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MOTORSPORT NEWS

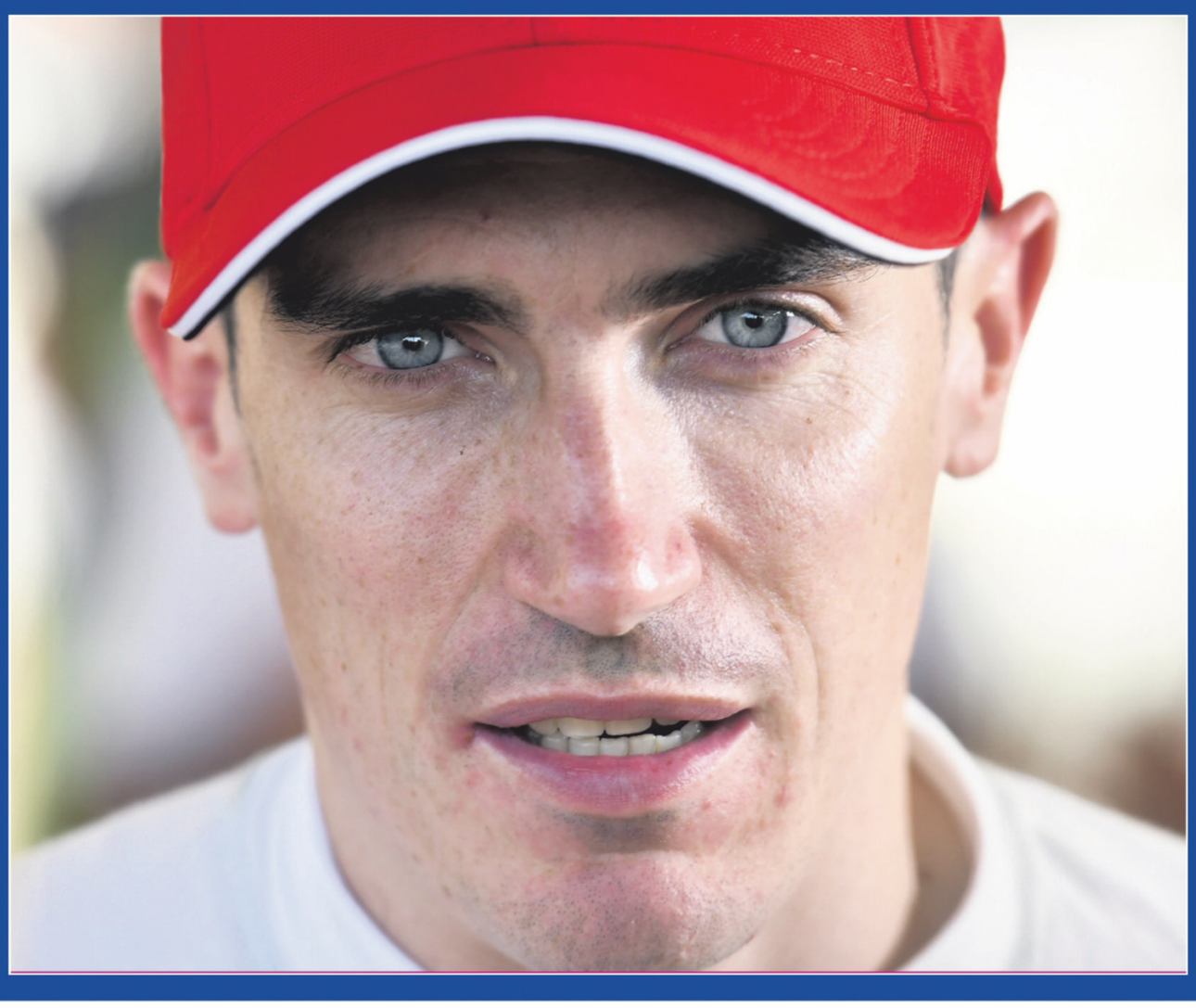
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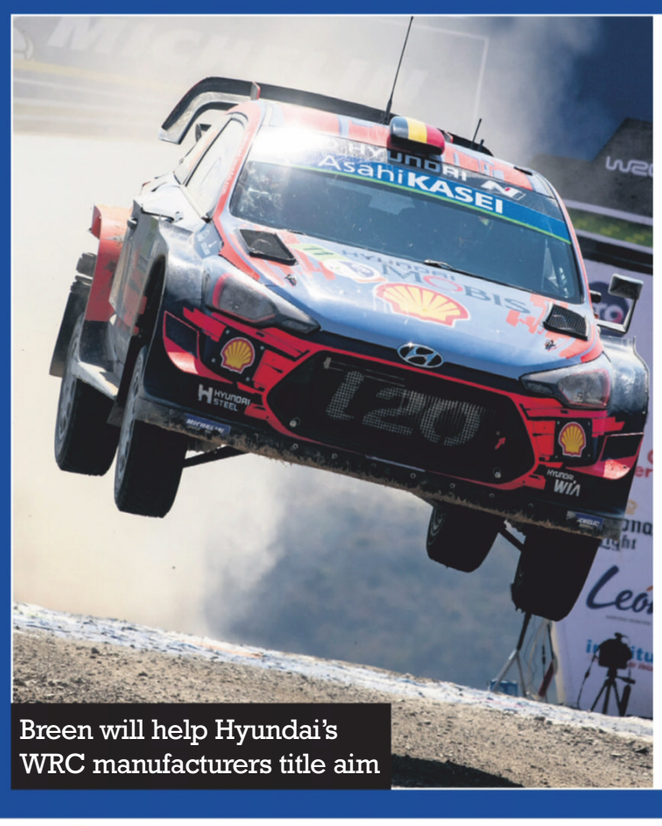
VERSTAPPEN AND HONDA STUN IN AUSTRIA P4-5



BREEN: THIS IS MY BIG CHANCE



Hyundai WRC squad offers lifeline for ousted Irishman



Breen will help Hyundai's WRC manufacturers title aim

By David Evans

Craig Breen aims to use next month's Rally Finland return as a springboard back into full-time World Rally Championship employment.

The Irishman was confirmed as part of Hyundai Motorsport's squad for the Jyvaskyla event last week.

Breen told MN: "My job in Finland is to bring Hyundai manufacturer points. In doing that, I intend to make sure I leave Finland with my stock as high as possible – it's not the intention to do one event and wave goodbye."

Full story, p2-3

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

TURKINGTON

REACHES A LANDMARK AS TEMPERS FRAY AT OULTON PARK



CHAMPION IS KING OF THE BTCC AS ON-TRACK BATTLES BOIL OVER P20

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MOTORSPORT NEWS ISSUE MJ3187 JULY 3 2019

IN THIS ISSUE



How Verstappen won F1 thriller

P6

THE STARS PREPARE FOR GOODWOOD FESTIVAL OF SPEED



P12

YPRES RALLY: BREEN AND EDWARDS SHINE IN BELGIAN CLASSIC



P19

TURKINGTON DOMINATES BTCC AT OULTON PARK



P20

Austrian Grand Prix	4
Racing news	6
Goodwood Festival of Speed preview	10
Historic race and rally news	11
Rally news	12
Rally reports	17
BRC Ypres Rally	19
BTCC Oulton Park	20
Racing reports	24
HRCR East Anglian Classic	26
JackYoung's international adventure	27
Sporting Scene	29
Letters/Comment/What's On	30
Classifieds	32

Wanted: More thrilling battles for the lead in future Formula 1 races.

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Photos: Titans RX, mcklein-imagedatabase.com, Jakob Ebrey



Breen knows he has a golden opportunity

By David Evans

Competing in six different cars in the first half of the year will help Craig Breen when it comes to driving the all-important seventh – the Hyundai i20 Coupe WRC – at next month's Rally Finland.

Breen returns to the WRC with a one-off drive for the Korean manufacturer determined to make a good and lasting impression aboard the Hyundai.

So far this year, he has driven an MG Metro 6R4, Ford Fiesta R5, Skoda Fabia R5, Volkswagen Polo R5 and the Pantera RX6 rallycross car at the opening Titans RX round in France on Sunday ( ).

"What's really important when you're driving a new car is the ability to jump into it and feel confident as quickly as you can," Breen told MN. "That's not easy, but the more different and new cars you drive, the more straightforward it becomes – and I've done a lot of chopping and changing this season. That was part of the thinking when we agreed to drive such a wide variety of cars earlier this year.

"I'm absolutely not saying that I'll be able to jump into the Hyundai and take it straight to the edge, but I do think this will help me find comfort and confidence quicker."

Breen will test the i20 Coupe WRC for the first time in Finland on Saturday before crossing the Baltic Sea for Rally Estonia, his maiden competitive outing with the concern.

"I've missed this all so much," said Breen, who lost his Citroen seat at the end of last season. "I've been looking out for possible opportunities all year and, when there was a chance of something for Finland, we started to work on it. Everything came together around Sardinia time and now I just can't wait to get started.

"The team has told me they want me there to challenge for manufacturer points and that's what I want to do. I'll be waiting in the wings. I'm under no illusion here, I know it's not going to be easy to jump into a World Rally Car back at the highest level, where the pace is so hot."

Breen's participation in Finland is a one-off, but he's determined to use the opportunity to return himself to a regular WRC seat.

"I'm desperate to be back in the WRC full time," he said. "I've a job to do with Hyundai and I will do that to the best of my ability, but I don't just want to wave goodbye to them then. I want to leave Finland with my stock as high as possible. I have to do everything I can to make myself as attractive as possible for the future."

While Breen has rallies planned for the second half of the season, he says everything stops for the WRC.

"I made this clear at the start of the year," he said. "I've told you, what I've been doing is social rallying. I'm sure that's not how the teams running the cars have seen it, but it's what it's been about for me – driving lots of different cars on great rallies. But when it



Last outing was Australia, '18

ESTONIA'S BID FOR WORLD RALLY STATUS

HEADLINE NEWS

BREEN: FINLAND OUTING CAN PUT ME BACK IN THE LIMELIGHT

Irishman relishing chance to perform at the top table in World rallying again



Hyundai leads the WRC manufacturers' points

comes to the WRC, everything else stops. Back in the world championship is the only place I want to be."

Breen joins Thierry Neuville and Andreas Mikkelsen at Hyundai for a rally where the i20 has traditionally struggled. He has, however, watched with interest as the i20 has evolved in the last six months.

Breen added: "I know the team has worked really hard on the car, they're doing absolutely everything possible to land a world title this year. I have no reference with the car and we know that [Finland] has been an area where they have perhaps struggled a little bit in the past, but they've clearly worked very, very hard to understand that and get on top of it. They've put all the resources towards the job and to have the chance to join them in that effort is a real honour."

Hyundai Motorsport director Andrea Adamo welcomed Breen and co-driver Paul Nagle to the team, telling MN: "We need somebody in the third car and you ask me, why Craig? I tell you, we have seen his last results [in Finland and in the WRC] and they are the good ones and him and his co-driver Paul are making a good job. I never met these guys before they come to the company, when they came to discuss [the potential to drive for Finland], but Craig has demonstrated his class at this event in the past and has a lot of experience, which will be invaluable to us."

On the subject of a longer-term deal, Adamo said: "Honestly, at the moment, I think the deal will go just for one round.

"Let me say, what we have to do at this moment is be realistic. We won't go there to ask him to fight for the win. I ask him to be there, we talk about his performance, but I will not ask him to fight with [Ott] Tanak and Toyota."

Hyundai's line-up for Rally Germany, which follows directly after Finland, is still up in the air.

Spaniard Dani Sordo will return to join Neuville, but the third car is undecided.

Earlier this season, Adamo favoured a return to his Corsican line-up, naming Sebastien Loeb over Mikkelsen. That would, however, be Loeb's sixth and final WRC outing of the season.

"I'm thinking deeply about what to do in Germany," Adamo said. "I will take a decision before the deadline of the entries."

A marathon effort for a full weekend of action

After realising the dream of winning the Ypres Rally, sleep and dreaming were off the menu for Craig Breen as he drove through the night to make a stunning debut at the Titans RX event in France.

