEND

Hyundai World Rally driver Thierry Neuville will partner World Rallycross Champion Timmy Hansen in a two-car LifeLive Nordic CrossCar effort for RallyX Nordic's 'Magic Weekend' at Holjes next week.

Neuville has been testing in Finland recently but the event will be his first competitive outing since Rally Mexico in March.

"I'm very pleased to take part at this very famous rallycross track and race weekend," he said. "I'm really looking forward to get behind the wheel. After some days testing with Hyundai in the last weeks, it's going to be good to also get back behind the wheel in competition as well."

The 'Magic Weekend' is a big chance for the LifeLive squad to prove the pace of its TN5 machine. Neuville added: "We are aware that it's going to be a challenge for our team. It's a particular market over there and the other racers

have a lot of experience, so we are going there to get an impression about the speed, the improvements that have to be done and the development that continues."

Fellow rally driver Oliver Solberg will also compete in the Supercar class with the Citroen DS3 he took to RallyX Nordic glory in 2018 and father Petter won his two World RX crowns with. His rivals include Johan Kristoffersson, Niclas Gronholm and Robin Larsson.



Neuville for Nordic RX run



Ypres will get WRC shot

Ypres WRC round could include Spa circuit

The Ypres Rally is in the frame to host world championship rallying in Belgium for the first time with the Spa-Francorchamps circuit as part of the route.

Although the date (October 1-3) would lead to huge logistical woes should Rally Turkey run the previous weekend, there could be scope to delay Ypres by one week and run it back-to-back with Rally Germany, providing Germany also goes ahead (see above).

MN understands there are safety concerns to address due to the expected demand for tickets owing to Ypres' popularity, although the use of Spa, which is 160 miles away from the event's HQ, could help to alleviate fears.

RALLY GB NOT FEATURED ON PROVISIONAL LIST OF 2021 WORLD RALLY CHAMPIONSHIP EVENTS

Rally GB was missing from a preliminary list of events that will be included in the 2021 calendar issued following last Friday's FIA World Motor Sport Council meeting.

It confirmed nine rallies for what is likely to be a 10-round schedule, although Spain and Australia are subject to deals being struck with WRC Promoter. While no dates were given, Finland, Monte-Carlo and Portugal appear along with the six events previously approved by the WMSC, namely Australia, Italy, Japan, Kenya, Spain and Sweden.

Although Motorsport UK CEO Hugh Chambers told Motorsport News that a WRC-counting Rally GB in 2021 was "far from certain", it was hoped that the event's heritage and previous support from WRC



Rally GB is struggling to find a space on the 2021 line-up

Promoter boss Oliver Ciesla would help its cause. In April, Ciesla said: "Rally GB is one of our most popular rounds. The UK has a strong car market and excellent organisation."

Clearly, however, with a reduced 2021 schedule now likely due to the devastating

economic impact of Covid-19, WRC Promoter will understandably consider offers from the highest bidders.

It will also be under pressure to deliver a round in either North or South America and the support for Argentina and Mexico will be huge.

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Photos: Jakob Ebrey, Chicane Media

LIONS CUP TO LAUNCH NEXT YEAR FOR OLD PEUGEOTS



Some classic Peugeots are ready for a new rallying class

A proposed new championship for Peugeot 205 and 309s named the Lions Cup is set to be launched in 2021

Subject to further Motorsport UK approval, six classes have been mooted covering historic-spec vehicles, old 205 Challenge cars and two open classes with more lenient regulations.

Andy Hardiman has rallied a 205 or a 309 for a number of years and, along with a growing

number of other enthusiasts, has been keen to get the Lions Cup idea off the ground.

He said: "I've always found it a great car to drive but in this modern day and age, it's just not competitive. It's never going to be with me driving it but when you're out having fun you still don't want to come dead last because you're the only one with 110 horsepower in the field. It would be so much more fun if there was more

competition and from initial interest, it looks like we could have that next year."

The Lions Cup team is now looking at devising a mixed-surface calendar that will incorporate separate gravel and asphalt cups. Any event organisers and competitors interested are encouraged to email lionscup2021@hotmail.com while suggestions can be made in the '2021 Lions Cup' Facebook group.

BTRDA WORKING TOWARDS SECURING A FIVE-ROUND CALENDAR

Leading national series bosses looking at options to form a reworked 2020 schedule

By Luke Barry

Organisers of the BTRDA Rally Series are still working on delivering a five-round championship this season despite Covid-19 cancelling the majority of forest-based championships this year.

Following the Welsh championship's cancellation last week, the British Historic Championship is the only other still standing but with just two rounds on its schedule, its future looks shaky too.

Chairman of the BTRDA rallies committee Neil Cross told Motorsport News that the situation is continually being monitored.

He added: "We're almost fortunate as with the Woodpecker going, our next event now isn't until the end of September so we've got a bit of leeway in trying to work out what's happening."

Surveys have been sent out to competitors to determine interest in completing the season and, if not, whether silverware be handed out

after just two rounds. The Cambrian and Malcolm Wilson rallies have both run with the Trackrod, Wyedean and the rescheduled Nicky Grist Stages on November 28 potentially remaining.

"The Gold Star, Silver Star and Bronze Star are coveted awards and have been around in motorsport and rallying for 40 to 50 years now," Cross said.

"We don't want to detract from what competitors have put into it but we wouldn't necessarily want to award a Gold Star to a competitor on a championship that's only two rounds for argument's sake [either]. There's all sorts of checks and balances to be done."

Championship leader Stephen Petch would like to see the championship continue but said people's health is more important. "It's one of those 'rock and a hard place' situations," he told MN. "Having had such a great start it would be a shame [for it to be cancelled] but people must stay safe. There will always be another rally to do."



Petch is top of the points after two rallies

FORD FIESTA R5 SWITCH FOR MARK KELLY

English battler Mark Kelly has bought a Ford Fiesta R5 as he looks to fight at the sharp end of the Motorsport UK Asphalt Championship next season.

Kelly had planned to use his usual Ford Escort Mk2 in the Asphalt series this year but its cancellation and the R5 coming up

for sale at a good price changed things. He said: "The reason for buying the R5 was really I want to be as competitive as possible."

"It [the switch] happened a bit earlier than we would've thought but the idea now is to jump in the R5 and be competitive."

Kelly said that he had a "quite

encouraging" test recently as he acclimatised to left-hand and four-wheel drive.

If they go ahead, Kelly would like to do either the Jersey and Pokerstars rallies this year as well as some MN Circuit Championship events to bed himself into the car.



Mark Kelly has already tested his new Ford Fiesta R5



Aitken-Walker back in a Peugeot 205 GTI

AITKEN-WALKER TO STAR AT HISTORIC RALLY FESTIVAL

Louise Aitken-Walker will be one of the stars of the Historic Rally Festival in late October, driving a Peugeot 205 GTI.

The highlight of Aitken-Walker's career was winning the Ladies World Rally Championship title in 1990 and the Weston Park-based

event will mark the 30th anniversary of that success.

She will be reunited with a Peugeot 205 which she last rallied on the 1988 RAC Rally. "I can't wait to have another go in the 205," she said.

"We were a great combination and it was with the 205 in 1987

that I achieved five class wins from five events. I also have fond memories of Weston Park; the stately homes were always tricky stages to master. It will be lovely to have another go in some of these cars and to catch up with everyone."

IN BRIEF



Morgan: win hat-trick

Morgan's eBRC glory

James Morgan stands on the brink of the inaugural eBRC Invitational title on DiRT Rally 2.0 after winning his third event from as many starts in Germany. Stern competition came from fellow co-driver Richard Crozier who gambled with soft tyres with the rest on wets. Crozier held a seven-second lead before the final stage but an overshoot relegated him to sixth. Morgan heads Josh McErlan by 24 points with 25 markers still available in the final round in Scotland.

Tim Leigh

MN is sad to learn of the passing of well-respected co-driver Tim Leigh who died on June 11 after suffering ill health. Leigh, from Yate near Bristol, partnered his son Kit competing in the 205 Challenge before stepping up into a Fiesta ST and then an R2. The pair were often seen on Rally GB too, netting second in class in 2010. He also served as Tavern Motor Club's chairman between 2007-2011. MN sends its condolences to family and friends



Padgett for Junior RX

PHIL CHICKEN'S SON JOINS JUNIOR RALLYCROSS GRID

Corey Padgett will join the Junior rallycross ranks in both the 5 Nations British Rallycross Championship and BTRDA Clubmans Series this year, driving a Suzuki Swift.

Son of BTRDA rallycross champion and European contender Phil Chicken – who will race in the Swift Sport Championship this year – 14-year-old Padgett will race a 1300cc car run by MB Motorsport.

He has spent his first two years in motorsport racing in a Peugeot 106 in junior autograss, experiencing a rallycross circuit for the first time at Blyton Park in February before racing in the Lydden Hill Winter Series finale this year.

"I've been wanting to do rallycross for about nine years since I first came to watch my dad," Padgett told MN. "It's different to autograss but it's a lot of fun and I'm looking forward to the season. I want to learn as much as I can this year and see how it goes. I just need time in the seat."

FEATURE

THE MG CAR CLUB: STANDING ON ITS OWN

The MG Car Club is close to unique in UK racing as a single-marque club putting on several race meetings a year with a variety of its own championships. **Graham Keilloh** investigates how it does it



MG Cup and Metro cars battle at Brands Hatch



The roaring BCV8 pack of MGBs and MGCs come into view



MG cars available to race stretch right back to the pre-war Triple Ms

When scanning a UK national racing calendar, the events held by the MG Car Club may not necessarily leap out. But those meetings hold a significant distinction. As a single-marque club that puts on multiple race meetings, MGCC stands largely distinct.

MGCC vice president and former chairman Ron Gammons tells Motorsport News: "One of the other [single-marque clubs to host a meeting] must be Bentley Drivers Club, which has a single event normally at Silverstone in August, but I can't think of many others."

"You think of Jaguar, Triumph, Austin-Healey, and the older marques, even Mini and so on, don't run their own race meetings. So I suppose we are a bit unique."

MGCC organises six racing championships plus a series, and these together form the backbone of its race meetings. Usually it holds six meetings a year, though like everyone else its 2020 schedule has been impacted by coronavirus.

So what explains MGCC achieving such a rare feat? The club's race competitions secretary Mark Baulch tells MN: "Racing is in the very DNA of the marque. That's why it was set up in the first place, to convert Morrisies into sports cars."

MG's heritage is long – this year it hits its 90th birthday – and its heritage for holding

its own competition events is lengthy too. "We started running race meetings back in 1950," Gammons notes. "One of the very first race meetings [was] at what was then the new Silverstone, and the story is that the MG car company helped [track owners] the British Racing Drivers' Club with some funding for the circuit and so on. So we've had a long association with Silverstone."

But, of course, it takes more than long heritage to be achieve the rare feat described at the outset. The diversity of MG cars is crucial too. Baulch says: "It's one of the widest ranges in motorsport because we have everything from the pre-war Triple Ms right up to the current MG3. I don't think anybody else has that range."