Breen departed Ypres at 0300hrs and completed the 280-mile journey west to make signing on at Essay at 0730. He then stepped aboard his 600bhp Pantera RX6 for the first time, went third quickest in his first heat and won the second. He progressed to the semi-final, won that, but lost out in a first corner tussle in the final, finishing fourth.

"By the end of that event, I was absolutely done for," said Breen. "Once I'd done the press conference and the anti-doping and everything it was about 0300hrs, so we just jumped in the car and drove.

"When I say I drove through the night, actually Sean [Hassett, Breen's PR man] drove and I managed to get a bit of sleep in the car – but it wasn't really the ideal preparation for my first go in a rallycross car. I really enjoyed it though, it was one heck of a way to wake up!"

Breen was also delighted with his Ypres win.

"Ypres is one of the big Tarmac rallies in Europe," he said. "It's right up there with the Circuit and Sanremo and things like that. To win that rally was another fantastic box ticked. At the same time, I learned a lot there. Once Kevin [Abbring] had his puncture on Friday, it was a little bit about managing the advantage.

"In the past, I've been guilty of backing off a bit too much or going the other way and going too quick while trying to manage the gap – this time I found a pace I felt comfortable with and was able to stick with it. It was a good education.

"But when I got home and got a good night's sleep, I woke up with a smile knowing the preparation for the next event starts immediately – and that next event's Rally Finland with the Hyundai team. Actually, it's Rally Estonia, but you know what I mean!"



Breen was on top form in a rally car on the Ypres event in Belgium



Titans RX run was an eye-opener

PAGE 12

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AUSTRIAN GP REPORT



BY JAMES ROBERTS



Ferrari's Leclerc held sway until late on, but was forced to give best to the flying Red Bull



Verstappen celebrates Honda's first win since it rejoined Formula 1

BATTLE MAX LANDS GLORY

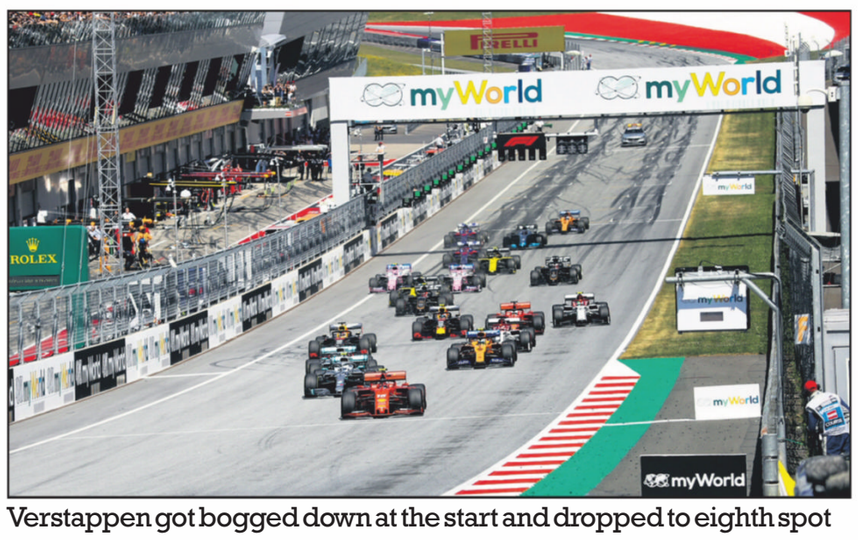
Verstappen thought he had fluffed his lines at the start – but hit back with a victory



Red Bull man took his first 2019 victory



Bottas closed the gap to points leader Hamilton with a third place for Mercedes-Benz



Verstappen got bogged down at the start and dropped to eighth spot

FIVE KEY TALKING

1. Hard driving from Max Verstappen

In the aftermath of Max Verstappen's thrilling victory in the Austrian Grand Prix, a sea of orange-clad fans filled the start-finish straight, cheering and celebrating his first-place finish. At the time the stewards were investigating his late-race move for the lead that sent Charles Leclerc off the track, but took their time to make a decision.

They didn't want a riot on their hands.

"It's hard racing, otherwise we have to stay at home," said Verstappen, immediately after he'd stepped out of his car. "If those things are not allowed, what's the point of being in Formula 1."

From pole, Leclerc had dominated the race and any threat from Verstappen appeared to vanish when the Red Bull driver hit anti-stall at the start and lost six places on the opening lap. But as he has proved in the past, there is no stopping the Dutchman when he's on a charge, especially when he's being cheered on by so many thousands of supporters. His drive through the field was beautifully measured and as soon as he had Vettel in his sights, it set up the possibility that a win was on the cards.

"After the start when he got the anti-stall, I thought we could get a podium, but he drove with such maturity, managing the tyres and the brakes," said RBR team boss Christian Horner. "We are not the fastest on the straight, but he was so quick through Turn 1 and with the benefit of DRS, that when he started setting fastest laps at the end of the race, I thought we could do this."

Ten laps from the flag, Verstappen was 4.2 seconds behind Leclerc on tyres that were nine laps fresher. Quickly, the gap closed. On lap 68 of 71, Verstappen dived down the inside of the Turn 3 right-hander, but Leclerc reclaimed the lead on the straight towards Turn 4.

On the following lap, he did the same again, but gave the Ferrari driver less room to mount a fightback, sending Leclerc wide as they struck wheels.

"If I feel that the [first] overtake [attempt] was done rightly, I don't think the second one was," said the disappointed Ferrari man.

It was the second move on lap 69 which led the stewards to investigate and they called both drivers in for evidence in the hours after the race. Commenting on the move Verstappen said: "I think the second one I braked a bit deeper into the corner. We had a little contact of course, mid-to-exit of the corner. From my side it's racing."

Leclerc added: "I did not expect any contact. As Max said he braked a little deeper. I don't know if he lost it or not. But then there was the contact. I felt I was quite strong in traction on the first attempt and kept my position. On the second one I couldn't because I was off-track."

In the end the result stood, giving Honda their first F1 win since Jenson Button's victory in the 2006 Hungarian GP.

ROUND 09

POINTS FROM THE RED BULL RING

Photos: LAT

2. Mercedes struggle in the heat

Despite a podium finish for Valtteri Bottas – and fifth for Lewis Hamilton – Mercedes was compromised at the Red Bull Ring by hot temperatures and the high altitude. With the ambient air reaching 35 degrees, both Merc drivers were forced to spend the race lifting and coasting to bring engine temperatures under control. As Spielberg is 600 metres above sea level, the thinner atmosphere also compromised the drivers' ability to cool the car.

Team boss Toto Wolff joked that the only way to have improved cooling would have been to "remove all the bodywork" which he added "wouldn't have pleased the sponsors."

After dominating the season up until this point, both Mercedes drivers hit trouble over the weekend. On Friday, Bottas suffered a large accident at Turn 6 which severely damaged his car, while in qualifying Hamilton was hit with a three-place grid penalty for accidentally impeding Kimi Raikkonen's Alfa at the Turn 3 hairpin.



Sausage kerbs were the downfall of points leader Lewis Hamilton

In the race Hamilton was soon up to third place, but after he ran wide over one of the kerbs, he damaged the left flap on his front wing which compromised his downforce. That forced the team to change his wing at his next pitstop and he slipped behind the Ferrari of Sebastian Vettel. After a late change for tyres, Vettel fell behind, but was able to reovertake Hamilton to demote him to fifth – two laps from the end of the race.

Wolff described Mercedes's cooling issues as the team's "Achilles Heel" and admitted that a solution needed to be found for the next batch of races, especially if the current heatwave in European continued. Both upcoming Hockenheim and the Hungaroring can be notoriously hot. The high-speed nature of Silverstone, next on the calendar, might also be difficult for Mercedes, as Wolff admitted Ferrari's engine is "clearly the most powerful on the grid."

3. Another impressive showing from Charles Leclerc

Although he lost the win, it has been another impressive weekend for Charles Leclerc who took an imperious pole position and delivered a flawless race. After qualifying, Leclerc admitted this was his favourite circuit and revealed that a new set-up approach had improved the front end on his Ferrari.

In contrast, Sebastian Vettel once again was in trouble – but this time it was not of his own making. He failed to appear from his garage for the final part of qualifying after a problem emerged with the pneumatic pressure line to his power unit and he started the race in ninth.

He made excellent progress in the early laps and was running fourth behind Lewis Hamilton on lap six. When Vettel followed third-placed Valterri Bottas in for the first tyre stop on lap 21, the Ferrari crew were waiting in the pits, but his tyres weren't ready. Mechanics dashed out from the garage removing tyres from their blankets as Vettel entered the pitlane. He was stationary nearly three times longer than usual, which



Ferrari rookie continues to shine

scuppered his chances of a podium finish. "We could have had a better race," admitted Vettel, "and this track was more in our favour than other tracks…"

4. The continued rise of Lando Norris

McLaren's improved performances have given young British rookie Lando Norris the chance to shine. After starting fifth, in the opening laps of the Austrian GP, Norris was racing with former champions, including Lewis Hamilton, Sebastian Vettel and Kimi Raikkonen for the first time.



Norris: in high profile company

The 19-year-old was clearly unfazed by the wheel-to-wheel action, just nine races into his fledgling F1 career. After qualifying on Saturday, McLaren team principal Andreas Seidl said how impressed he had been with the youngster.

"The most important thing is raw speed. It's the basis for every successful driver and he has shown from the first race onwards that he had this speed," said Seidl.

"If you go into your first ever F1 qualifying and you score P8, as he did in Melbourne, and then do it more and more often, showing great speed and great handling of the races, in this environment, it's impressive."

His team-mate Carlos Sainz had a compromised weekend after power unit changes forced him to start at the back of the grid. Although, a drive through the field to scoop points with eighth was both an impressive performance and reinforced the current strength of the McLaren.

5. Kevin Magnussen's rapid descent

After his delight at qualifying an outright fifth on Saturday, Kevin Magnussen's weekend rapidly deteriorated after that high. A five-place grid penalty for a replacement gearbox put the Dane 10th on the starting grid. Except he didn't quite place his Haas correctly behind the grid markings. In addition, despite not gaining an advantage, he crept forward at the start of the GP and was deemed to have "moved before the start signal was given".

Magnussen was given a drivethrough penalty after he had pitted to get rid of his soft tyres. They had been problematic, as he had lost eight positions in six laps. Following the penalty, he was dead last. He then pitted for a second time nine laps from the end of the race and was 19th.



Magnussen was too eager at the start of the Austrian Grand Prix

"It's strange," said Magnussen. "Nothing was really working, it felt pretty hopeless."

Team-mate Romain Grosjean fared little better, finishing 16th – both drivers struggling with grip.

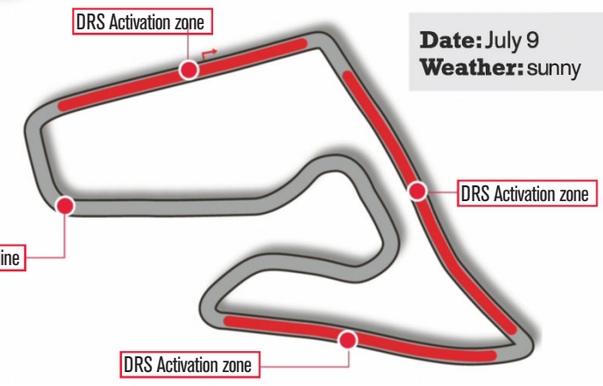
"After qualifying in fifth, to then have a race like this…" said an exasperated Haas team boss Guenther Steiner. "We'll try to get a better comprehension of why this kind of performance is happening. At the moment we just do not understand it."