The MGCC's racing categories incorporate, among others, the rear-wheel-drive MGA, Midget, MGB GT and V8, the front-wheel-drive MG 1300, MG Metro, MG Maestro, MG Montego, MG ZR and MG ZS, as well as older Rover models such as the 216 GTi and 220 Tomcat Turbo.

The diversity also is reflected in the range of MGCC championships. There's the MG Trophy for MG ZRs and the MG3, and which has British touring car star Jack Goff among its graduates. There's also the Midget & Sprite Challenge, the MG Metro Cup, as well as the north-west-based Cockshoot Cup that incorporates various sports and saloon machines. And there's the Triple M Challenge for the pre-war MG Midget, Magna and Magnette.

And many of the MG and Rover

machines are eligible for the diverse MG Cup, now in its 32nd year. MG Cup chairman and competitor Peter Burchill tells MN of this category: "It's the mix of cars that really makes it. It's about close, competitive, safe racing. I don't think anywhere else you see front-wheel drive versus rear-wheel drive versus turbo versus normally-aspirated cars all in the same classes where pretty much anyone can win a race."

"One of the most enjoyable things last year was that a Metro Turbo undertook a Tomcat Turbo and both were ex-production cars from Rover. I like the mix of the old versus the new. We've even had a new driver resurrect [for 2020] a 30-year-old championship car, from the 216 GTi that he originally built 30 years ago, he's bought the car back for his son to race to make his racing debut."

As well as MG cars' diversity, the race club has another boon. Gammons says: "We had the advantage of sufficient vehicles out there. For instance, there were half a million MGs made, so there's a reasonable number there. MGAs, over 100,000. Even the T-types, there was in excess of 50,000 of those made overall."

"They weren't Lotus in road holding, they weren't Ferrari in performance, but it was the sum of all the parts which everything it did pretty well and that's why we've got so many people still on the grids with the cars, they don't cost a fortune, they're good, solid and reliable."

Burchill notes too: "I have loved hunting out people with old one-make cars, it's great to give them a home."



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Midget & Sprite Challenge



Peter Burchill is chairman and competitor in the diverse MG Cup

It's something noted also by James Wheeler in his own MGCC championship, the long-established BCV8 category for MGBs, MGB V8s and MGCs, for which Wheeler is a competitor and chairman. "The MGB itself and MGC itself, very popular cars in their times, still are very popular cars in the classic world, and there's still quite a lot of them about so therefore they're not stupid money to be able to buy them to come out and race with the BCV8s. That's why it does so well," Wheeler tells MN.

And this aids participation, as it means a range of entry options for differing drivers and budgets. Wheeler adds of BCV8s for one: "You can race anything from pretty much a standard MGB with a rollage in it and a few tiny modifications right up to full-blown modified BV8 all-singing, all-dancing, quickest thing that you've ever seen on a track almost, all in one championship. So it literally fits every budget and fits every style of driving for speed."

The diversity among MGCC competitors is noticeable. "We've got from the youngest driver to the oldest driver nearly 60 years between them," Baulch notes. "That is again incredible, most things that you will go to you will find certain generations are involved. But with MG it's not in any way exclusive." Attachment to the MG brand attracts

drivers too. "I think it's 50-50," reckons Wheeler. "Some people have got an MG link or they generally like the MG cars. Myself it's because my dad's a massive fan of MGs, always has been since a kid, his dad was a fan of MGs, and then therefore I've fallen into it that way."

"But you have got some people that are just interested in motorsport, they go and have a little look at a club meeting, may happen to turn up at an MG Car Club meeting, see the BCV8 going round and enjoy the fact that it looks really competitive and no matter which class you're in you can have a competitive race, in a car that's reasonably affordable for the speeds you can go."

And, Gammons reckons, it is participation that's at the root of MGCC's success. "You're asking why were we successful when others weren't, that is because, by whatever means, we've managed to attract sufficient competitors into the various races," Gammons says.

"A lot of that's down to the enthusiasm, the support that the individual coordinators give to their own championships. They put in an enormous amount of effort and time to make the championships a success."

"You've got to fill the grids somehow with the cost these days. At Silverstone, for example, we worked out it was so many pounds per second. Within MG Car



BTCC star Jack Goff raced in MG Trophy in 2009, winning class title

Club we're under a strict regime that every meeting has to wash its face and in recent years they have done."

The on-track action is good too. "You get some really really close racing," says Baulch. "Every time they go out there's something exciting is going on, and the class structure means there's lots of little battles."

And over and above all this, there's a little bit of magic too, as noted by Baulch: "Also for me being involved at all levels of motorsport everything from karting to club racing right up to Formula 1 and then across things like banger racing, stock car racing, the one thing about MG Car Club is the family feel to the paddock."

"I do not believe you can get any other motorsport where you get that feeling in the paddock of it being very much a family of racers. I mean that in both senses of the word, ie actually having relations there but also if you see the way the drivers interact with each other, there's a real family feel to it. I've come across that a little bit in some other places, stock car racing when I used to do that there was a little bit, but I've never come across it at the sort of level that you see in an MG [paddock]."

"One story that I remember most fondly, James Dunkley in the Midget & Sprite Challenge won his very first race at Silverstone, and as he came up to collect

his trophy, as he turned around from collecting his trophy he walked up to his then-partner and went down on one knee and proposed to her. Again it goes back to it being such a family event."

And MG Car Club is soon back racing after the enforced suspension, at Donington Park on July 11 and 12.

Thanks to Wayne Stirling Parker who provided some of the research for this article. He also races in the MG Cup.



The MG Trophy is for front-wheel-drive MG ZRs and the MG3

Classic Marathon memories of Moss

For the 1989 running of classic rally the Pirelli Classic Marathon, the Italian tyre company sought to enhance the event with some big names. And the biggest name of all appeared in an MG.

"We managed to get Stirling Moss into an MGB," Ron Gammons recalls. "We were in an MGB apiece; his MGB was run by my company so I had a very personal interest!" And little wonder Gammons describes what happened next as "one of my most treasured memories".

"There we were down there in the Dolomites," he continues, "literally nose to tail, either him in front or me in front, for three or four days. We were like fish in a stream, I'd overtake and leave room for him to get in, and he'd overtake and leave room for me to get in."

"Travelling with Stirling in Italy was just a revelation, everywhere [people shouted] 'Signore Moss, Signore Moss!' We got stopped once or twice for going perhaps slightly too quick, literally an autograph and a photograph and that was all it took and we were waved on our way!"

At the finish there were three MGBs in the top five, made up of Moss, Tony Dron and Gammons in that order seconds apart. Gammons though managed to turn the tables the following year, finishing second to Paddy Hopkirk with Moss third.

"Stirling stayed loyal with us through to basically when Mitsubishi took over [the Classic Marathon in 1992]," Gammons explains. "And then we provided Stirling and Susie Moss with an MGB for Tour Auto."

"He said the reason he liked driving an MGB was that if he went there in a Ferrari or an Aston or whatever, everybody would expect him to win, whereas if he went there in an MGB and he did well it was obviously down to Stirling!"

It's a family affair for Kyla Birdseye in the MG Metro Cup as she follows in some well-trodden wheeltracks

The MG Car Club, as outlined, prides itself on its family ties – 'family' both in the metaphorical and literal sense. Yet there cannot be many who can match the number of ties that Kyla Birdseye has.

Not only does 24-year-old Birdseye compete in the MG Metro Cup, so do both of her parents – Mel Trevett and Richard Garrard – and her grandfather Dick Trevett. Dick also alternates in the car from year to year with Birdseye's uncle David Javes, and Javes's daughters Emma and Kim are the championship's coordinator and secretary respectively!

"I've actually been going [to MG races] since I was four months old!," Birdseye tells Motorsport News. "I was born in the November and my first race meeting was in the March! My grandad started [racing] the year before I was born and then I just got brought up with it."

"And [later] I just thought 'you know what, I want to give it a go', and there wasn't many women in motorsport and I was like 'is that even possible?' I got my licence and it was the best thing I've ever done!"

Her transition from watching to

competing wasn't initially straightforward though. "It was nerve wracking," she admits. "It was awkward and embarrassing because I was so far behind. I started off in my dad's car, so I was scared of crashing that as well!"

"But because I already knew all the drivers, after the race they would come up and give me a hug and say that was good. And they've seen me improve over the years and they said it's so nice being able to watch me get more confident with my car."

"I have known everyone there pretty

much since I was a baby so I pretty much consider everyone there as family. It's such a welcoming community."

As for racing her actual family members? "It is friendly but it's also competitive," Birdseye confirms. "Last year I spent most of the season battling with my dad! So it's been a running thing that I'm going to beat him, that's my aim for this year anyway!"

"MG Car Club has been my life for the last 24 years. And I think in my last 24 years I've probably missed about four races. So I don't know what I would do if I ever had to stop."



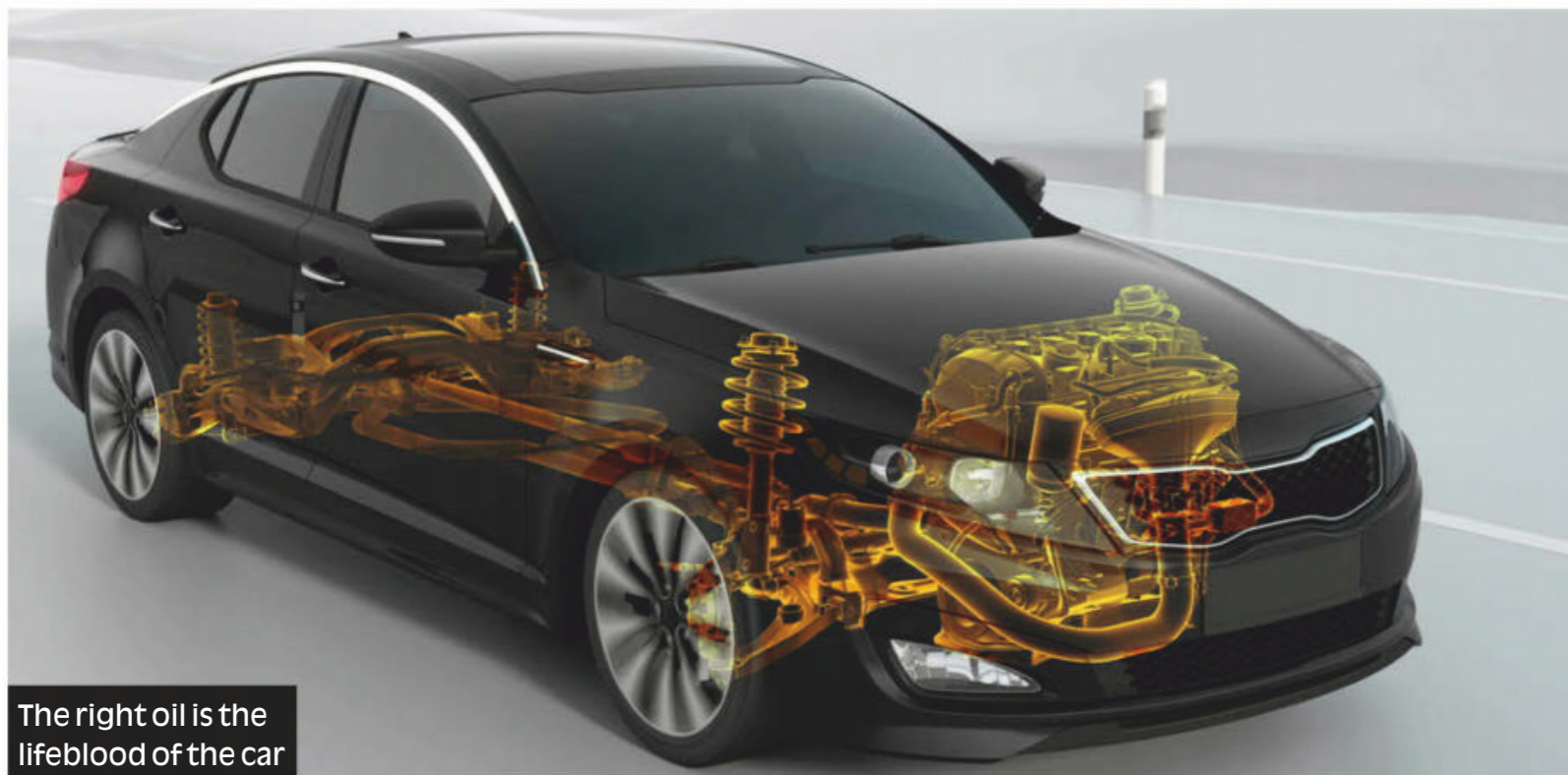
Birdseye: Metro Cup is family

GETTING OVER THE LINE

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'A good oil can lower the risk of mechanical problems'



The right oil is the lifeblood of the car

Lubricating oil is to an engine what blood is to the human body. If it is too thick it can cause the engine's oil system to clog (think heart attack); too thin and you risk uncontrollable wear. The more viscous (thicker) the oil is, the more fuel (energy) it takes to pump. Selecting and maintaining the correct viscosity (thickness) of oil for the type of vehicle is key, especially in performance cars.

All cars, whether old or new, need the correct oil in their engines and working parts to help keep them lubricated. The correct quality engine oil ensures optimum fuel economy and reduces CO₂ emissions into the atmosphere. The correct engine oil also prevents surface friction and combats water ingress which can cause internal rust, both of which will lead to expensive repairs and breakdowns.

Racing drivers and teams across the world are constantly changing the oils after each event. You can see when rebuilding the components there are huge differences between the parts if you have used the highest quality oil or a lower-grade option. Using the correct lubricant lowers the risk of retirement from a race. For teams and drivers, it is vital that cars go out for every single lap without any defects and not having any issues, to ensure team can score points at all opportunities throughout the season

What makes a good oil?

The world of lubricants can be confusing when trying to select the correct fluid. The performance of an oil is shaped by the technology that goes into it. Specific formulation packages that go into oil can vastly improve performance of the vehicle. Oil formulators and thereafter blenders and manufacturers carry out many checks and tests to comply with the optimum road and race

specifications, OEM requirements, emission legislation. Tests within a standard formulation include the measurement of evaporation loss caused by heat, the oil's stress yields, its ability to flow at high and low temperatures, its chemical compound footprints, and residual ash levels.

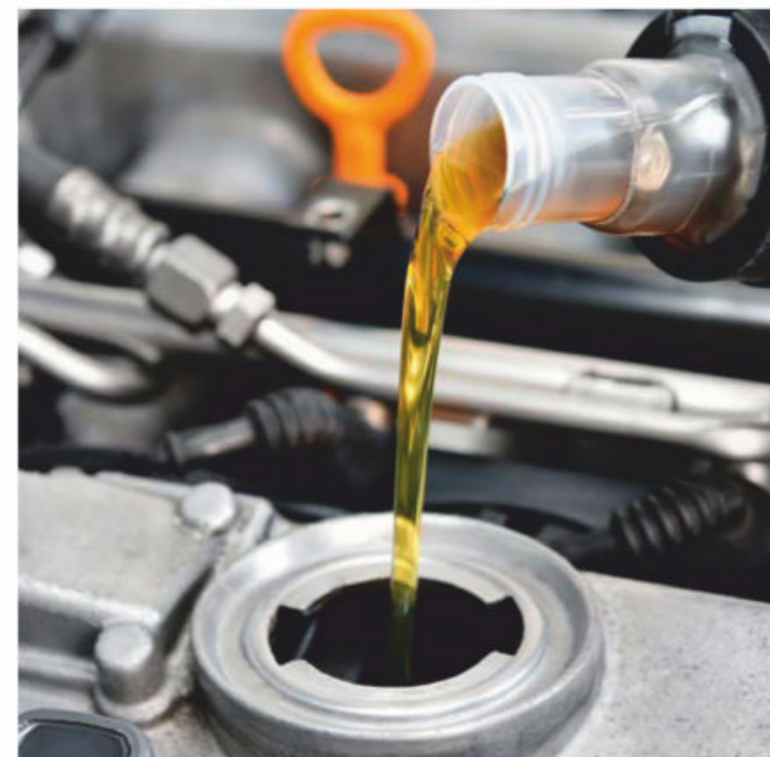
Modern engine oil contains high levels of detergents and dispersant additives. Detergent additives are required to keep the internal components of the engine clean whereas dispersant additives are there to ensure combustion residue (sludge) is managed. Lubricants are now required in some on road vehicles to endure poisonous exhaust gases being fed back into the system rather than being expelled through the exhaust through EGR (exhaust gas recirculation).

What are oil specifications?

The two most recognised major industry specifications are ACEA (European Automobile Manufacturers Association) which issues European specifications and API (American Petroleum Institute) which issues US specifications.

Both bodies issue, maintain and police their references to specifications and have a diverse membership, including the major vehicle manufacturers, lubricant additive suppliers, and base oil producers.

ACEA specifications are prefixed with an alphabetical letter and then a number, for example you may see in a vehicle handbook a phrase like "ACEA A3/B4". The prefix 'A' indicates that the specification is designed for petrol engines, and the prefix 'B' indicates a diesel engine. Many modern engine oils are capable of meeting multiple petrol and diesel ACEA specifications in one oil. The following number – '3' or '4' – demonstrates the category the oil is designed to and will have very different physical and chemical limit characteristics.



Oil blend is designed to optimise performance

API uses the prefix 'S' for petrol engines and prefix 'C' for diesel engines. The higher the second letter the later the improvement to the specification of the oil. For example, in a petrol engine application: API SN to SJ are for the more recent car engines. API SA to SH are for the older cars.

Oil viscosity explained...

The viscosity of an oil is simply the measurement used to determine the thickness. Viscosity in its rawest form translates to the fluid's resistance to flow.

The Society of Automotive Engineers (SAE) established a numerical system for grading oils according to their viscosity characteristics. For multigrade oils, you will see displayed two numbers and a letter which indicate the oils viscosity (eg 5w/40); for monograde oils you will see only one number.

The first number in a multigrade oil classification refers to its cold weather viscosity. The lower this number is, the less viscous the oil will be at low temperatures. For example, a 5w oil will 'flow' better at low temperatures than a 10w oil. The 'w' stands for winter.

The second number describes the viscosity of the oil at the engine's normal operating temperature.

The optimum is to have an oil which is thin enough to flow at low temperatures but thick enough to perform satisfactorily at high temperatures. The starting viscosity would be different depending on whether you are living in a very cold climate (0w/ or 5w/30) or a very hot climate (10w/ or 15w/ or even 20w/).

In conclusion, using the correct oil quality coupled with the optimum viscosity will without doubt help lower the risk of your retirement whether on the track or on the road.



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FEATURE



LOUISE

"MOTORSPORT BLOKES, IT IS

As one of the most recognisable faces in the pitlane,



Goodman and the stars: Bono in 2003

Louise Goodman spent over 25 years working in Formula 1 as a press officer for Jordan Grand Prix and then as a pitlane reporter for ITV when the channel had the broadcasting rights between 1997 and 2008.

Since then, Goodman has been an integral part of ITV4's British Touring Car Championship's presentation line-up. Now, speaking about her journey to become one of Britain's most well-known sports broadcast journalists, Goodman tells Motorsport News what it's been like from being one of the only women in the paddock to being a key role model for the younger generation.

"I sort of fell into motorsport," she says. "My entire career has sort of been a set of happy circumstances! I grew up in Hampshire where Derek Warwick comes from. As a youngster, I would walk past Warwick trailers, their family business. There was a beautiful orange Ford Capri Mk2 that was often parked outside. I always loved cars. I always love things with an engine."

One of her first roles was working for a powerboat magazine, where she eventually met motorsport PR impresario Tony Jardine who she went to work for.

She then made the move to the Jordan Grand Prix team as a press officer. Then, during her time there, she was contacted by an independent broadcasting company who were bidding to do the production for ITV's Formula 1 coverage.

"I was approached and offered the job basically," Goodman says. "They wanted to have a woman on the bid to reflect the fact that there was a large and increasing number of women who were watching motorsport. I guess they either went for somebody who knew about television and taught them about F1, or they went for somebody who knew about Formula 1 and taught them about television. So, luckily for me, they went for the latter route."

"I recognise the fact that I was so, so lucky. It's some peoples' life's ambition to work in television, or to work as a reporter in motorsport."

Photos: Jakob Ebrey, Motorsport images

GOODMAN IS NOT JUST FOR EVERYBODY'

Louise Goodman has become a role model. She talks to Helena Hicks



Goodman was part of the Jordan team, here just behind Gugelmin

Goodman had a small piece of prior broadcasting knowledge. Working at Jordan, Irish TV channel RTE used to get her to do live updates from the team's garage over a grand prix weekend. "They gave me a set of headphones and a microphone and I used to do them just live updates from the Jordan garage because that was the main focus of Irish TV," she says.

Question: "Do you remember your first live broadcast?"

Michael O'Carroll
Via Facebook

Louise Goodman: "I was quivering like you can't believe it and, now and then,

there is one person who always reminds me of it – Bradley Lord, who's now the Head of Communications at Mercedes. He watched my first broadcast and how nervous I was. I absolutely was. It was sort of: 'there you go, there's a microphone off you go'. And we had millions of millions of people watching in those days. It was slightly nerve-wracking learning on the job. I can't say it was always an enjoyable experience. I'm not very good at not being very good at things. Quite frankly, I wasn't very good when I first started. But, I hopefully picked up a few tricks along the way. I was in an incredibly lucky position to be given that opportunity. It never even crossed my mind that I would

work in broadcasting."

Question: "Out of everyone you have interviewed who has posed the biggest problem?"

Oliver Taylor
Via Facebook

LG: "I've been around racing drivers pretty much all of my working life. They're all individuals, but I know the way that their minds work. Particularly being at Jordan Grand Prix, we got through a lot of racing drivers. I'd worked with 30 or something racing drivers as their press officer.

"On the whole, if you ask a pertinent question, a relevant question and a

sensible question, and you ask it in an appropriate manner, then most drivers are fine with you. There are times they don't want to talk and there are times they're storming off – that's not my fault, they're not angry at me. My job as a reporter is telling that story or demonstrating that story. Very often a driver with a helmet on refusing to speak to you, that tells a story in itself. It's not something that's ever bothered me approaching a driver in that kind of scenario. It's not something that I've ever taken personally if somebody has, on a rare occasion, told me to get stuffed.