RACE FACTS

Results © 2019 Formula One Administration Ltd

AUSTRIA

Circuit: Red Bull Ring **Lap:** 2.688 miles
Race distance: 190.782 miles **Laps:** 71
Lap record: 1m 06.957s (Kimi Raikkonen, 2018)
2017 winner: Valtteri Bottas (Mercedes)



Date: July 9
Weather: sunny

TYRE CHOICE

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RESULTS

FIA Formula 1 World Championship, round 9/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Max Verstappen	NLD	Red Bull-Honda	1h22m01.822s
2	Charles Leclerc	MCO	Ferrari	+2.724s
3	Valtteri Bottas	FIN	Mercedes	+18.960s
4	Sebastian Vettel	DEU	Ferrari	+19.610s
5	Lewis Hamilton	GBR	Mercedes	+22.805s
6	Lando Norris	GBR	McLaren-Renault	-1 lap
7	Pierre Gasly	FRA	Red Bull-Honda	-1 lap
8	Carlos Sainz Jr	ESP	McLaren-Renault	-1 lap
9	Kimi Raikkonen	FIN	Alfa Romeo-Ferrari	-1 lap
10	Antonio Giovinazzi	ITA	Alfa Romeo-Ferrari	-1 lap
11	Sergio Perez	MEX	Racing Point-Mercedes	-1 lap
12	Daniel Ricciardo	AUS	Renault	-1 lap
13	Nico Hulkenberg	DEU	Renault	-1 lap
14	Lance Stroll	CAN	Racing Point-Mercedes	-1 lap
15	Alexander Albon	THA	Toro Rosso-Honda	-1 lap
16	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
17	Daniil Kvyat	RUS	Toro Rosso-Honda	-1 lap
18	George Russell	GBR	Williams-Mercedes	-2 laps
19	Kevin Magnussen	DNK	Haas-Ferrari	-2 laps
20	Robert Kubica	POL	Williams-Mercedes	-3 laps

Winner's average speed 139.280mph **Lap leaders:** Leclerc 1-22; Hamilton 23-30; Verstappen 31; Leclerc 32-68; Verstappen 69-71

FASTEST LAP | MAX VERSTAPPEN 1M07.475S ON LAP 60 (AVERAGE SPEED:143.157MPH)

QUALIFYING

POS	DRIVER	TIME
1	Leclerc	1m03.003s
2	Verstappen	1m03.439s
3	Bottas	1m03.537s
4	Hamilton	1m03.262s*****
5	Norris	1m04.099s
6	Raikkonen	1m04.166s
7	Giovinazzi	1m04.179s
8	Gasly	1m04.199s
9	Vettel	no time
10	Magnussen	1m04.072s***

POS	DRIVER	TIME
11	Grosjean	1m04.490s
12	Ricciardo	1m04.790s
13	Perez	1m04.789s
14	Stroll	1m04.832s
15	Hulkenberg	1m04.516s***
16	Kvyat	1m05.324s
17	Kubica	1m06.206s
18	Albon	1m04.665s**
19	Sainz	1m13.601s*
20	Russell	1m05.904s****

* = required to start from the pitlane for multiple power unit components used ** = required to start from the pitlane for multiple power unit components used *** = five-place grid drop for replacement engine **** = three-place penalty for impeding another driver; required to start from the pitlane after breaking parc ferme rules ***** = three-place grid penalty for impeding another driver



Raikkonen ran well early on

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	197
2	Valtteri Bottas	166
3	Max Verstappen	126
4	Sebastian Vettel	123
5	Charles Leclerc	105
6	Pierre Gasly	43
7	Carlos Sainz Jr	30
8	Lando Norris	22
9	Kimi Raikkonen	21
10	Daniel Ricciardo	16

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	363
2	Ferrari	228
3	Red Bull-Honda	169
4	McLaren-Renault	52
5	Renault	32
6	Alfa Romeo-Ferrari	22
7	Racing Point-Mercedes	19
8	Toro Rosso-Honda	17
9	Haas-Ferrari	16
10	Williams-Mercedes	0

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RACING NEWS

IN BRIEF

Horner happy
Red Bull boss Christian Horner says it would have been "incomprehensible" for the FIA to punish Max Verstappen for his Austrian Grand Prix clash with Charles Leclerc. Asked about Red Bull's reaction if Verstappen had been punished, Horner said: "It is not worth thinking of, because frankly they made the right decision. That was just the tonic that F1 needed."

Ricciardo confused
Renault driver Daniel Ricciardo admits his team's current form in Formula 1 "doesn't add up", after the French outfit's cars scored no points in the Austrian Grand Prix. Renault had both cars in the top 10 on the road in Canada and France – although Ricciardo lost his points finish to a penalty in the latter race – but the upgraded RS19 then struggled badly for pace at the Red Bull Ring.

Ferrari gains
Mercedes Formula 1 driver Valtteri Bottas says it is weird how Ferrari "always" seems to gain half a second on the straights no matter the circuit layout. Charles Leclerc took pole for Ferrari at the Red Bull Ring and led for the majority of the grand prix. Bottas said: "It doesn't seem to matter how long or short the track is, they always make the same gains on the straights. It's weird. I don't know whether they've had any improvements on the car but we are still quicker on the corners."

Stroppy Sainz sorry
Carlos Sainz says his charge from the back of the grid in Austria to finish eighth came hours after he apologised to his McLaren team for being miserable and "rude" earlier in the weekend after receiving an engine penalty. "I was very depressed," said Sainz, "I was in a bad mood the whole day. I apologised to everyone because I think I had one of those painful days."

HONDA TECH CHIEF HAD "NO IDEA" WHAT TO DO ON PODIUM

Manufacturer celebrates first win since F1 return but boss misses part of ceremony

By Scott Mitchell

Honda technical director Toyoharu Tanabe was late onto the Austrian Grand Prix podium because he had "no idea" what to do after his company's first Formula 1 win since 2006.

Max Verstappen won Red Bull's home race in spectacular fashion to give his team its first win since partnering with Honda for the 2019 season.

Tanabe, who was appointed Honda's F1 technical director in late 2017 and has overseen major improvements in its trackside operations, was chosen to go on the podium to represent the winning manufacturer.

However, he missed the Dutch and Austrian national anthems and only arrived in time to receive the trophy.

"I was surprised when I was told 'you go' [to the podium]," Tanabe said. "I had no idea what I should do. That's why I got on the podium a later than the others.

"You need to stand before the national anthem, I thought, 'I must be there', but I was late. This is the first time, of course. [I thought] 'I'm so upset, what should I do?'

"Nobody told me! But it was fantastic. I could see our team members below, also Red Bull, they were very happy, and a lot of fans there too."

Photos: LAT



Tanube eventually joined celebrations

After lifting the trophy, Tanabe was hugged on the podium by DTM boss and ex-F1 driver Gerhard Berger.

Tanabe's first Honda F1 role was as Berger's engineer at McLaren back in 1990.

Tanabe paid tribute to the company's staff in Japan and UK for working "tirelessly" so that "we finally made it", and also to Toro Rosso for the role Red Bull's junior team played in helping Honda "get back on the right path last year".

"Honda has not done this alone and so we want to acknowledge the contribution of our outside suppliers," said Tanabe.

"This win is also a way of saying thank you to all our fans, all over the world, for their continued support. Today feels like a new beginning.

"While we can enjoy the celebrations for a short while, we must get back to work as soon as possible, because we still need to close our performance gap to the quickest teams."

FIA explains late Verstappen decision

The long wait to learn whether Max Verstappen had kept his Austrian Grand Prix victory was a result of various influencing factors, says FIA Formula 1 race director Michael Masi.

The decision to take no further action over the incident was communicated at 1947hrs local time, over three hours after the race ended.

Asked to explain why the decision took so long, Masi said that it started with the incident occurring with three laps to go, giving little time to act before the end of the race.

"The primary part was we didn't get going [with the stewards' hearing] until 1800hrs, [because of] the various media commitments, the [television] pen and the press conference," said Masi.



Verstappen (r) had to wait a long time to be sure of win

"The hearing itself, give or take, was about an hour with all parties involved. The stewards deliberated, looked at other cases, precedents, and spoke between themselves.

"By the time you write the decision and then make sure there are no typos or anything in it and so forth, and then summon the teams back, delivering the decision to them, it quickly [adds up].

"Time flies a lot more when you're sitting outside like all of us than it does when you're sitting in the room.

"So it was just one of those things, they were considering absolutely everything."

Horner says Gasly needs a mental reset but still backs struggling driver

Pierre Gasy needs a mental reset in a bid to save his Formula 1 season, reckons his Red Bull boss Christian Horner.

Gasly has had a difficult start to the campaign, and his misery continued in the Austrian Grand Prix when he found himself lapped by winning team-mate Max Verstappen.

Red Bull remains committed to the youngster for now, despite mounting speculation that he could be replaced for 2020 by Daniil Kvyat if he does not lift his game.

Asked by Motorsport News how worried he was about Gasly's ongoing struggles, Horner said: "I think Pierre is having a tough time at the moment and we are doing our very best to support him. I think he just needs a reset.


Gasly spent time stuck behind Raikkonen during Austrian GP

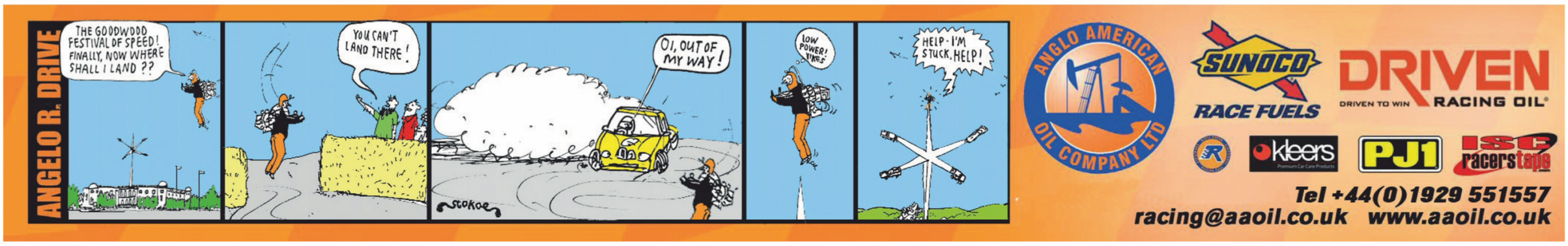
"We know what he is capable of, and I think that we have just somehow got to go 'ctrl alt delete' in his head and start again.

"He is a quick driver and I think the problem he has got is that Max is delivering every week and that puts more pressure obviously on him to perform.

"But we are sticking behind him, we still believe in him and we will give him all the support we can to try to nurture the talent that we know he has.

"There is no intention to change Pierre. He is our driver, we are going to work with him and try to get the best out of him."

FULL GOODWOOD FESTIVAL OF SPEED PREVIEW PAGE 10



'Jackie Stewart congratulated me'

Jack Young's Paul Ricard Clio diary, p27





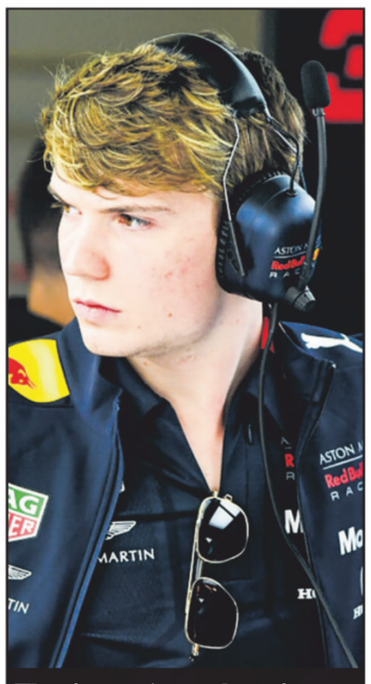
O'Ward promoted by Red Bull



Ticktum has been disappointing in 2019

RED BULL AXES TICKTUM FROM JUNIOR SCHEME

Briton replaced by O'Ward after Super Formula woes



The future is unclear for Ticktum after losing drive

By Jack Benyon

Dan Ticktum has been dropped from the Red Bull young driver development programme and from his Team Mugen Super Formula seat for the rest of the season.

The Brit has struggled in Super Formula this year, taking a best finish of eighth in the first race of the season.

Ticktum is yet to make any official statement on the situation, other than responding to comments on social media that accused him of questioning whether Honda was providing equal equipment for him and his team-mate Tomoki Nojiri, which he said were unfounded.

Red Bull motorsport advisor Helmut Marko said: "At this level the demands are intense.

"Unfortunately Dan has not found the success in the Super Formula series that we hoped for."

Ticktum has been linked to Red Bull for the majority of his car racing career, and it appeared last year that Red Bull was throwing its weight behind him for a Formula 1 seat, but a lack of superlicence points hindered his progress.

Ticktum's vacated seat in Japan has already been filled by Mexican driver Patricio O'Ward, who has been competing with British team Carlin in IndyCar this year.

O'Ward signed a deal with Red Bull in May with the understanding that he would be making a run for an F1 seat in the future, and it looks likely that he will drop the remaining three races of his IndyCar schedule to combine Super Formula with more Formula 2 outings.

"It [Super Formula] is a huge opportunity and I'm very excited about it," said O'Ward. "I know that it will be a big challenge.

"I do not know the tracks in Japan or the car but there is more track time in a race weekend I believe [than in F2].

"I know that culture and communications are different and the series is at a very high level so it is a fantastic chance for me to learn and progress."

The 20-year-old made his F2 debut last weekend at the Red Bull Ring with MP Motorsport, and admitted to MN that he got an "ass whipping" as he finished last in the feature race. He took 14th in the sprint race, which he said was a "major, major leap forward".

QUICK LAPS THE FASTEST NEWS ROUND-UP



Button retired from SUPER GT race

Jenson Button suffered his first SUPER GT retirement in last weekend's Thailand round after his part in a collision which ultimately wiped out five of the other Hondas in the field. He described the collision that leaves him 24 points adrift in the championship as a racing incident… Gary Paffett tested the Mercedes Formula E car for the first time last week as the team continued preparations for its 2019/20 championship entry with a second test at Varano. Paffett, along with his current HWA FE team-mate Stoffel Vandoorne, drove in the two-day session. Mercedes described it as the "first test after the shakedown", which took place in early April where the squad completed over 500km… **ART Grand Prix drivers Christian Lundgaard and David Beckmann were disqualified from FIA Formula 3 qualifying in Austria after their physios were deemed to be working on their cars. Lundgaard and Beckmann's physios were both seen holding cooling devices towards the cars, which the stewards deemed was against regulations, as the physios were not part of the 11-member team allowed to work on each car as per regulations. The first race was won by Red Bull junior Juri Vips while Briton Jake Hughes won race two after on-the-road winner Robert Shwartzman was penalised for a clash with Prema team-mate Marcus Armstrong. Nobuharu Matsushita and Sergio Sette Camara – Honda and McLaren juniors, respectively – were the F2 winners.**

FIA CLARIFIES FE'S TWIN-MOTOR BAN

The FIA has clarified the decision to ban twin-motor powertrains from Formula E, with technical director Gilles Simon saying it was taken over costs and "not to limit technology development".

The decision to ban twin-motor powertrains, which only impacts on the Nissan e.dams squad, for the 2019/20 FE season was announced at the World Motor Sport Council meeting last month.

Several FE team bosses subsequently explained that the decision had been taken to try and ensure competitive parity in future seasons, with Nissan's motorsport chief Michael Carcamo saying it followed discussions "to ensure the best championship we can [have]".

But this led to questions regarding FE's ethos of driving innovation in electric vehicle technology, to which the FIA has now responded.

Following a request for clarification from Motorsport News about this issue, Simon said: "The new technical regulations have been set to reduce costly architecture of powertrains, not to limit technology development.

"It is not innovative to design two motors instead of one for the same total power output.

"What is innovative is surely to work on better efficiency of motors to produce more power for a given amount of energy available at the battery."



Nissan e.dams squad is the only one to be affected by rule change

Simon also explained why the Nissan technology that has been deemed illegal for next season remains legal for the conclusion of the current campaign.

He said: "All powertrains currently running in FE are legal and homologated for this season.

"Following discussions with the manufacturers, we proposed to [make] the regulation precise and limit the architecture of FE cars to one single motor.

"This will not limit the potential technology development but will reduce the complexity of the architecture."

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"The 2021 rule changes might not be that radical"



Mercedes's domination of F1 this year (Austria, aside) had led to heated discussions over the future direction the series should take to liven up the on-track action.

We've been here many times before, of course. During the years Michael Schumacher and Ferrari dominated Formula 1 in the early 2000s, fans called for changes to end the monotony.

For the record, if Max Verstappen hadn't lost so many places right at the start when his anti-stall kicked in at last weekend's race, it would have been much less dramatic.

Right now, negotiations are ongoing about the new direction F1 should take, from both a sporting and commercial perspective, from the start of 2021. It has been labelled as a great new hope, a chance for the owner, Liberty Media, to stamp its vision on F1. However, the problem being discovered is there are too many vested interests to appease. It now looks as though the radical changes to shake-up the category are not going to be that radical.

The first problem is we are already locked into a series that will continue with the current engine formula, as it's too late to change. Heavy, expensive hybrid machines are here to stay and that means the current carmakers continue to wield a powerful influence over F1.

The other aspect that will not alter is the tyres. The new deal with Pirelli starts next year and continues until the end of 2023, although they will become lower in profile. After visiting an FIA rules meeting in Paris recently, Lewis Hamilton expressed concerns over three key areas: tyres, aerodynamics and weight.

With the current hybrid units and more standard parts expected, the cars will be heavier and less nimble to drive. They are already 200kg heavier than a car from two decades ago.

With both the power unit and tyres not changing, the biggest difference will be the aerodynamics to improve the racing. The governing body is trying to establish a set of regulations – incorporating similar ground effect regs to those adopted in IndyCar – but the key problem is to keep the field close together and not allow the greater resourced teams to steal a march on the opposition. If that happens then the problems F1 has now, with one or two teams having an advantage over the opposition, will continue.

Unfortunately, the consensus in rule making, plus the wish of F1's owners to retain key revenue streams is leading F1 towards a small, rather than a radical, overhaul for 2021. A reminder that, despite the spectacle, F1 remains a business first, a sporting contest second.

AGREE/DISAGREE?
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RACING NEWS

IN BRIEF



Gent is racing Pickup Truck

Gent's plans

Former Thunder Saloons racer Dale Gent is considering options for his Subaru Impreza after four-wheel-drive cars were banned from the series. Gent, who is currently racing Pickup Trucks, is planning some limited outings for the car in 2020, possibly in the CNC Heads Sports/Saloon championship. He is also thinking about travelling to Europe for the Dutch Supercar series, although the car will need some tweaking to prepare it for endurance rather than sprint racing. His current car is believed to be the first left-hand-drive Pickup chassis raced in the UK and was previously campaigned by Colin White.

Morley's next focus

F125 Open Superkart driver Liam Morley is bidding to take a third consecutive British Superkart Championship title as he has a 95-point lead heading to the next rounds at Knockhill in two weeks' time. Morley added his ninth GP title to his tally at Donington Park last month, despite Australian teenage sensation Nick Schembri, making his first visit to the UK, leading on the last lap. But Morley fought back to win by 0.051 seconds, the third time successive time he has won the title by less than a tenth of a second. Morley will also be chasing the UK Cup title, a one-off race, which he last won back in 2016.

HILL APOLOGISES TO NEAL AFTER OULTON PARK CLASH

Audi driver was stripped of first BTCC win after colliding with three-time champion

By Matt James

British Touring Car Championship racer Jake Hill has apologised to rival Matt Neal after the two collided in the final race at Oulton Park on Sunday and Hill was stripped of his on-the-road victory.

Hill's Trade Price Cars Racing Audi S3 had started from the reversed grid pole but Neal, alongside in the Team Dynamics Honda Civic Type R, overtook at the start of lap two on the run to Old Hall corner. The pair collided on the exit when Hill touched the rear of the Honda, which then spun across the bows of the following pack.

Neal ended up in 12th place while Hill went on to win, but the on-the-road victor was slapped with a 20-second post-race penalty which dropped him to 14th. That also promoted Neal one place.

It would have been Hill's first win in the championship, and the first for the Audi S3 and the Trade Price Cars Racing squad.

Hill explained: "Matt obviously got the move done down the inside [into Old Hall] fair and square, then I got the cut-back. He has gone to defend my cut-back and he has taken the front of my car and I have caused him to spin and lose out. I can only apologise sincerely to him. It was in no way intentional."

Hill said he was startled by a post-race confrontation when Neal stormed into parc ferme as the on-the-road winner was about to be interviewed by ITV4. Neal received a £1000 suspended fine, while Hill also collected two penalty points on his licence for the contact.

"The first thing I was going to do once I had finished at the podium was to apologise to him formally," added Hill. "I am just gutted. It was a bit aggressive [to come into parc ferme] which is not on, especially with ITV cameras there. Pulling me aside is one thing, but doing it like that in public is another. I expected more from a three-time champion."

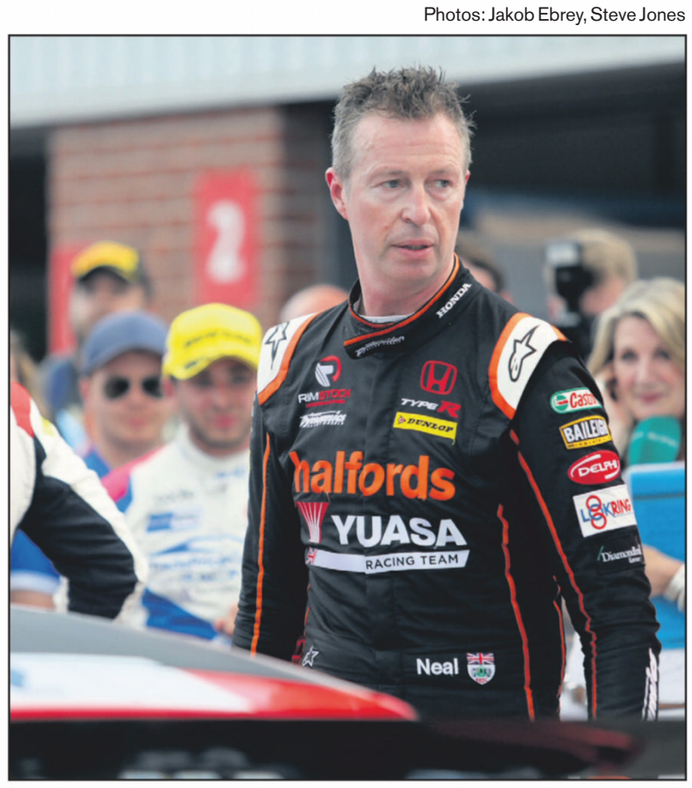
Neal said that the move had put him in real jeopardy and that had caused his frustration.

"Jake had got into the side of me at the hairpin on the lap before and I thought to myself 'that's not like Jake'," Neal said. "He was obviously a little bit het up.

"I thought I didn't want to race with Jake because my car was fast. So I got the switchback going out of Lodge and down into Old Hall, and it was done. And then on the exit, he didn't even get into the side of the bumper, he got into the back of the bumper and he turned me around.

"We could have lost a car from that, never mind the danger it causes to the other people on the track. People like that forget Keith Odor [former BTCC driver who was killed in a tin-top accident in Germany in 1995] and people like that, they just do the moves. Things like that can happen."

Photos: Jakob Ebrey, Steve Jones



Neal was furious and was cautioned for confronting Hill



Jelley's first win for 10 years

Jelley has sympathy with rival Hill after inheriting BTCC victory

Oulton Park British Touring Car Championship race winner Stephen Jelley, who was promoted to first position when Jake Hill was penalised, said he had sympathy for the deposed first place man.

Jelley crossed the line in second place in his Team Parker Racing BMW 125i M Sport but was handed the win after post-race checks. It was his third in the BTCC, but the first for Team Parker Racing.

After the race, Jelley said: "Jake's dad Simon has just come and given me the trophy there, which is a nice touch. Obviously, I am ecstatic inside, but that meant a lot to Jake Hill and I have known him for a time, but it means a lot to me as well.

"Does it feel worse to win because I didn't cross the line first? I don't really care! I will take it, and I will take the trophy, but I appreciate the huge disappointment that they must be feeling right now."