"I remember one specific occasion with Eddie Irvine, who I've worked with as his

press officer. I know him well: his sister is one of my best mates. When I was working for ITV, we were at the Hungarian Grand Prix. I can't remember exactly what the scenario was, but we were doing a live interview and he said something. I was thinking with my press officer brain, 'mate, you really shouldn't have told me that', but with my reporter's brain thinking that was a brilliant line! He got in trouble for it. Ferrari pulled him up on it afterwards. He said 'well, I just kind of forgot. I was talking to you, I forgot that you had a microphone in your hand'. That's what you want to do. I'm not suggesting you want to trick the drivers into stuff, but you want to build

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FEATURE



ITV in 2002: Mark Blundell, Tony Jardine, Jim Rosenthal, Louise Goodman, Martin Brundle, James Allen and Ted Kravitz



Friendship with Irvine helped



Louise Goodman enjoys her time pounding the BTCC beat for ITV4

up a rapport with them so that they are open with you and they tell you stuff that maybe they won't tell another journalist who they haven't got the sort of the same relationship with."

Question: "From what you get to see behind the scenes do you see that there is an increase in females breaking through into the various aspects of motorsport?"

Lady Maddy Maguire

Via Facebook

LG: "When I was first in the Formula 1 paddock, you could probably count the number of women on the fingers of two hands. The majority of the women were motorhomers who provided hospitality. Pretty much, all of the girls in the paddock would fit into a small motorhome very easily and I've got the pictures."

"You're now seeing women, more women but still not enough women, or not as many women as I would like to see,

working on the engineering side of things.

"That's not the fault of motorsport – that's the fault of an educational system and society that still thinks that girls don't do cars, driving or engineering. I've been involved with [the UK governing body's campaign] Dare To Be Different over the years, trying to spread the word. Thankfully, things are changing, but I think there's still a lot of work to be done. If that's what lights your candle, then go for it – there's no blue jobs and pink jobs, they're all just jobs."

"We were at Imola and I was walking with all of the boys onto the grid and one of the marshals tried to stop me as if to say 'no, you're a girl'. The boys all went 'ooh' and then took me onto the grid with them. We had three or four girls working in the factory [in the Jordan Grand Prix days] and this is when sponsors would send in calendars with boobs all over them. We kept saying to the boys 'get rid of those'.

In the end, we went out and bought a copy of the Chippendales calendar and stuck it around everywhere. OK, right... you don't like that, we don't like that. Get it down!"

Question: How do you stay so gorgeous?

Phil David

Via Facebook

LG: "I feel a lot more glamorous in British Touring Car Championship than I have in anything else I've worked in! That's thanks purely to the fact that I'm lucky enough to have a hair and makeup lady called Shari Rendle who works for all of us in touring cars, but obviously, it's me that tends to use her a bit more."

"It does make my life a lot easier because I'm running around and I'm not complaining about this, but we're live for six, seven hours over the day and I'm filming interviews before we go live. There isn't much time for me to nip to the

ladies. Television is a visual medium; you have to look half decent.

"We do take great amusement now and then, particularly when it's chucking it down with rain – a lot of people comment on [ITV anchor] Steve Rider's hair. So, now and then, Shari will get the hairdryer out. Steve hates it but we're all laughing our heads off as Shari has got the blow dryer on Steve, making sure he's all in place and slapping a bit of powder on him."

"In the Formula 1 days, we had a make-up artist initially for all of the races, but then the budget was cut, but we kept the make-up artist in Australia because she was really good fun and Jim Rosenthal said 'no, we still want her to come along – I like her sticking a bit of powder on me!' Other than that, it was just a case of, you know, nipping off to the ladies. I'm not there to be looked at. I'm not there to be parading around."

"When you compare that with my early

days in motorsport as a press officer, when there were so few girls around, there was no thought whatsoever put into our team clothing. I spent the early days of my career wearing boys' trousers, boys' shirts... boys' clothing, full stop. To get a shirt that fitted on the top, it was incredibly baggy everywhere else and went down to my knees. I'd have to cut those off and hem them. I was probably about seven or eight years in before I said 'I've had enough of this. I'm sick to death of wearing boys clothes, I'm getting down to Marks & Spencer. I'm going to get some girls clothes, for me and the one or two other girls who were working on the team' because it was highly unglamorous."

Question: "What has been your most memorable grid interview?"

J.w.a.l

Via Instagram

LG: "The one that springs to mind is the very first interview that I ever did. Eddie Irvine was sitting on the ground with his back to the pitwall. Just because I know what he's like, I thought I'm not going to ask him to stand up because he'll just give me shit about it. So I just sat down alongside him and I interviewed with my back propped up against the wall. Afterwards, the executive producer of the show at the time told me that's exactly what they wanted. The reason that stands out is because it was a weekend that quite frankly, for the most part, [was] terrifying. I was just so glad I've got something right and spot-on in my new boss's estimations."



Goodman says BTCC ace Jason Plato can be an 'interesting' interview



Spearheading Dare To Be Different initiative

Photos: Jjkbkjkjb



Tackling Michael Schumacher in 2006

Question: "Who is the most entertaining?"

Thehardcompound

Via Instagram

LG: "There are lots of entertaining drivers I have to say, but it's difficult to look past Jason Plato. Jason makes for good telly. He's by far the best known of all touring car drivers. You never know quite what you're going to get. He doesn't always give a good interview—he's sometimes really hard to interview because he messes around and he fools about, and he doesn't play by the rules. Ultimately, at the end of the day, it makes for good telly. He's like Marmite, you either love him or hate him, but you'd never get a boring interview."

Question: "What crazy story can you tell us from your days at Jordan?"

Peter Sullivan

Via Twitter

LG: "I remember back in the day, Ayrton Senna was drunk as a Lord falling backwards out of a window at the Log Cabin bar at Suzuka. He landed on a couple of Japanese fans too who were outside. Also, the high jinks that the likes of Nelson Piquet used to get up to. Whenever you came across Piquet out and about at a restaurant, you knew there was going to be trouble—food flying around and all that sort of stuff. Michael Schumacher ripping people's shirts off... that was always his favourite trick when he'd had a couple of jars. There was also Kimi Raikkonen telling Michael how much he loved him. Now, it's a lot more PC than what it was back in the day! "When I was working for a team, you'd

do two laps of the track in the crew minibus as you left the circuit heading to the airport. We were not just going carefully around and you know, I'd be clinging on for dear life, shouting, 'slow down, slow down!'"

Question: "Did you ever expect to be an example or role model for the younger generation of female petrolheads as younger girls look at you and send out the positive message that it's OK for girls to like cars and racing?"

Lady Maddy Maguire

Via Facebook

LG: "It's something that my viewpoint on has changed over the years. It used to be: I'm a woman, so what? We were in Brazil one year and the producer noticed that a girl was working with the team. He said 'should we do a piece on it?' I'm like 'why do you want to? Don't make something out of it. She's a girl, it doesn't matter. We don't need to be singled out for that'. I've now come full circle and appreciate it. It's really important to have role models that you aspire to. Boys who are karting look up and have Lewis Hamilton and Charles Leclerc. Girls are led to believe that they aren't going to be Formula 1 drivers. I know this was one of the things that Susie Wolff was very strong about, which is why she set up Dare To Be Different to educate people. It's so humbling when people come up and say 'hey, I grew up watching you'. I love motorsport and it pisses me off when people say it's a bloke's sport. It's bloody well not! It's a sport for everybody." ■



Goodman takes the wheel herself at Knockhill in 2012

FEATURE

THE ULTIMATE RACING THRILL FROM OUR FAVOURITE PIECES OF TARMAC

After a social media vote, MN has picked out the eight best track tests on the Britain Isles. By **Matt James**



Austin is our man for the pro track tips

Britain is blessed with some glorious race tracks, each with its own history and place in the record books of UK motorsport. While they have remained dormant over the past few months, the challenges that racers have missed remain undimmed.

We set out on a task to nail down our eight favourite sections of Tarmac, as voted for by the public. We selected 32 in total and then put them to the vote, and the winners are here. Our very own house-trained racing driver, British Touring Car Championship race winner Rob Austin, guides us through the corners selected and even offers some tips on how to get the most from each challenge.

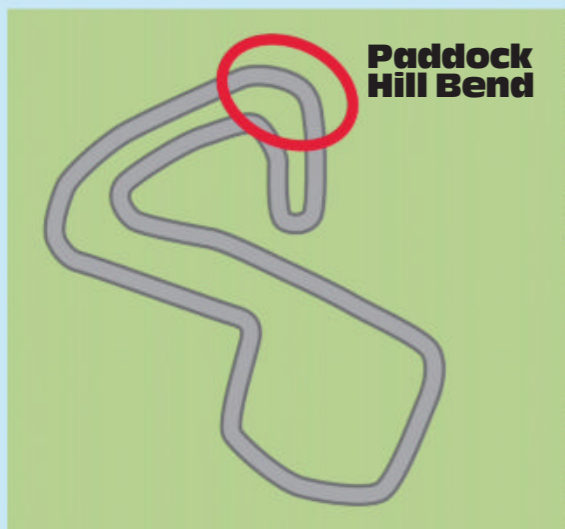
THE FULL SHORTLIST

Avon Rise/Quarry – Castle Combe; Barcroft/Sunny In – Croft; The Becketts complex – Silverstone; Brooklands/Luffield – Silverstone; Cascades – Oulton Park; The Chicane – Knockhill; Church – Thruxton; The Coram/Murrays sequence – Snetterton; Corkscrew – Anglesey; Craner Curves/Old Hairpin – Donington Park; Debtors – Kirkistown; Druids – Oulton Park; Duffus Dip – Knockhill; Gerard's – Mallory Park; Hall Bends – Cadwell Park; Hamilton/Oggies – Snetterton; Honda Curve – Pembrey; Island Bend – Oulton Park; Lavant – Goodwood; Lola – Mondello Park; Madgwick – Goodwood; The Mountain – Cadwell Park; Noble – Thruxton; Paddock Bend – Lydden Hill; Paddock Hill Bend – Brands Hatch; Redgate – Donington Park; Spitfires into Diben – Pembrey; Surtees and Clearways – Brands Hatch Indy; Tower – Castle Combe; Turn One and the Banking – Anglesey; Turn Three – Mondello Park; Westfield to Stirlings – Brands Hatch.



Fans had a say on MN's social media

Paddock Hill Bend, Brands Hatch



Paddock Hill Bend



The challenge of Paddock lasts all through the turn



A dramatic gradient just adds to the Paddock thrill

MN says: Possibly the best-known corner in UK motorsport, Paddock Hill Bend is always a fan favourite. Not only is it the first turn, which creates drama at the start of any race, it is also a brilliant spectator spot with decent banking allowing fans a view to almost look down onto the machines as they battle for position.

The joy of Paddock Hill Bend is that it is not only about the entry and the

trajectory around the corner, there is a real sting in the tail. As the cars' suspension compresses at the foot of the hill, the handling characteristics alter dramatically and there is still a stern test.