The victory moves Jelley into 12th in the overall standings, and he is fifth in the hunt for the Independents Trophy.



First 2019 appearance for Wrigley

Wrigley makes last-minute Porsche Carrera Cup GB return at Oulton Park and hopes to contest more rounds this season

Porsche Carrera Cup GB race winner Tom Wrigley made a return to the series at Oulton Park last weekend.

Wrigley, who finished third in the standings last year driving for the JTR team and won the Ginetta GT4 Supercup title in 2016, agreed a late deal to return to the Rob Boston Racing squad that powered him to the Ginetta crown.

It was Wrigley's first outing since last year's season finale after struggling to find the budget to compete this season. He took a brace of sixth place finishes after a "tricky" qualifying where he could only manage fifth and wasn't helped by Oulton being a notoriously difficult circuit to overtake on.

Wrigley now hopes to contest more events later this year.

"It's epic to be back out again," he said. "I got the call on Friday morning and luckily I only live 40 minutes away. But it's so difficult to jump back into one of these rounds, especially around here."



British Touring Car Championship racer Rob Smith was lucky to avoid injury in a spectacular crash in the second race of the weekend at Oulton Park. The ExcelR8 Motorsport MG6 driver was squabbling over 23rd place with the Team Hard VW CC of Michael Crees on the last lap when the pair made contact exiting Lodge corner. Smith's car was launched into the air and almost rolled. The damage ruled him out of the final encounter of the weekend.

O'SULLIVAN SWITCHES GINETTA SQUADS

Ginetta Junior title contender Zak O'Sullivan raced for the In2Racing team at Oulton Park last week after switching from the Douglas Motorsport outfit for the remainder of the season.

O'Sullivan, who leads the rookie championship, has finished a best of second overall on five occasions this season, but has failed to get on the overall podium since Thruxton in May.

Following a below-par performance at Croft last month where he could only manage eighth in the sole race, the Cheltenham-based driver opted to head to pastures new.

"We were struggling all weekend [at Croft] and struggled to put our finger on what was going wrong," he said. "It really highlighted our weaknesses and it wasn't ideal really considering where I am in the championship.

"We thought we were better off starting with a blank canvas, reset with some new faces that can look from a new perspective that can think 'what could it be?'"

O'Sullivan is now In2Racing's only driver after a slew of early season departures from Roman Bilinski and Ben Kasperczak left the team without any entries at Croft.

Despite this, O'Sullivan remains confident in the team's ability.

"At the beginning of the season some of their drivers were very fast [Bilinski, took pole at Donington Park but was disqualified in the race] so they definitely have the pace," he said. "They've been running Porsche teams and they're doing a great job."

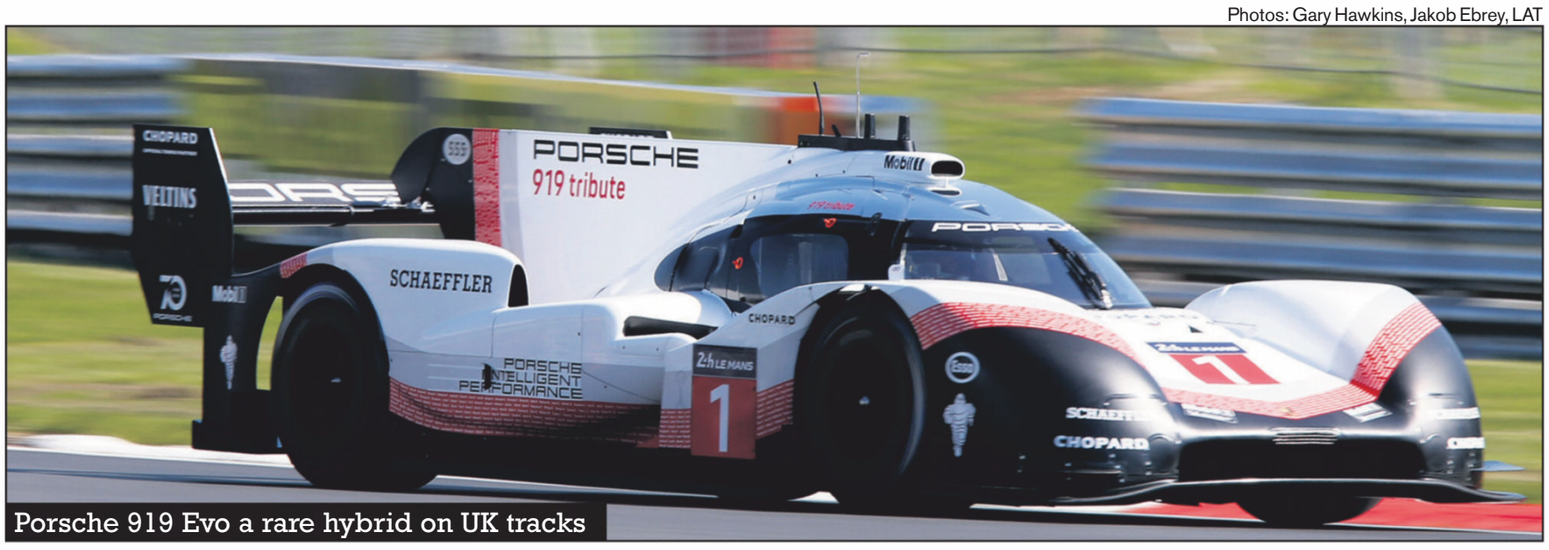


Title contender has moved from Douglas to In2Racing outfit

With two races at the weekend, O'Sullivan celebrated a highest finish of seventh and heads into the summer second, 95 points behind championship leader James Hedley.

TURKINGTON EXTENDS HIS LEAD AT THE TOP WITH BTCC DOUBLE PAGE 20

Photos: Gary Hawkins, Jakob Ebrey, LAT



Porsche 919 Evo a rare hybrid on UK tracks

RICHARDS: MOTORSPORT SLOW TO ADOPT HYBRIDS

Governing body evaluating marshal training programme

By Matt Kew

Motorsport UK is already reviewing its marshal training programmes to prepare for the arrival of hybrid powertrains in national racing, according to its chairman David Richards.

The boss of the British motorsport governing body and the 1981 World Rally champion co-driver attended the British Touring Car Championship meeting at Oulton Park last weekend, and at the venue teams met as the series prepares to award its hybrid tender for 2021.

Richards reckons motor racing has been "slow to react" and needs to be "far more progressive" in its adoption of hybrid technology.

"If you want the engagement of the public you've got to be racing cars that resonate with them as well," he said.

"I'm sure that within the next few years you're going to see hybrid technology across most cars and we've got to think of the whole fully electric scenario as well."

The former team principal of Formula 1 outfit BAR, Richards added that he expected hybrid technology to rapidly filter down to club-level motorsport and so Motorsport UK is in the process of evaluating the training programme for marshals.

"We're doing a big programme on electric [marshal] training at the moment and training is an evolving issue for marshals, for officials and scrutineers," he said.

"It's a constantly moving agenda so we've got to be aware of that and be up to speed on it all.

"It's early stages now and we've got to see how this whole technology evolves."

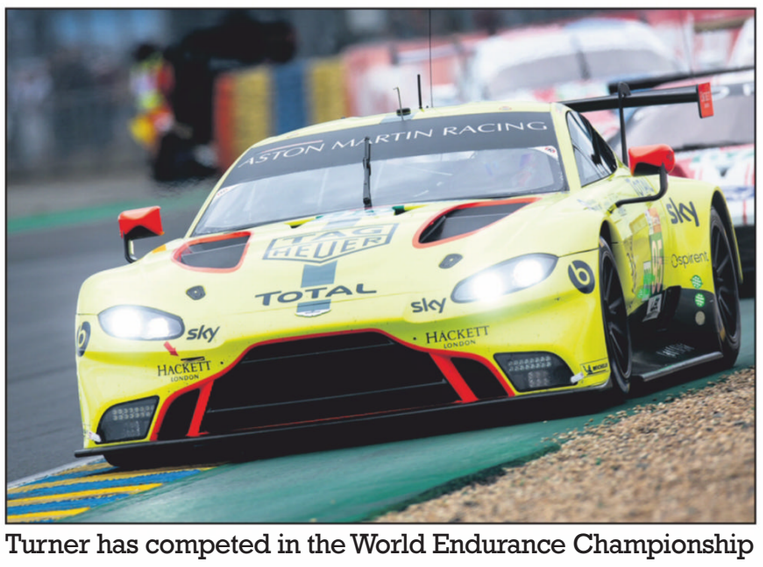
But Jonathan Palmer, the chief executive of MotorSport Vision – which owns Oulton Park alongside Brands Hatch, Donington Park, Snetterton and Cadwell Park – added that the introduction of electrically assisted powertrains will not require significant modifications to circuits' infrastructure.



Richards: Motorsport UK chief

He said: "I think that at the modest levels of battery capacity and electrical power output, I don't think it's a significant change for circuits to make at the moment in order to adapt.

"I think it's a very different deal if we're talking about fully electrical vehicles like a Tesla, but I think we're a long, long way off having that in British motorsport. That's my hunch."



Turner has competed in the World Endurance Championship

Turner to make British GT return in Spa round

Aston Martin factory driver Darren Turner will return to the British GT grid at Spa later this month, driving a GT3 Aston for single-seater outfit M2 Competition.

It marks the first time the squad – which has powered Lando Norris and Lance Stroll in the New Zealand-based Toyota Racing Series title – has forayed into GT racing.

Turner will return to the series after finishing fifth in the points last year alongside Andrew Howard. He will be partnered at Spa by British-born Australian racer Tony Quinn, who won the Dubai 24 Hours in 2008.

"Spa is one of the greatest circuits in the world and I'm always ready to accept a good opportunity to race there," said Turner. "With the British GT grid growing in strength, it's a great time to rejoin the fray.

"M2 Competition are new to GT racing, but their record in single-seaters, and the drivers they've worked with, shows they know their business. I'm looking forward to another new experience in a season that has offered a great deal so far."

Combe to run special Big Weekend Challenge sprint race open to Saloon and GT competitors

A Big Weekend Challenge race open to Saloon and GT cars will be held at Castle Combe this weekend, offering drivers already attending the meeting the chance for further track time.

The two-day event will have the Classic Touring Car Racing Club and Castle Combe Racing Club Saloons competing on Saturday.

But a 20-minute race has been added to the timetable on Sunday as an incentive for Saloon drivers to stick around for the whole weekend.

"It's an open race aimed at Saloons but GTs can enter as well," said Jo Lewkowicz, CCRC coordinator.

"They have got both races on the Saturday and, if they choose, they can race on Sunday as well.

"The class structure is a bit different, like the Dave Allan Trophy it's based on qualifying laps, so the classes can't be decided until after qualifying."

DEPUTY EDITOR

STEPHEN LICKORISH

"Title battles are far from decided"



A 95-point gap sounds pretty large. Even more so when you consider it's after just five events in a championship as notoriously unpredictable as Ginetta Junior. But that's the position James Hedley finds himself in at the top of the British Touring Car Championship support series heading into the summer break.

As gargantuan as it sounds, it's not actually the largest points lead for a Ginetta Junior driver after five of the 10 meetings in recent years. That honour instead goes to Harry Woodhead who was 135 points clear back in 2013 after winning every single race in the first half of the season.

Hedley hasn't been quite that dominant this year. The Elite Motorsport driver has not even had the most wins, taking 'only' three compared to Will Martin's four. But he has finished on the podium in nine of the 10 races held so far (Zak O'Sullivan is next best with five, and is yet to win a race) and it's that consistency that has enabled Hedley to be in such a commanding position. His worst result so far is fourth.

But does that mean Hedley is a shoo-in for the title? Not necessarily. There's still a very long way to go. Not only does every one of the remaining five meetings have three races (only Donington Park did in the first half of the year) but there's the cancelled Croft race to throw into the mix too. While Hedley has no doubt been a class act, maintaining that consistency over the remainder of the season will be a tough ask. Especially as the rookie drivers, now with half a season under their belts, are only going to get stronger.

However, it's not just Hedley that finds himself comfortably clear at the mid-point of the year. Over in British Formula 4, Zane Maloney is in a rich vein of form having won seven races on the bounce and looks tough to beat. His advantage stands at 54 points, just over two race wins.

It's a similar story in the Ginetta GT4 Supercup, where Harry King enjoys a 48-point gap and in the Porsche Carrera Cup GB where Dan Harper's rivals look to have a real fight on their hands to deny the Porsche GB Junior. Although his advantage is only 20 points, the much lower scoring system in the Porsche series means it's still a healthy lead.

This means the Renault UK Clio Cup is the toughest title battle to call heading into the summer break. The championship may be suffering from tiny entries – it dropped into single figures at Oulton Park last weekend – but it has two very evenly-matched drivers at the front in the shape of Max Coates and Jack Young. Expect their battle to go down to the wire with just six points separating them at this stage.

But that doesn't mean the other championships are decided already. Far from it. There has been enough dramatic conclusions and incredible turnarounds among the BTCC support series over the years to suggest nothing is certain with half the season still to go.

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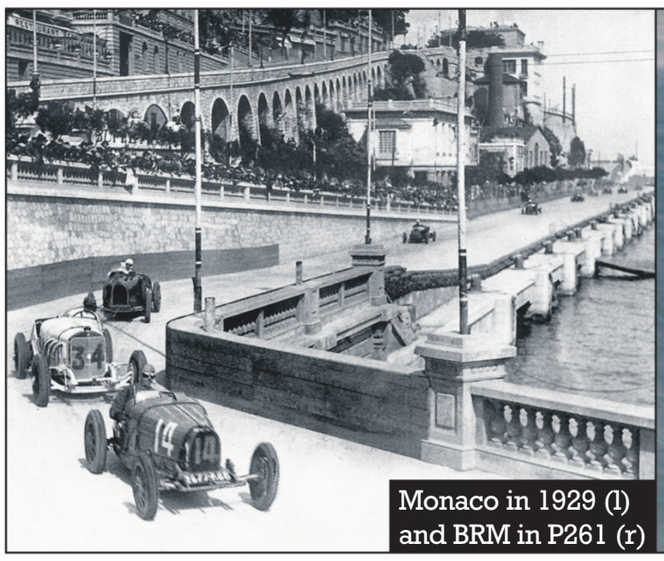
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Monaco in 1929 (l) and BRM in P261 (r)

STEWART TO SHOWCASE HIS MOST FAMOUS CARS

Three-time champion to be at the centre of Festival memories

By Paul Lawrence

Sir Jackie Stewart's 80th birthday, the 90th anniversary of the Monaco Grand Prix and the 50th anniversary of the 1969 Le Mans 24-hours are key elements of this weekend's 26th Goodwood Festival of Speed.

Stewart's 80th birthday year coincides with the 50th anniversary of his first British Grand Prix victory and some of his most famous cars will run on the hill, including the first car he raced in 1961, a Marcos Xylon Special, and the BRM P261 he raced to his first Grand Prix victory at Monza in 1965. Stewart plans to drive as many of the cars as possible, less than a month after reaching his 80th birthday.

"The Festival of Speed is one of the great events in our country," said Sir Jackie. "This year, I am very proud that The Duke of Richmond has chosen to celebrate the 50th anniversary of my first British Grand Prix win at Silverstone in 1969 and, in the same year, my winning the World Championship for the first time."

To mark the 90th anniversary of the Monaco Grand Prix, a number of Monaco-winning cars will be in action on each day. Notable cars include the winning Maserati 250F (1956) and Lotus 18 (1961) as raced by Stirling Moss. More Monaco-winning cars from Brabham, Brawn, Mercedes and Williams will be on hand, along with race winners Mika Hakkinen, Riccardo Patrese and Mark Webber.

To honour the 50th anniversary of the 1969 Le Mans 24-hours, race winners Jacky Ickx and Jackie Oliver are both due to drive the race-winning Ford GT40. The event will be one of the only opportunities during this anniversary year to see the famous trio reunited and they will be joined by other cars and drivers from the 1969 race.



Scot will be at Goodwood



MEM Iriz will be on stage

Homologated Proton Iriz R5 set to stun the fans on busy rally stage

The newly-homologated Proton Iriz R5 will be a star of the Goodwood rally stage on its first official public appearance since being homologated by the FIA.

The Mellors Elliot Motorsport project is the latest R5-specification rally car to be ratified for use at all levels in the sport, including the FIA World Rally Championship.

Developed by the Bakewell-based team, the Iriz will be on display to the public and will also be in action on the Forest Rally Stage throughout the event. The prototype Iriz R5 first rallied in late 2017, taking a maiden win on the Grizedale Stages, before a major programme of development work turned it into a full R5 machine.

Fittipaldi reunited with his old Lotus 72 after nearly five decades

Forty-six years after he escaped unharmed from a major accident in Lotus 72 chassis 5 in qualifying at Zandvoort, Emerson Fittipaldi will return to drive the car at Goodwood this weekend. It will be the car's first run in public since the fateful Dutch Grand Prix weekend in late July 1973.

Fittipaldi will drive the restored car at Goodwood as part of a celebration of Lotus Grand Prix cars. The JPS-liveried Lotus has only just completed a painstaking five-year rebuild by Classic Team Lotus, having spent four decades as a damaged monocoque in the Lotus stores.

Fittipaldi says chassis 72/5 was his favourite 72 and he won in Gold Leaf colours in the 1970 US GP and then raced it in JPS colours to win the 1972 Austrian and Italian races. Five years ago, Classic Team Lotus boss Clive Chapman had the idea to finally start work on rebuilding the damaged car.

"It is extraordinary that the car survived for so many years and it was very lucky that it was not thrown into a skip," said Chapman, son of Lotus boss Colin. "I think that is a mark of the sentimental attachment that my father had for the car, given his constant focus on the future and the team's perennial battle for more space. We've been restoring it gradually," said Chapman. "It's ready to run and Emerson kept asking about it, as he's keen to come and drive it," said Chapman.

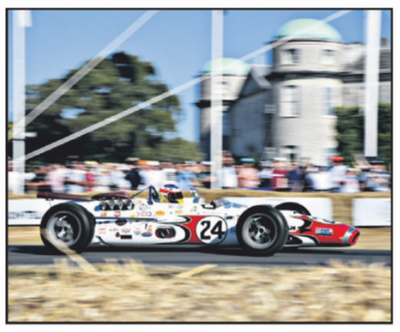


Chassis 5, which was crashed by Fittipaldi, will be running again

MN'S TOP 10 CARS



A Group B Lancia S4 will demo



Franchitti will drive the Lola

Lotus 49 (chassis R10)
The only car to have won the Monaco Grand Prix twice, with Graham Hill in 1968 and 1969. It will run in 'high-wing' specification as it raced in 1968 and will be driven by Graham's son, Damon.

BMW E36-Judd
The stunning F1 Judd V8-powered BMW hillclimb car is run by Joerg Weidinger in honour of the late Georg Plasa and will be one of the fastest, and best sounding, cars of the weekend.

Matra MS80
A rare public appearance by a Matra MS80 will honour Jackie Stewart's 1969 F1 title in the Cosworth-powered Grand Prix car. JYS will take the wheel for an emotional re-union, 50 years on.

Porsche 917
The stunning 1970 Le Mans-winning 917 will be on hand to be driven by the remarkable Richard Attwood, 49 years on from his part in Porsche's first Le Mans victory.

McLaren MP4/15
As part of the celebration of Monaco Grand Prix winners, Mika Hakkinen will drive the MP4/15 from the 2000 season when he partnered David Coulthard in the McLaren team.

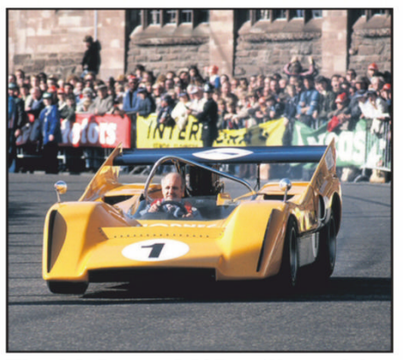
Lancia Delta S4
From the height of rallying's crazy Group B era will be the fearsome Delta S4 from 1985. Britain's Paris-Dakar contender Harry Hunt will be on driving duty.

Lotus 38 (chassis R7)
After an extensive restoration, this former Indy 500 car was raced by Al Unser (1966) and Jim Clark (1967). The STP-liveried car will be driven by Clark and Lotus fan Nick Fennell.

McLaren M8D
The M8D was McLaren's 1970 Can-Am car and, sadly, the car that claimed the life of Bruce McLaren. Current F1 drivers Lando Norris and Carlos Sainz will try to tame the beast on the Goodwood hill.

Lola T90
Former Indy 500 winner Dario Franchitti will take the wheel of a very special Indycar, the 1966 Lola T90. In period, Graham Hill took Indy victory in '66 in one of three T90s in the race.

Mercedes W165
The W165 grand prix car raced just once, in the 1939 Tripoli Grand Prix when it took a 1-2 on the high-speed African track. Jochen Mass and Karl Wendlinger are due to drive this rare machine.



The McLaren M8D will rumble



The Merc W165 is a rare sight



The Citroen-driving world champion Ogier has confirmed he will be at the festival

OGIER HEADS THE LINE-UP OF WORLD RALLY ICONS

Rally stars, topped by five-time World Rally champion Sebastien Ogier, will be strutting their stuff on the dedicated rally stage and the main Goodwood hill during the course of the weekend.

The Citroen Total World Rally Team will run a C3 WRC, with Mads Ostberg driving on Friday, Esapekka Lappi in action on Saturday and Ogier taking over on Sunday.

Other key rallying names at Goodwood include 2003 World Rally champion Petter Solberg along with Elfyn Evans, Rauno Aaltonen, Stig Blomqvist and Juha Kankkunen. Meanwhile, sometime rally driver and TV star Ken Block will thrill the fans in his Hoonitruck, a 900bhp Ford pick-up, and one of his Ford Escort RS Cosworth following his brief run on the recent Donegal International Rally.

HISTORIC RALLY CAR REGISTER ACTION PAGE 26

'Ex-F1 driver takes to the hills'
Richard Robarts in 500cc Cooper, below



Photos: Paul Lawrence


Tilley enjoyed his Brands Hatch outing

TILLEY GETS CHANCE TO SAMPLE LOTUS 18

Teenager thrilled with first outing in 1960s grand prix machine

By Paul Lawrence

Nineteen-year-old rising star of historic racing Benn Tilley got the chance of a lifetime when he stepped up to race a 1960 Formula 1 car at Brands Hatch.

Tilley had the remarkable opportunity to race an ex-Jim Clark/John Surtees Lotus 18, thanks to owner Paul Smeeth, and came away with two strong finishes after taking a mature approach to the HGPCA Pre '66 races. He was fifth in class and ninth overall in race one and third in class and sixth overall in race two.

The apprentice engineer, who will only be 20 in October, said it was a massive deal for him. "Hopefully driving cars like this will be good for my racing and I'm very grateful to Paul for the chance to race it," said Tilley. "It is someone else's pride and joy you've been entrusted with, so it's important to bring it home."

Tilley has followed his father Stuart into racing and makes a huge commitment to his sport. "I put half my wages away every month to pay for entry fees," he said of his main campaign in a borrowed Lotus 23B in the Guards Trophy. He won last year's Classic Formula Ford Championship in a Merlyn borrowed from Simon Hadfield.

Previously he raced Smeeth's Formula Junior Lotus, but the 18 F1 car was a huge step: "Paul offered me the chance to race it. It is one of the most famous Lotus 18s so I was sitting in holy ground when I drove it. I loved it – there's a lot more weight and a lot more torque than the Junior. It's got the Lotus 'queerbox' as well, which takes a bit of getting used to."


Gosling learned on UK run

Kiwi Gosling impressed after maiden British outing on Red Kite Stages

Leading New Zealand rally driver Tony Gosling and co-driver Blair Read made their UK debut on the Red Kite Stages and reckoned that the gravel roads of South Wales are on a par with New Zealand.