Rob Austin's expert view: "When done correctly, Paddock Hill Bend is an emotional roller coaster. The correct approach when you're flat out in top

gear requires quite a bit of confidence in your machinery.

"The fact you can't see where the track goes is very unnerving. The braking zone is very bumpy and undulating. That, coupled with the fact that the approach is curved, leaves you fighting your natural human survival instinct which wants you to turn in on a tight line.

"The correct line leaves you feeling

like you're about to drive off the circuit. But when you get to the service road on the left, ease off the brakes and start to turn in, you feel a sense of relief as the corner becomes clear. Your battle now is against gravity and physics...

"The corner drops away so much the car wants to leave the road and this is where you know if you're going fast enough. If you now feel like you're going to end up driving through the

gravel at the exit, then you have probably carried the correct speed through the mid-section! When you get to the bottom, the compression as the track starts to rise forces the tyres to grip the Tarmac, pull the car back in to line and just about hold you on the circuit and hopefully within track limits."

Rob's pro tip: "I find squinting as you skim the track limit pressure pads on the exit helps...."

Photos: Mike Hills Speed Images, Gary Hawkins, Jakob Ebrey, Paul Lawrence

Westfield to Stirlings Brands Hatch



MN says: It is a long way to trudge out to the back of Brands Hatch and it is hilly too, but boy is it worth it. While Hawthorn grabs the headlines in terms of bravery, the technical Westfield, which was reprofiled among circuit upgrades, is a superb test of man and machine.

The corner is fast and mucking up Westfield can cause time loss all the way through Dingle Dell, Sheene Curve and then into Stirlings. There are ways to overtake at this corner too, which usually involve a degree of improvisation.

Rob Austin's expert view: "As with all of the great sections of track, confidence in your machinery and bravery is key as you approach Westfield. You have just negotiated Hawthorn so you are

carrying quite a lot of speed still and your sphincter is already twitching like a rabbit's nose but it's about to get trickier.

"The approach is fairly straightforward as the track is straight at this point but Westfield quickly gets bumpy and starts descending so you don't want to brake too hard and pitch the car in too much. Because of the nature of the corner, you can't really power out in the traditional sense so entry speed is key. With all of these factors combined, the point where you come off the brake and start to ease the car into the corner is a nervous one. A bit of power throughout the corner isn't something I would normally recommend, but it can help transfer some weight to the rear and give you a bit of extra

stability over the undulations.

"The link between these two great corners is equally important as you once again need to defy your natural human instincts and run it as far around the outside of the right-hand curve as you dare to put yourself in the best possible position for Sheene Curve. Once again, you don't want to pitch the car in too much because, momentarily, you will be airborne.

"Also, there is only a short run to Stirlings so, to make time up here, you can compromise your exit speed for entry speed. This one is all about the entry, you have little say in proceedings from there on."
Rob's pro tip: "If you're not wincing at the edge of the track as your car lands on the exit of Westfield, then you haven't carried enough speed."



The apex kerb at Westfield can help get the cars shave off time

Duffus Dip, Knockhill

MN says: This section has it all, and it is a brilliant place to watch from the wire. If you stand at the top, you can see racers attack the opening kerb on the right-hand side with vigour. However, if that goes wrong, there is no time to correct it. The impact will be felt all the way down to McIntyre's. Like Paddock Hill Bend at Brands Hatch, the compression at the bottom of the hill can put impossible

dynamic demands on the car and the battle is not finished as there is a big braking zone. It has great views for fans, and is a great challenge for racers.

Rob Austin's expert view: "On its own, Duffus Dip would be a completely different corner so this has to include Leslie's and McIntyre's as well as a complex of tests.

"This is one of my favourite sections of track anywhere in the world. I can't think of anywhere else where the track drops away so sharply but, despite this, Duffus is a quick corner.

"Positioning on entry will depend on your car: if you pull to the left and use the extra bit of Tarmac then you gain some track width but it can unsettle the car. Whichever entry line you use it's a

short, sharp braking zone and, as with many of these great corners, the entry is crucial because you are going to have to hand over control to physics, momentum and science for a chunk of the corner.

"Through the mid-section of Duffus, you are pretty much (and if you use too much kerb then you are completely airborne so your entry angle combined

with speed with determine where you land.

"Duffus is followed immediately by a change of direction and Leslie's so where you land is critical. If it is too wide then your line for Leslie's is compromised and you'll have to lift and give away time. Too tight and... well you just haven't gone fast enough and you've already given time away. I find half-a-car width inside the exit kerb to work well, but you've got to have the car landing neat and tidy because you haven't got time to make corrections before the direction change.

"Your entry to Duffus almost entirely dictates how well you get through Leslie's and that, in turn, dictates how well positioned and settled your car is at the braking point for McIntyre's. When you get this bit right, it feels like art."

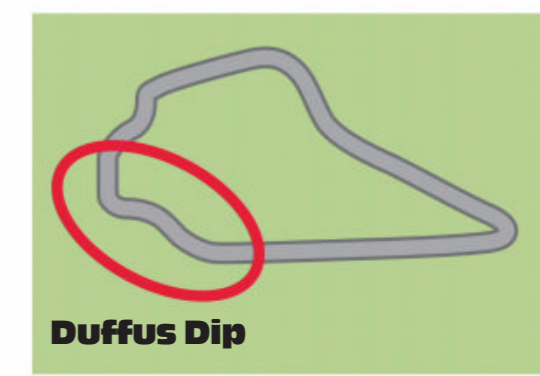
Rob's pro tip: "When you get it right it'll feel easy. Don't attack: let it flow."



Using the kerbing at Leslie's can help a driver smooth the angles



Drivers can attack the entry kerb but the landing point is vital



continued on page 18

FEATURE

Craner Curves, Donington Park

MN says: Named after Fred Craner, who was the pioneer behind Donington Park, the swooping right-left-right is a superb high-speed test for all, and it also affords an excellent vista for fans. Standing at the top, near Hollywood, it is possible to watch the pack battle all the way through the Craners and up to McLeans. Once the pack has negotiated the swoops, they are immediately into the Old Hairpin, and it is this combination which makes it a favourite with competitors too.

Rob Austin's expert view: "I love these sections of track where what you do at point A affects you way over at point B and the Craner Curves is one of those.

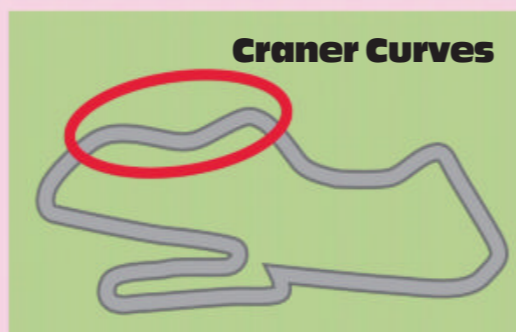
"The long right-handed approach, although comfortably flat and no real drama, is surprisingly important. The shortest route is fastest but you need to give yourself a car width to allow you to tuck in behind the final apex kerb. Just here, the track levels out and goes straight just for a moment. This is also where you will do your direction

change so use this split second of normality to let the car sit up and unload the left side before you ease it in to the left. In doing this you're trying to kill the pendulum effect of the direction change which I find important because the track immediately starts to drop away again and if you're a bit out of line here then you're going to be in a right mess at the bottom of the hill.

"Now, Craner Curves is one of those corners that is nearly/sometimes/just about flat in pretty much every car I've driven and it's like a badge of honour to be able to come back in the pits and say casually 'oh yeah it's easy flat' to your competitors – even though you're pretty sure you nearly died. Actually it's one of those turns where compromising the corner can reap huge rewards further down the line. The most important corner for lap time at Donington is without question the Old Hairpin and specifically your exit speed. Compromising the Craner Curves to keep your car neat and tidy as well as further to the left of the

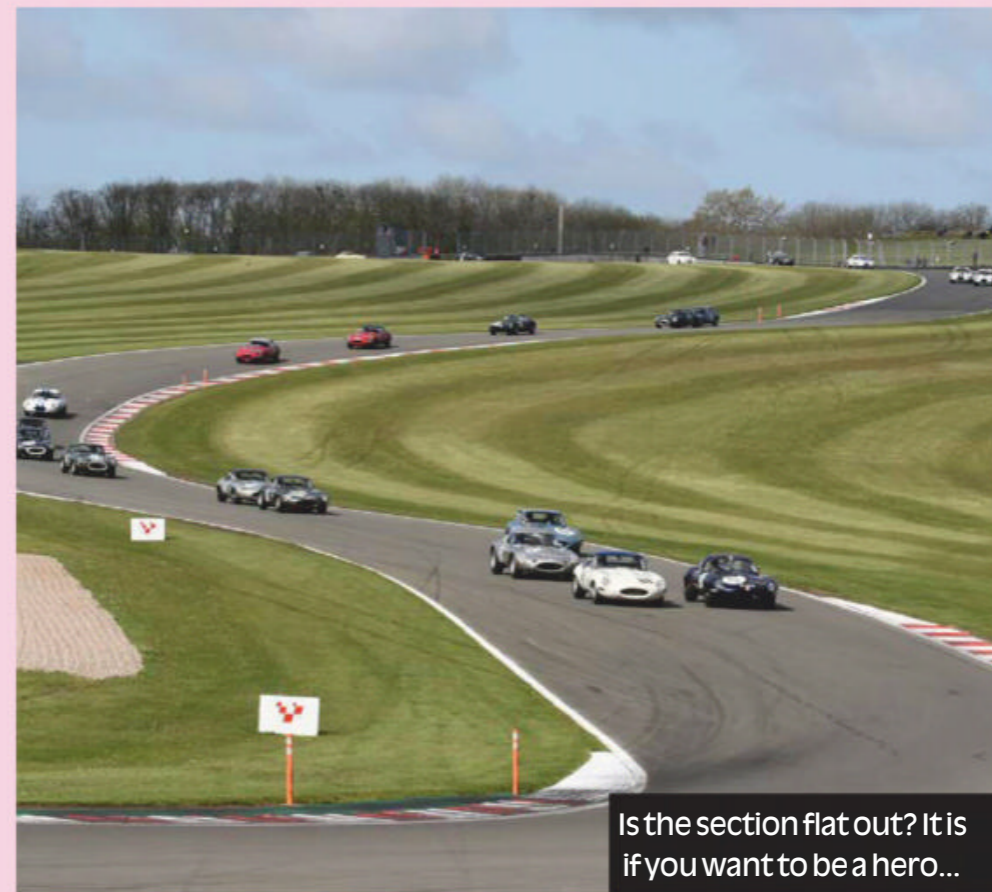


Hollywood is a crucial phase



circuit will help your entry for the Old Hairpin, open up the corner and you reap the rewards all the way up the long uphill flat out section.

Rob's pro tip: "Ignore that nonsense, engage hero-mode and take it flat!"



Is the section flat out? It is if you want to be a hero...

Island Bend, Oulton Park



No shunt here is ever a small one



MN says: This is a tough one for spectators, because there is no direct way of seeing the corner. In fact, the best view is from the other side of the valley and peering over, but it is still a long way from the action. However, the high-speed nature of the turn, allied to the immediate run into the braking zone for the Shell Oils hairpin, makes it one of the circuit's toughest sections. This is one for the drivers, who all breathe a sigh of relief when it is over on each lap.

Rob Austin's expert view: "The main obstacle you have to overcome at Island Bend is that for some reason here

more than anywhere else you are extraordinarily aware of the tyre wall. I mean: have you ever seen and one go off there and it not be a massive train wreck? No, generally if you balls this one up you are going to pay for it.

"But, dear reader, you can relax as I explain to you in detail how to get through without risk of turning in to a fireball... go slowly! Yep, that's the only way.

"Unfortunately, as there is very little distance between exiting Island and braking for Shell, all your time is made up on entry so you just have to make your braking as light as possible, try not to pitch the car in too much. From there, you just

have to take a deep breath, get off the brakes and barrel as much speed in as you dare.

"As the corner progresses, the technique vs bravery balance does tip a little as you don't want to be all the way on the right-hand side and sliding around at the exit or you will compromise your braking and entry line. But you also don't need to get all the way back to the left so don't wimp out too much."

Rob's pro tip: "Using the apex kerb can help correct the balance if you're struggling for front-end grip... but I'm not responsible if it fires you off in to the wall..."

The Mountain, Cadwell Park

MN says: Another brilliant section for fans, the Mountain at Cadwell Park is all about commitment and, to a degree, guessing.

Drivers have to set the car up to land properly after the yump on the Mountain, and spectators can get a proper insight into the commitment each racer has. As with a number of these sections, it is all about the approach and fans can almost see who has got it wrong metres before the drama actually happens. It is a good, close-up view of bravery at work.

Rob Austin's expert view: "This is a slightly difficult one for me to talk about as I have only raced here once 23 years ago, but I do have a 100% win rate at the place.

"Since I have done a motorbike trackday there and Cadwell Park as a whole is a fantastic circuit. The Mountain is an interesting section as well: it's all about carrying speed in and momentum.

"The approach is fairly straight forward but, as you turn in, the track

starts to rise steeply so you have to compensate for your battle with gravity by adjusting your entry speed. I remember being surprised how much extra speed I could carry in just because gravity will scrub it off as I progressed into the corner. You will need to be on the power early though as you can't afford to lose momentum.

"This is because you have very little traction when all four of your wheels are completely off the ground so your exit speed is determined by how much momentum you can carry through the direction change and over the crest. Be more aggressive than you think: the fact that the track is going up pushes the tyres in to the Tarmac harder so you have more grip than you initially expect. From there we are once again at the point where confidence/bravery is important and if you have any track left to spare when you eventually land again at the exit, then the amount of space left is directly proportional to the amount of extra bravery you need to summon. But be careful because there is no run-off, just Armco so big



Drivers need aggression on the Mountain section

balls can very easily turn in to stupidity here... they say it's a fine line don't they." **Rob's Pro Tip:** "Get a cool pic of you all four wheels off the ground in your race car and hang it on the wall in your house so you tell all your guests how awesome you are [We can confirm Austin has one of these in his living room – Ed]."



A photo for the wall at home...



Church Corner, Thruxton

MN says: One of the biggest regrets is that fans can't see the cars through the flat-out blast that is Church Corner. The marshals on the post on the inside of the corner get a view, as do some lucky members of the media, but spectators have to have a decent pair of binoculars or 20/20 eyesight to see the turn. It requires the ultimate in commitment, and it is not a place where you want a badly handling car. Get it wrong, and the accident can go on for almost half a mile.

Rob Austin's expert view: "Church, what can I say? A legendary corner in British motorsport that separates the men from the boys. The vast and impressive works undertaken by the circuit to improve safety here mean the chances of death if you get it wrong are gone, but no matter how far away they move those barriers you still find yourself relieved every lap you get through unscathed.

"What makes this corner so heavily dependent on your bravery is the sheer speed of it; it's preceded by several very fast corners and a long flat-out downhill run to the corner itself. By the time you get there, you are carrying some serious speed. You are also

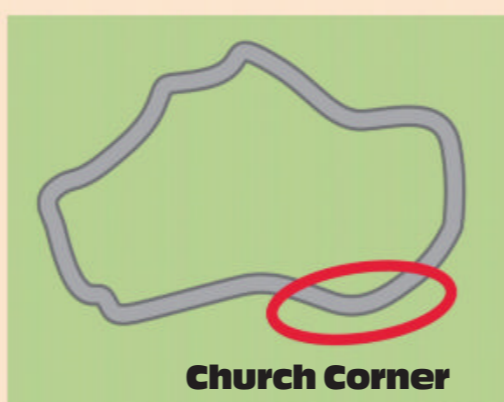
severely compromised on set-up as most of the lap time is in the slower stuff, so the demand for a car that turns well in the tight stuff is limited to how much oversteer you can cope with in the quick stuff.

"So to recap we are approaching Church at vast speeds with a super twitchy car, if you're doing it correctly by now you should be having an argument with yourself as to whether you brake or not. Just remember that, in line with human survival instincts, your foot will always brake more than you tell it to. Remember to take that in to account.

"As with many of the corners in this list, a settled car is important so try not to pitch the car in too much, keep it neat and tidy on the way in because there is massive bump-dip just about at the apex which with dramatically amplify any imbalances you have in the car.

"Picking up the throttle early will help pick the nose up and shift some weight to the rear as well as help you get a good exit which due to the long run up hill to the chicane is very important."

Rob's pro tip: "The marshals' post marks the apex very well, aim for it – but don't hit it..."



Church Corner

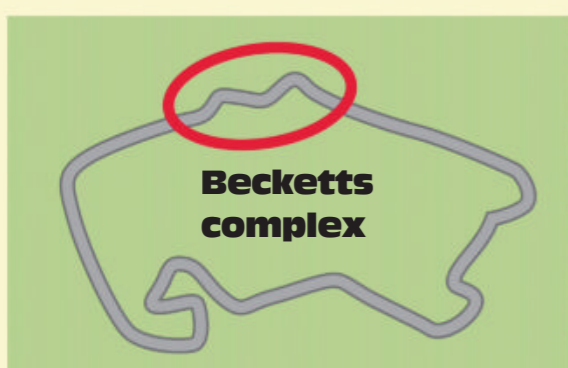


It's very easy to be caught out on the tricky right-hander



The approach to Church makes it a super-fast test

Becketts complex



Becketts complex



The four-corner sequence makes increasing demands



The opening part of the Becketts complex is fully flat out

MN says: Watching Formula 1 cars through Becketts is just mind-boggling. Your eyes tell you that the cars simply cannot grip with the speed they carry through the section, but they somehow do. It is the same with any competition car. The flowing nature of the double switchback means that weight transfer and the perfect line are crucial, otherwise the incident is amplified. Get the first part wrong, and the driver will be handed a one-way ticket to a sizeable laundry bill. Great fun for the spectators.

Rob Austin's expert view: "The Maggots, Becketts complex is an interesting challenge. The first left is comfortably flat, but important to get right as it sets up your turn-in point for the first right-hander.

"From here you will progressively get slower at each corner so the car is on its nose from now until you get on the power for Hangar Straight. The

kerb is very flat on the apex of the first right and the British Touring Car Championship driver in me advises you to absolutely decimate it! The more kerb you take, the more track width it buys you as you change direction and turn in to the left.

"As previously stated, the car will be on its nose so it's easy to have the rear hanging out as you decelerate for the final right-hander here but that will compromise your positioning and direction change. Keep it neat and tidy and tight to the left, this will allow you a more progressive and smoother direction change which ultimately will help you get through and out faster which, because this complex is followed by the long and uphill Hangar Straight exit speed becomes critical to lap time."

Rob's pro tip: "If you find yourself in a position where you can sacrifice some lap time, hang the rear out, it's more fun and it looks cool!"

FEATURE

Photos: Jakob Ebrey, Aston Martin



TF has British GT and Le Mans clash

LE MANS AND BRITISH GT ON THE SAME WEEKEND? NO PROBLEM FOR TF SPORT

Having two vital races on the same date in different countries may seem insurmountable, but Tom Ferrier tells **Graham Keilloh** how his title-winning outfit TF Sport plans to take this in its stride

Getting calendar slots is a competitive enough business in usual times. This year, for coronavirus-related reasons that everyone is familiar with, it has become about twice as frenetic.

Categories are seeking to offer as much as possible of what was originally planned for the 2020 season, but squeeze it into a condensed period about half the size, from July or even later, following motorsport's suspension and clashes are inevitable.

The Le Mans 24-Hour race was initially due to have taken place earlier this month, but has been pushed to mid-September. And British GT's revised 2020 calendar includes a Donington Park meeting that the championship said "regrettably" takes place on the same weekend as the French endurance showpiece, in an "unavoidable clash".

TF Sport is a good team to ask about the implications of this. It is reigning British GT champion for the GT3 and GT4 drivers' titles, has won a teams' crown in three of the last four seasons and this year again enters four Aston Martin Vantages in the British category across GT3 and GT4.

And the team additionally is at the centre of the current World Endurance Championship's GTE Am title battle. Its drivers Jonny Adam, Charlie Eastwood and Salih Yoluc in their TF Sport Vantage have won three of the five 2019-20 season's races so far and are two points off the table-topping AF Corse Ferrari trio in the overall classification. Le

Mans sits in wait as the WEC's penultimate round of the campaign.

It might seem, on the face of it, nightmarish for a single team to handle both contests, both important and hardly next door to one and other, on the same weekend. TF's team owner and manager Tom Ferrier insists though it is not a new problem for the outfit.

"Well we will do both as originally planned," he tells Motorsport News. "It's just one of those things that's sent to try us, shall we say."

"[It's] just going to be sorting out splitting the crew up to be in two places at once. It happens quite often in racing programmes with us, we do a fair few championships so we're used to changing crew around and moving people around different places. So it's not the end of the world, it's a problem we have come across before."