Gosling, who rallies a Subaru Legacy at home, used a Ford Escort Mk2 from Meirion Evans for the one-off outing. He was on a family holiday in the UK at the time, while co-driver Read flew in from Australia just for the weekend. "I think these stages are just as good as New Zealand," said Gosling after finishing 10th in the historic section of the Red Kite. "We got the full Welsh experience: from dust to heavy rain!"

Speedsport to field historic Brabham

Mike O'Brien and his Speedsport team plan to return an ex-Denny Hulme/Piers Courage Brabham BT10 to racing later this season after it spent many years in storage.

Mike's son Michael, the British GT racer, will drive the 1964 car in HGPCA races with a period SCA engine.

It is an early Formula 2 car, raced by Hulme for the Brabham team in '64, before it was then raced by Courage in 1965 after being converted to Formula 3 specification by Charles Lucas. Its last recorded race was in 1966 with Mike Keens. A total of 16 BT10s were built for Formula 2.

"The chassis is very original and it's not been used for years," said O'Brien. "We're completing a full restoration. It came out of a shed somewhere in the north of England."


Minis will flood Silverstone track

SIXTY-CAR GRID FOR MINI AT SILVERSTONE'S CLASSIC

Special dispensation has been granted by Motorsport UK for a 60-car grid of pre '66 Minis at the Silverstone Classic on July 26-28.

The Silverstone GP grid maximum is usually 58, but it will be increased to 60 for the Mini Celebration Trophy for the 60th anniversary of the Mini. The race will mark the biggest grid of Minis ever seen and the largest ever grid at the Silverstone Classic.

Nick Wigley, Silverstone Classic boss, said: "It only seems right and proper that we mark the Mini's 60th milestone with a 60-car grid, so we are grateful to those at Motorsport UK and Masters Historic Racing, who are organising these races, for securing this special permission."

DOWN THE WORKSHOP

1959 AUSTIN HEALEY JAMAICAN

Current owner: Matthew Moore


Rare Austin Healey Jamaican

It's based on a Healey 3000
"It's a 1959 Austin Healey 3000 Mk1, rebodied in California in around 1966 or 1967. It was originally a left-hand-drive car in ivory white and in the late 1960s a company called Fiberfab Velocidad put the new body on. They did new bodies for a variety of cars and apparently only about six Healey Jamaicans were made and this was one of them."

A few other similar bodies survive
"There is one on a TR chassis and one on an MGA chassis and I found another one on a Beetle chassis. I bought that as a spare. I think this is the only one on a Healey chassis though, apparently, John Chatham has one in a garage. There is also one just popped up for sale in Australia. They do turn up and occasionally people come up to me who know what they are."

It came from California
"Most people have no idea what it is. Underneath it is all Healey, the chassis and everything. I used a lot of parts from Denis Welch Motorsport. The car turned up in a collection in California and it had dilapidated badly. Someone shipped it to the UK and I bought it about four years ago on eBay."

It needed a lot of work
"It was in horrific condition and we stripped it right down and spent about a year rebuilding it. It was badly constructed in the 1960s and they'd built it on a rough Healey at the time. So the car was bad, the build was bad and it was a bit of a nightmare. We had to unpick someone else's work, restore the car and then work out how the body went on. The Dexion they had used went straight in the bin! It was complete apart from one front corner through accident damage."

He's racing it regularly
"I've now been racing it for three years and I can get it fairly close to the front. It's producing about 285bhp, so it is quite lively. But that brings other problems and at Thruxton it pulled the back axle off the mountings. It's on a par with the Healeys and it handles well. I think it is the only one racing. I enjoy racing with the HRDC."

IN BRIEF

Classics at Combe
There will be a strong classic feel to this weekend's Castle Combe 'Big Race Weekend' when some of the UK's longest-established race series join the local championships. Races for Classic Touring Cars, MG Car Club BCV8s, MG Owners Club and Monoposto are all on the busy 25-race schedule.

Robarts uphill
Former Formula 1 racer Richard Robarts has switched to hillclimbing this season in a 500cc Formula 3 Cooper MkIV from 1950. Robarts, 74, started three grands prix in 1974 for the Brabham team in a BT44 before finally retiring from racing in 1978. In more recent times he has tried his hand at sporting trials.

Davison for F1
Australian former Indycar driver James Davison will join the Masters FIA Historic Formula One Championship for the British Grand Prix support races at Silverstone this weekend. The grandson of four-time Australian GP winner Lex will race Andrew Beaumont's Essex-liveried Lotus 81 in the pair of 25-minute races.

Barney in a Mallock
Former rally driver Callum Barney has switched to a rare Mallock Mk11B for his 2019 hillclimbing season. Barney is using the car of Philip Stader, believed to have been one of the front-engined cars built for Formula 3 in 1971, in the Midlands Auto Club Sunrise Championship. The car was previously campaigned by Mike Lee before spending time in Belgium.

Hillon's Scirocco
Castle Donington resident John Hillon plans to compete in 70s Road Sports this season with a rare VW Scirocco GTi. "There are only 24 of them left on the road in the UK," said Hillon, who last raced a Porsche 924 a decade ago. Engine issues prevented it racing at Cadwell last month but Hillon hopes that the 135bhp car will be a competitive project once sorted.

Pregnant Penson
Historic Formula Ford racer Lee Penson was on tenterhooks at Brands Hatch on Saturday as his second child was due the day before the event. He was ready to dash home to Hampshire if wife Lucy had gone in to labour and decided to only do Saturday's race in his Lotus 51. Just in case he got the call, he loaded the car into the trailer after qualifying, but was able to complete the race without drama.

Dream for Summers
Richard Summers ticked off a bucket list item at Brands Hatch when he raced his 1968 Formula 5000 Lola T140 in the pair of XL Aurora races on the Grand Prix circuit. Worcestershire-based Summers is the father of leading hillclimber Alex and his wife Lindsay also shares the hillclimb DJ Firestorm single-seater with their son. The wing-less T140 was the first F5000 car from Lola.


Summers in his rare Lola

HISTORIC SPORTS CAR CLUB HITS BRANDS HATCH PAGE 24

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RALLY NEWS



Top stars have supported event

Fans have huge support for Estonia event

ESTONIA BIDS FOR WORLD RALLY CHAMPIONSHIP SLOT

Northern European country eager to host a top-flight event, but not before 2022

By David Evans

Estonia is preparing to step out of Finland's shadow with a ground-breaking plan for World Rally Championship inclusion.

Rally Estonia, which runs out of Tartu next week, has long been seen as little more than a loosener for Rally Finland across the Baltic Sea that follows a few weeks later. But event director Urmo Aava is preparing to launch a WRC bid which could raise safety standards on events higher than ever.

Rally Estonia aims to be more fan-focused than ever before in an effort to establish its WRC worthiness despite its close proximity to Finland.

"The WRC is in our plan," Aava told Motorsport News. "Everybody tells us it's impossible, we are dreaming, but we won't give up. We have a three-year plan to grow our event, but we are doing this in a slightly different way."

Estonia attracts the best entry of any rally in the world outside of the WRC. Next week all four factory world championship teams will attend – with seven latest generation World Rally Cars starting the event.

World championship leader Ott Tanak is among those taking part and he'll be joined by his mentor and friend Markko Martin, winner of the original Rally Estonia back in 2010 (*see sidebar*).

"We have built roads in the past to help the teams testing for Finland," said Aava. "But now we are making and preparing the roads for the future of the event and for the fans. Yes, we are still building the jumps and making the surface harder, to represent Finland, but what we want to do is provide the safest possible environment for the fans to watch.

"We are making the road with the specially designated spectating areas built in. In these places, the fans will be safe and they will be able to follow the cars for around one kilometre – but we absolutely won't make it look like a rallycross track.



Estonian stages are a test for top stars

"With our new plan and our aim to make the WRC, we know we have to take care of every single spectator. Safety is, of course, the main thing, but we also have to make the place right for the fans – that means good parking, food, toilets, big video screens and good information, all of that sort of thing. That's what we're working on."

Estonia enjoys the status of an official WRC promotion event, which essentially means they run as a candidate rally each season. Aava is adamant, however, the event won't be in the world championship before 2022.

"We want all of the organisation to be ready when we come and we're still learning," he said. "If we come before 2022 then we will be average. We don't want to be average."

Government funding for a WRC round is in place, but has to be renewed each October. "We have very good support from the government," said Aava. "The government understands what we are doing and reaching the WRC is in the [event's] development plan."

Martin commits to rally return

Rally Estonia might be a few years away from official WRC status, but the entry list is looking more WRC-like by the day.

Estonia's original rally hero and Ott Tanak's mentor Markko Martin was the latest to add his name to that list, the five-time world rally winner confirming he will drive a Ford Fiesta WRC next week.

Martin told MN Tanak was part of the reason for his maiden appearance in a latest-specification World Rally Car. He said: "It's a little bit his fault I'm doing this. I was talking to Ott about it, but I said 'Sod that!' when I found out what it was going to cost! He kept on at me and in the end I agreed to make it happen."

Martin won his last home event, the 2016 Louna-Eesti Rally in his own Ford Focus RS WRC and enjoyed class success at the wheel of a Ford Escort RS1800 on the Rally of Otago in 2017.

But he fears his lack of current experience could tell. "I have been in one of these latest cars before," he said. "But I was a passenger with Ott [Tanak]. He was driving quite nicely. It felt nice in the fast corners, felt like the aero was working really well. How will I get on? I don't know.

"How will I get used to the aero? I don't know. Where will I finish? I don't know… but I'll be happy if none of the R5 cars beat me! I haven't driven on these roads since '11 and I haven't been in a current car since 2007."

MARCUS GRONHOLM CONSIDERS HIS WORLD RX FUTURE PAGE 29



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'It was an amazing feeling'
Teenager Jack Young's big win, page 27



HYUNDAI RAMPS UP ITS CHASE FOR OTT TANAK

Points leader could be set for a change of manufacturer in 2020



There have been some frustrations


Tanak is a target for Hyundai

By David Evans

Motorsport News understands Hyundai has stepped up its own negotiations with Ott Tanak for next season.

The Estonian was thought to be facing a straight choice between staying at Toyota and returning to M-Sport, but the South Korean firm has reportedly made its intentions clear that it wants the current championship leader in an i20 Coupe WRC.

Tanak wouldn't be drawn on next season, only reiterating his desire to get his future sorted early in order to focus on what's looking increasingly like a down-to-the-wire title fight.

MN's sources have indicated, however, that Hyundai is fast-becoming the most likely option if Tanak does move next season. Toyota's recent steering issues – which cost Tanak victory and a handsome lead in the title race last time out in Sardinia – have not endeared the series leader to his current employer.

Toyota team principal Tommi Makinen says he will begin serious contract negotiations around Rally Finland time early next month, but some feel the technical issues which have hindered the Yaris WRC this season could be incentive enough for Tanak to jump ship to fellow Far East manufacturer Hyundai. Hyundai team director Andrea Adamo told Motorsport News Tanak wasn't going to come cheap.

"I think for someone like Tanak you have to have a lot of money," said Adamo, "and I don't know if I have that money. So far, I try to look after the people who work loyally with me and in the future we can see what we can do.

"In this moment, I have drivers in the contract with Hyundai. I think it's [been] quite nice from them. Up and down, but we have seen in Sardinia if you manage these human beings – not only them but the whole team – in the proper way you can have a good performance.

"On the other hand we cannot deny Tanak is a strong driver and I think he's one of the three at this moment that can fight for the championship."

Asked if he shared Makinen's concerns at one team taking more than one of those top three drivers – the Finn has always pointed out that sharing out Tanak, Thierry Neuville and Sebastien Ogier among the teams keeps the sport fair – Adamo's answer was short.

He said: "If I have the money I would hire all the top drivers in the title [chase], I'm paid to win the championship and not do the promoters' job."

Takamoto's Yaris deal rubber stamped

Toyota has confirmed its decision to fast-track Takamoto Katsuta into a Yaris WRC in Germany and Spain.