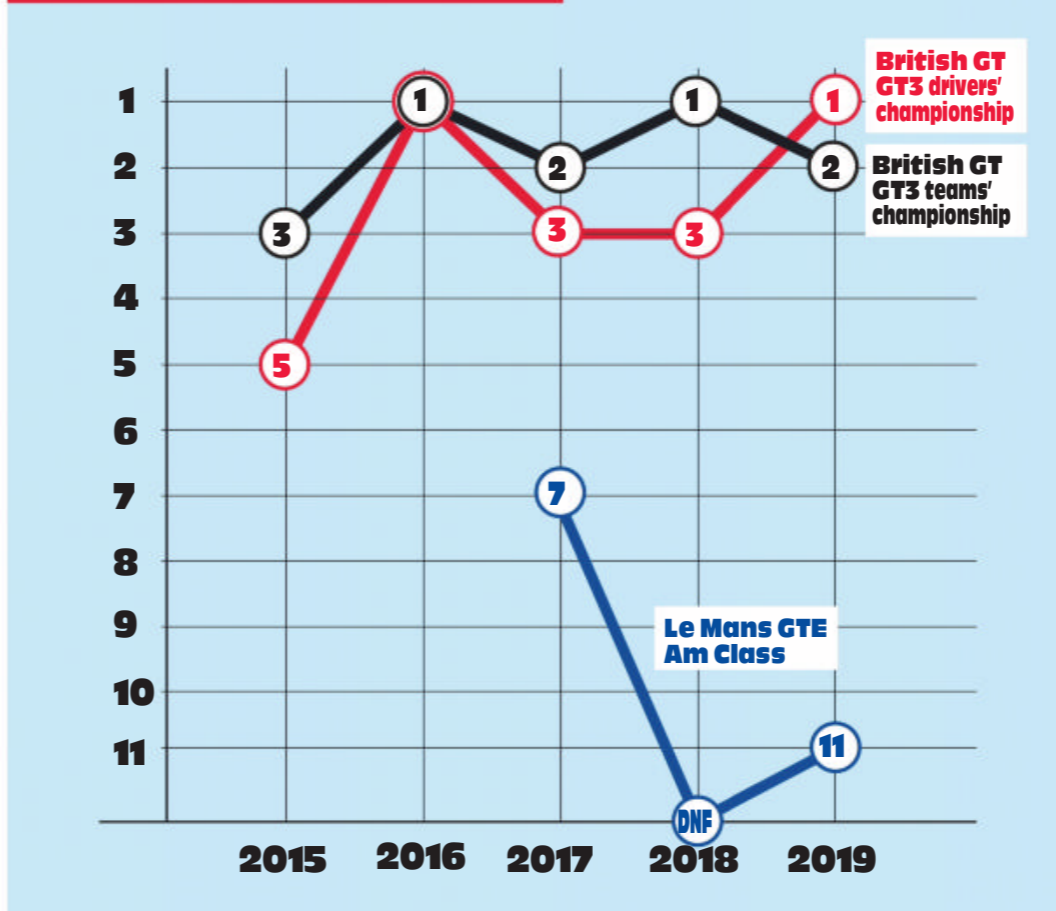
Indeed, as well as WEC and British GT, TF has in recent years raced in Blancpain, the European Le Mans Series and GT Open among other things.

"I don't think we've had a year we've not had a clashing race yet," Ferrier continues. "If you start [to] run in championships with [Le Mans organiser] ACO, [British GT organiser] SRO and GT Open they don't do their dates to fit in with one another, so it's always happened."

"We run different crews anyway for the WEC programme and the British GT programme so it's not terrible. Like I say, we're used to having these kind of clashes so not everyone does everything as it were."

Ferrier also appreciates the wider context that has created the calendar clash.

WHY LE MANS IS TF'S UNFINISHED BUSINESS



"Listen, this whole thing has been a problem for everybody hasn't it?" he says. "It's unseen times, everyone's doing their best to make sure their championships happen so you can't be angry at anybody."

"It is just a circumstance that's arisen, everyone's got their own priorities to make sure they deliver what people are paying their entry fees for. So, yes it's not ideal, [but] it's understandable

given the situation we're in now."

Ferrier does note however that there is some staff overlap between TF's Le Mans and British GT efforts, and who goes where has to be resolved by September.

"There's a few people [who overlap] but it's nothing we can't get round, there are some members that do everything," Ferrier explains. "But it's just introducing a few extra people that we use on other programmes into the fold."

Everyone's worked with us before and it's just creating slightly different crews. There is some overlap but it's not the end of the world."

So where among the personnel do the overlaps exist? "Top to bottom really," Ferrier confirms. "Everything from tyre men, truckies to engineers, there's bits and bobs, people that were going to do different roles. But as I say they will have done those roles before for us in different programmes, so it's a bit of an increased level of people for one weekend. But as I say it's workable, we're used to it."

The TF boss adds that much of the detail planning is to come for how the team will participate in Le Mans and British GT on the same weekend. "It's almost a bit early for this because we've not planned that much yet to be honest, it's still a fair way away," Ferrier says. "Things are constantly changing with everyone's programmes and bits and bobs. All we know at the moment is they are on the same weekend. What we do and how we do it is still under review, shall we say."

Ferrier accepts also that with the clash inevitably some of his staff will end up disappointed with where they are allocated. "Everyone would love to do Le Mans always, that's a priority, it's a big race, isn't it?" he observes.

"But [in the team] they're all very loyal and good guys and obviously once they're assigned to a programme they know what they're doing and stick to it. So everyone's respectful in what they're asked to do and fingers crossed there will be another Le Mans that they can do in the following years."



TF's Austin win kept it in WEC title hunt



Four GT3 titles for Adam so far...

And as for Ferrier himself? "[It's] TBC," he says. "I will probably go to Le Mans to be honest, we use a team manager in British GT anyway, so yeah I'll [most likely] be attending Le Mans."

He insists too that from this split there will be no compromise in quality. "No, because we don't run the whole crew," Ferrier adds. "I would only be at one and not at another, but obviously we've got paying customers and we can't afford to put out a weak crew anywhere so that is always the aim, to make sure everything is as strong as possible."

There also is the matter of drivers, particularly with Jonny Adam. He has won British GT's GT3 title four times – including the most recent two. And two of his crowns, including last year's, were with TF. He's set to again race with the team this year to chase a record-breaking fifth title. However Aston Martin factory driver Adam is also a Le Mans regular, and indeed won the race in class in 2017.

"Jonny's priority would be Le Mans if he had a choice himself, but that's all to be decided at the moment," Ferrier explains.

"[The] driver bit is all very TBC to be honest, [I've] not got anywhere near that yet. Of course, when you talk about the drivers you'd love to have them all the same all the time. It's just a situation we're in so we will make sure that wherever Jonny goes he's replaced suitably. They're like lightbulbs, drivers, you just plug them in and plug them out! They're almost the last bit to fill in the jigsaw."

And for Ferrier and TF, Le Mans is very



TF claimed a British GT GT3 and GT4 drivers' title double in 2019



TF Sport is poised for its latest British GT title tilt in 2020 season

much an unscratched itch. Having taken part for the last three seasons in the GTE Am class, finishing seventh in class in the first attempt, in 2017, remains the best result.

"We've got some seriously unfinished business at Le Mans," Ferrier confirms. "We've had some good showings during the races, we've just not managed to complete one properly yet without having a bit of a whoopsie."

So what is the Le Mans plan this time? "Not go into the gravel trap like we have done before!" Ferrier laughs. "We're second in the world championship, [we've] got Spa before Le Mans which we're hoping to have a strong result at, and then it's just trying to do a perfect race [at Le Mans] really. If we do that we'll stand a very good chance."

"We were meant to be in Sebring [for the WEC round] in March before this all started and all got cancelled so we've got a 100% win record this year [winning WEC's Austin round in February]! Because it was the only race we've done. We were strong there [at Spa] the last two years we've been there, so we're happy, [our] drivers are good at Spa, car's very good there. We're doing practice pitstop days at the workshop and we've got testing coming up."

"We're good, the crew's strong. It's just a shame it's very spaced out, but again that is where we are and that's part of the way the world is at the moment, so the aim is to just be at the top of it come Bahrain in November. It's just a shame we have to wait until November to know what our fortune will be." ■

"We can't afford to put out a weak crew"

Tom Ferrier, TF Sport



TF SPORT NOT IMPEDED BY NEW HEALTH REQUIREMENTS

A condensed calendar is not, it seems, the only knock-on impact of the coronavirus pandemic that TF Sport is facing without melodrama.

Now teams operating at a race circuit have new safety measures to think about, such as wearing personal protective equipment and practicing social distancing, as framed in recently-unveiled guidelines.

"It's not terribly different," Ferrier says while testing with his GT4 drivers at Snetterton. "It's just being sensible with everything. We're trying to keep our two-metre distance, we all have face masks, lots of hand sanitiser around and it's just generally trying keep on top of it."

"Everyone is very respectful of what the government's advice is so we're doing alright in that

sense." So it's not impacting the running of the car or anything else? "No, not at all," Ferrier confirms. "We can carry on doing our job as normal."

Another matter not concerning Ferrier is the impact on TF of the extended racing suspension that we are now emerging from.

"I don't think it's any different to anybody else to be honest," he adds. "Everyone's itching to get going again, everyone's in the same boat, so I don't think it changes anything in terms of that other than having to wait and get on and do it."

And the Snetterton test was a fitting return. "It's lovely, sun was out, it's a nice kind of wake-up day for the drivers really, trying to get them back into the mode of it; off their simulators and back into a real race car."



Ferrier hasn't found new requirements a problem



TF's trio has three WEC LMGTE Am wins from five in 2019-20



Jonny Adam took Le Mans victory in 2017 with Aston Martin

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WHAT'S ON

WHAT'S ON YOUTUBE

Today (Wednesday) is the 30th anniversary of a remarkable day in Formula 1 history, that of the 1990 Mexican Grand Prix. Your immediate association with this race might be Nigel Mansell's stunning late-race pass in his Ferrari of Gerhard Berger's McLaren, around the outside of the fearsome banked Peraltada. A breath-taking edge-of-the-precipice move that has rightfully gone into central F1 folklore.

Yet this Mexican race would have been memorable even had Mansell, atypically, chosen to sit behind Berger instead. As the famous fight was over second place, far behind Alain Prost concluding what was arguably his greatest-ever drive. The man

himself indeed rates it such.

With Prost's Ferrari starting 13th, and Ayrton Senna in his McLaren-Honda swiftly establishing his then-familiar command of the race, there didn't appear much hope for Alain. But that reckoned without his race day set-up genius and placid touch on the tyres on a day wherein rubber life was marginal. As Rob Walker might have put it, Prost gracefully turned the race his way 'almost like ballet'.

And you can watch the race in its entirety, complete with classic Murray Walker and James Hunt commentary, here: [youtube.com/watch?v=t5_KAoTv3Ag](https://www.youtube.com/watch?v=t5_KAoTv3Ag). Or you can find it by searching for '1990 Mexico'.

Graham Keilloh



Watch fine Prost drive and Mansell pass in Mexico

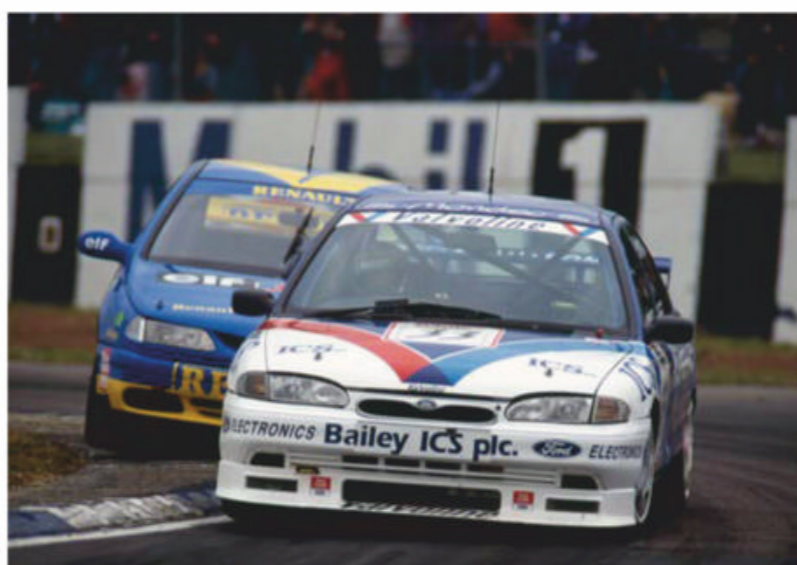
TV GUIDE

The return of motorsport, albeit in a slightly different format to what we're used to, is edging ever closer which means your television set will be displaying racing as it happens rather than racing as it happened.

But we are still a week-and-a-half away from the start of the Formula 1 season for example, so aside from real-life action in Supercars, we have to wait a little while longer for the genuine stuff. This week's programming subsequently reflects this, with a sparser range of highlights programmes than in previous weeks.

However, there are still some highlights. ITV4's **World of Sport**, for example, screening on Thursday (0600hrs-0620hrs), looks at the career of 1976 Formula 1 world champion James Hunt and touring car and GT racer Kelvin Burt among others.

For more in-depth content, Eurosport 2 is showing **Formula E: And We Go Green** on Friday (2100hrs-2300hrs) which looks back at the all-electric series' rapid rise to become a



Kelvin Burt will be under ITV4's spotlight this week

global phenomenon in under a decade.

But if catching all the latest news appeals, Sky Sports F1 and the **Sky F1 Vodcast** is the programme to earmark this week. There are two episodes to catch, one on Thursday (2000hrs-2100hrs) and the other on Saturday (2315hrs-0015hrs) where the team dissect all the latest from Formula 1 as the countdown to the Austrian Grand Prix begins.

Similarly, the **WRC Magazine** on BT Sport 2

LIVE TV

SUPERCARS
SYDNEY MOTORSPORT PARK
Race 1: Sunday, 0245hrs-0430hrs, BT Sport 2
Race 2: Sunday, 0515hrs-0645hrs, BT Sport 2

(Sunday, 0000hrs-0030hrs) breaks down the latest WRC news as we await to see how the rest of the year's calendar will look. That's repeated on Monday on BT Sport 1 (1930hrs-2000hrs).

Luke Barry

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Rich Cranston captured this vintage ace taking the chiane at Donington during testing

Photographs must be of a good quality and please send no more than three images



David Harbey's pic of Silverstone car park fun



On the edge: great shot from David Harbey



Classic pose of an Escort, from Chris Noble



Cambrian Rally rescue, from Chris Collier



Graham Lomax's pic from Aintree in 1981

NEXT WEEK

DARIO FRANCHITTI
THEY THINK IT'S ALL OVAL
Indy legend opens up to Motorsport News readers



OUT WEDNESDAY, JULY 1

*Details correct at time of going to press; sending all our thoughts to Alex Zanardi - a proper hero

WHAT'S GOING ON IN THE UK AND WHERE
We round up where race action will be happening



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Kelsey Media, The Granary, Downs Court
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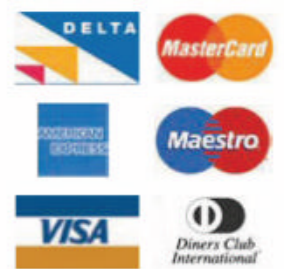


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6" x 13"	£75	£594
7" x 13"	£79	£607



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5" x 12" Black/Silver	£71	£505
6" x 12" Black/Silver	£78	£528

Rose Petal	Each	Set (F)
4.75" x 10" Black	£100	£579
5" x 12" Black	£96	£584
6" x 12" Black	£100	£579

Superlight	Each	Set (F)
5" x 12"	£72	£466
7" x 13"	£88	£607

Cooper S Steel	Each	Set (F)
3.5" x 10" or 4.5" x 10" Silver	£62	
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Headlamps
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Indicators	Each
Early - push fit, amber	£7
Early - push fit, clear	£7
Mk3/4 - amber (screw)	£7
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Mk5 - clear lamp '97-'01	£12

Side Repeaters	Each
Clear type	£4
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Rear Lights	Each
Mk1 rear lamp RH/LH	£42
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Rover Cooper Lamp Kit
4 lamps & 4 brackets



Full kit: 2 drive lamps & 2 fog lamps	£389
Full kit: 4 drive lamps	£389

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Lamp bar, wiring, 2 drive & 2 fog lamps



Works lamp bar kit	£171
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Spot lights	Each
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Cooper fog lamp (inc wiring)	£77
Classic style 5.5" chrome drive or fog lamps	Pair From £31
Classic style chrome driving lamps	Pair £59
Classic Style 5" stainless steel drive lamps	Pair £75
Spot lamp s/steel	Pair £37
Fog lamp s/steel	Pair £37
Drive lamp kit - road runner	£24
Drive lamps rally giant	£46

Grilles

Internal or External Bonnet Release type

Cooper 8 blade (Internal)	£59
Cooper 8 blade (External)	£59
Cooper with lamp holes	£111
Mk5 wavy classic	£92
11 blade chrome	£91
Grille side surrounds	£12
Grille top surround	£21
Mk1 Austin way	£101
Mk1 Austin Cooper	£102
Mk1 Morris Cooper	£86
Mustache surround	£100
Mustache ends	Each £12
Clips mustache ends	Each £1
Internal bonnet release	£36
Grille buttons	From £11

Bumpers

Black	£51
O.E. spec stainless	£64
Chrome	£46
Chrome budget	£39
Stainless	£62
Stainless Mk1	£68

Overider & corner bar set	£156
Overider & corner bar set '97on	£156
Overider Mk2 - Chrome set	£58
Overider Mk2 Stainless set	£86
Overider & corner bar stainless set inc bumpers	£285

Mirrors

Stainless, door	Each From £20
Black, door	Each From £22
Chrome bullet - wing	Each £14
Chrome bullet - door	Each £33
Downton style	Each £22
Cooper - white	Pair £53
Cooper - chrome	Each £33
Clip on classic	Each £22

Brightwork

S/S Headlamp peaks	Pair £10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
Stainless seam mouldings	Pair £26
Boot Hinges - chrome	£13
Plain door handle scoops	£8
Union Jack badge	£5
Cooper boot badge '96 on	£13
GB Boot badge	£5
Cooper S Mk3 bonnet badge	£25
Stainless interior mirror	£25

Fuel Caps

Monza style - chrome flip	£29
Aston style - chrome	£19
Locking fuel cap	£15
Standard locking	£15
Cooper Monza type chrome with adapter RH or LH	£39

Wheel Arches

Special	£25
Chrome	£125
Sports pack	£76
Group 2	£106
2 Race	£64

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Group 2 race glassfibre arches	£69
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Mud Flaps



Genuine Rear
Mini logo Pair £38 Cooper logo Pair £38

Mini Covers



Indoor/outdoor car cover	£65
Indoor car cover	£68
Saloon indoor cover with zip door entry	£132
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Traveller outdoor cover with zip door entry	£374
Cooper indoor fleece cover	From £266
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Steering Wheels



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13" Woodrim - polished spoke	£176
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3 Clock	
Centre	
Alloy	

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Alloy interior handle sets

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Rear - blue	From £45	Rear - blue	£36
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Mk3 Rear qtr	From £78
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Gear knob polish & Anodised - black	£45	Red metal bonnet centre badge	£30
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Door pulls - black or silver	Pair £99	John Cooper signature decals	Pair £43
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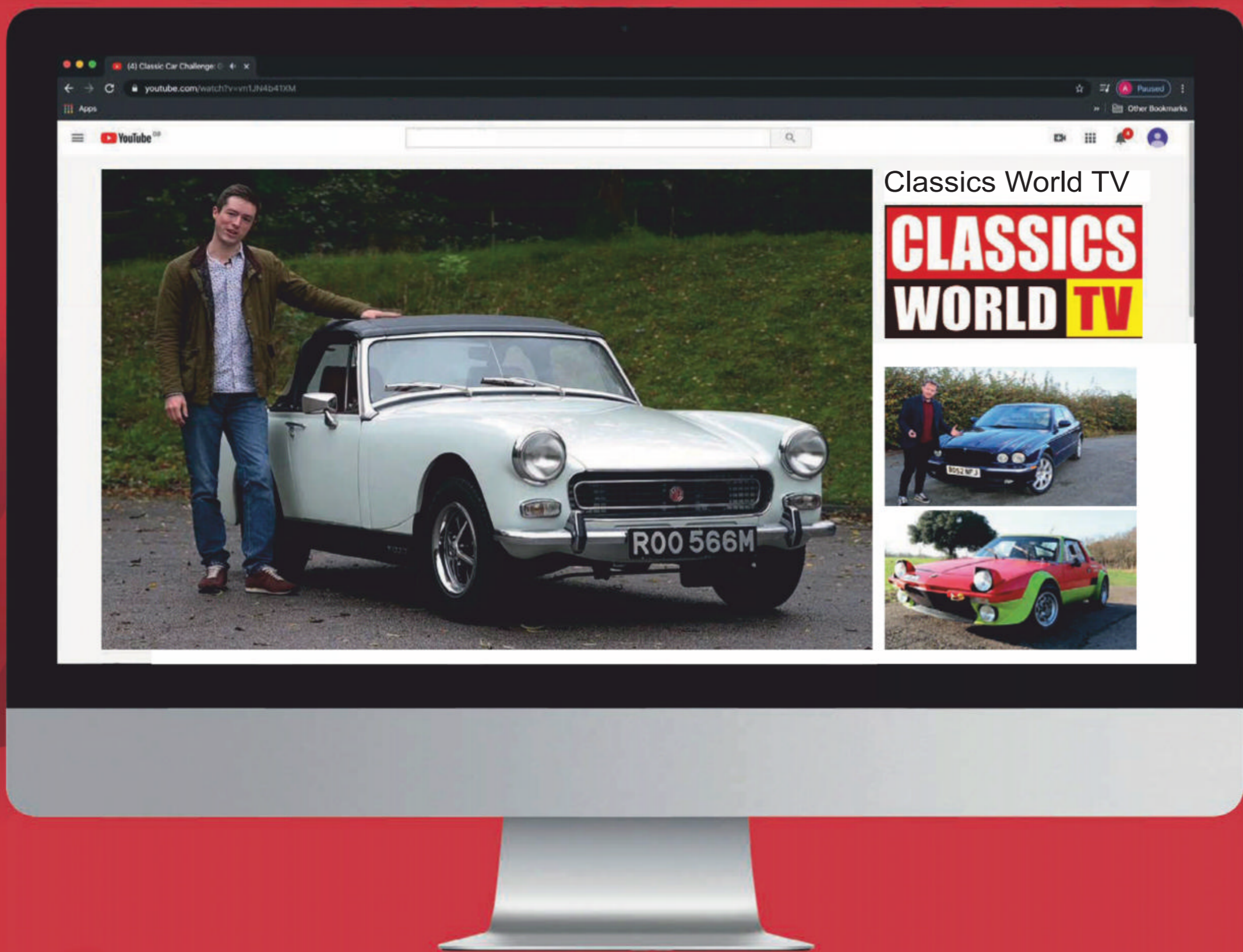
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