The Japanese is also expected to drive the Finnish-made World Rally Car at Rally Japan in November.

Toyota team principal Tommi Makinen praised the progress Katsuta has made through the first half of this season. He won WRC 2 in Chile and was running in the lead of the category when a fire halted his Ford Fiesta R5 last time out in Sardinia.

That hike in WRC 2 speed allied to a pair of victories in Finnish national rallies aboard a Yaris were enough for Makinen to tweak his programme for the second half of the season.

"Takamoto has made some big steps," said Makinen. "We are sure he is ready to make the step up. We waited to finalise his programme for the end of the season, to see how he was progressing, and it is great that we can already add these two events in a World Rally Car.

"Takamoto has no experience in Germany, and Spain is tough as it's a mixed-surface event. So we are not setting any targets in terms of results: the priority will be for him to continue learning."

Reworked World Rally Championship schedule due imminently

The FIA's World Motor Sport Council will vote on next year's World Rally Championship calendar this week.

The result of the vote is expected on Friday or early next week. Sources close to the governing body have outlined the vote will include a proposal to include, as expected, Rally Japan and the Safari Rally. The proposal does not include Corsica, but Germany is on the schedule as a reserve.

The understanding is that there will be no need for the rotation of events in the manner discussed at last month's WMSC meeting.

The potential for rotation was discussed in Paris as a way of including Corsica and Germany and potentially even bringing more European countries to a calendar. MN understands the plan was for events to rotate twice in 10 years. The only events which voted against rotation were Australia, Kenya and Japan.

The source said: "It's understandable that new events don't vote for rotation – and Australia understands the very real potential for rotation with New Zealand."

The future of the antipodean round of the series remains unclear, with New Zealand understood to be ready to go with an Auckland event for one year only. A new-for-2020 Rally Australia based out of Gold Coast has reportedly still to be finalised by the Australian governing body.

Safari candidate event ready to impress

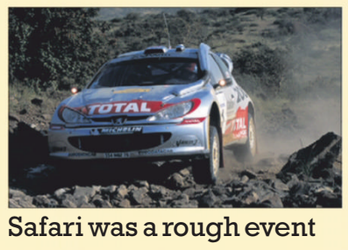
Kenya takes its biggest step back towards World Rally Championship inclusion when the Safari Rally runs as a WRC candidate event this week.

The first official WRC action in Africa since the 2002 Safari Rally gets underway with Friday's start in Kasarani, Nairobi. After an opening 1.2-mile superspecial in the nation's capital, crews head 50 miles north for the service park alongside Lake Naivasha on Friday afternoon. The event, which is also a round of the African Rally Championship, is centred on the shores of the lake in the Great Rift Valley.

The route for the candidate event includes 14 stages in a 488-mile route, 158 of which are competitive.

The Safari Rally's return to the WRC has been backed from the country's highest political office, with president Uhuru Kenyatta saying: "We want to get the rally back to what it used to be, when world beaters converged in Kenya for what was the world's toughest rally. We will work with the organisation running the sport [Kenya Motor Sports Federation] to see how we can give Safari its lost WRC glory."

In addition to the FIA and WRC Promoter, M-Sport, Hyundai and Toyota are all sending their own personnel to oversee the event.



Safari was a rough event

Colin McRae and Nicky Grist won the last WRC Safari Rally 17 years ago. That event was different in nature, with 627 competitive miles and taking the Ford Focus RS WRC 02-driving Scot close to eight hours to complete.

GROUP RALLYING EDITOR

DAVID EVANS

"Breen's worked for this chance"



Shall we pretend last week's column didn't happen?

Craig Breen it is then. I should have known, the signals were telegraphed from Sweden, when I saw him and Hyundai team manager Alain Penasse enjoying a coffee together. They shied away from a picture and reckoned they were talking about a possible Ypres entry for the Irishman.

Which, of course, they were. But they forgot to mention the possible side order of a WRC return in Finland.

It matters not. What matters is that Breen's back where he belongs, at rallying's top table.

Breen's earned it. Instead of sitting back and waiting for a golden ticket to land, he went out there and chased it. He drove everything that came his way and won pretty much everything he entered. And, what's more, he enjoyed himself while he was doing it.

Breen's career has been anything but straightforward, but the sort of tragedy he's driven through offers rare, but utterly genuine context to his current situation.

The sport means everything to Breen and to have a driver like him back in the WRC is so important. As well as speed, performance and potential, he brings no shortage of emotion, understanding and an innate ability to bring the right words to the right moment.

The same goes for his co-driver Paul Nagle. The last 12 months have been entirely forgettable for the Killarney man, losing his Citroen seat alongside Kris Meeke and then his lovely old man Maurice to a short illness. Nagle and Breen will be entirely welcome back in the service park in Jyvaskyla.

As would, in my opinion, Hayden Paddon.

I must admit, I feel genuinely sorry for Paddon. I firmly believe the Kiwi deserves a second shot at his WRC dream.

I find it hard to believe a driver who was good enough to beat Sebastien Ogier – in an arguably inferior car – to win Rally Argentina a shade over three years ago has lost it. Paddon's endured more than his fair share of triumph, tragedy and trouble since the start of 2017, but, true to Kipling's words, he's demonstrated his ability to treat both imposters in precisely the same fashion.

Paddon needs to keep the faith and keep doing what he's doing. Anybody who watched his onboards from a spiced-up i20 AP4 in South Canterbury last month will appreciate how much Paddon still has to offer.

Anyway, apologies for being wide of the mark and making you wait a week to read all about it.

Talking of waiting a week, you'll have noticed the date – it's July 3 (if you're reading this on Wednesday). Being in July means we're no longer in June, which means we're past the end of June, which means we're past the FIA's self-imposed target of delivering a 2020 WRC calendar by the end of the month.

Don't worry. It's coming next week. And, I'm assured (admittedly, not for the first time…) the result will be the one we predicted earlier this year: Corsica and Germany standing down in favour of the Safari Rally and Rally Japan.

Germany remains on the bench, just in case this week's candidate event in Kenya doesn't work out as planned or there's a last minute hitch with Japan.

A week can be, however, a long time in the world of rallying.

Trust me, I know that only too well.

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

MANUS KELLY TRIBUTE

TRIBUTES

Craig Breen
It's a bittersweet feeling this morning as I share with you all the news that Paul and I are getting our return back into the #WRC with @HMSGOfficial. When I found out that this was going to happen, you cannot begin to understand the excitement, it was an incredible feeling to know all our hard work was finally being recognised and we were getting our break again. Obviously, after last weekend's events, it's difficult to be too excited, I know one of the first messages I would be receiving without any doubt would be from Manus...

Nicky Grist
Seriously saddened to hear the news of Manus Kelly who died after an accident on Rally Donegal today. An experienced competitor and three-time winner of Donegal. My thoughts go to his family and friends, and the organisers of Rally Donegal at this time.

Ken Block
Ireland lost a true legend yesterday at the Donegal Rally. RIP Manus Kelly. My thoughts this morning are with his family, friends, and co-driver. Godspeed. #ManusKelly #Legend.

Keith Cronin
We are all finding it hard to process this tragic news. Fantastic competitor, businessman, and overall nice guy. Condolence to the Kelly family. Rest in Peace Manus.

Ryan Champion
How could the sport we love be so cruel? Sleep tight Manus. Thoughts and prayers to your lovely family and many friends.

John Stone
Manus made every effort to chat whenever we saw him, a fine gentleman, sporting and a fiercely proud Irishman who will be sadly missed. RIP Manus.

TRIBUTES FOR 'GREAT MAN' KELLY AFTER TRAGIC DEATH

Hundreds attend three-time Donegal winner's funeral as rally community reels over loss

Photos: Roy Dempster



Final rally: Kelly was competing on Donegal in Hyundai i20

Tributes have poured in from across the world of rallying following the death of three-time Donegal International winner Manus Kelly.

The 41-year-old was killed on this year's event after crashing his Hyundai i20 on the final day's opening stage, Fanad Head, last month.

Hundreds of mourners attended the popular driver's funeral last week, which was held at St Columba's Church in Glenswilly, with the service shown on large screens outside the church and streamed online.

The corsage was led by the Melvyn Evans-prepared Subaru Impreza S12B WRC which Kelly had driven to all three of his Donegal victories.

Dignitaries including Fianna Fail leader Micheal Martin and a representative of the Taoiseach (Irish Prime Minister) were in attendance.

Also present at the funeral was



Manus Kelly: 1978-2019

Kelly's co-driver Donall Barrett, who had been taken to hospital following the crash with a broken collarbone and bruising.

Eugene Donnelly, three-time winner of Donegal and a five-time Irish Tarmac champion, paid tribute to his rival.

"I have known Manus a long time," he told MN. "I took him for his first spin in a World Rally Car when I was driving the Toyota Corolla and then the Skoda Fabia [both were campaigned in the Irish Tarmac Championship].

"We were both close and Manus made such a huge impact on the sport. It's still really raw; I haven't really talked that much about it. It has affected drivers differently and we will all return to the sport in our own way."

The Irish Tarmac Rally Championship also paid tribute to Kelly, describing him as "a unique individual who bestowed his incredible warmth of character upon everyone he met".

"His enthusiasm for rallying was infectious and the rally community will mourn the loss of not only a true competitor, but of a great man," it added.

The father-of five had recently been elected on to Donegal County Council where he won a seat for the Fianna Fail party, and he was also a very successful businessman who was heavily involved in the local community.

Police are still investigating the cause of the crash.

DONEGAL WINS

Only Cahal Curley and Billy Coleman – names enshrined in the unofficial Irish rallying hall of fame – have won the Donegal International Rally three times in a row alongside Manus Kelly, underlining his incredible feat.

Kelly's wins were arguably even more impressive given how little seat time he got in his Melvyn Evans-prepared Subaru Impreza S12B WRC prior to Ireland's most famous rallying event. Here's the story of his hat-trick of wins.

2016

Perhaps the most thrilling win of all, in just his second event in the car Kelly snatched the win by just 0.5 seconds on the last stage. Amid the controversial move to allow only R5 cars to compete for the Irish Tarmac



Flying high on way to first win

crown, Keith Cronin's Citroen DS 3 example pushed Kelly all the way. Kelly – who also became the first person to win the National and International rally in consecutive years – was just behind the main battle for much of the rally between Donagh Kelly and Declan Boyle. But on Saturday, Donagh Kelly suffered engine trouble and Boyle gearbox problems, leaving Manus Kelly and Cronin to fight for victory. Cronin was faster by one second on the penultimate stage, but Kelly went almost 10s quicker on the decider and he and Donall Barrett sealed their first Donegal victory.

2017

Now among the favourites as opposed to an outsider, Kelly spent the whole event duelling with Donagh Kelly. The result wasn't decided until the last stage when the latter rolled his Ford Focus WRC in search of a first home victory. Rain had complicated Saturday's action and allowed Manus to jump Donagh, the latter of which had topped every stage on the Friday. A softer tyre choice by Manus was the key on Sunday, as Donagh looked demoralised before crashing while trying to erase the 12s deficit. A winning margin of just under two minutes was the reward, the rest of the competition left trailing.



Final win in Impreza

2018

Again Kelly showed his prowess in the wet as the hotly-anticipated 2018 event began with one of the best entries in the rally's history. This time Kelly – showing a wicked balance of pace and longevity in the previous two seasons – was the unprecedented favourite. He was out of the blocks quickly on Friday and, despite a spin on the second stage, led as Donagh Kelly retired three stages in after an off. Garry Jennings tried to eat into Kelly's lead with rapid times on Saturday before putting his S12B on its roof, handing Kelly victory. The now famous emotion, smile, and standing atop the Subaru was seen for the last time.



McMenamin (r) with Kelly who was a big supporter of group

Rallying for Down's Syndrome Awareness group praises Kelly's efforts

Manus Kelly was one of the strongest supporters of Rallying for Down Syndrome Awareness, a group set up by four rally competitors to raise awareness about the condition and provide support for families in need.

The four founders, Danny McMenamin, Ryan Champion, Jemma Champion and John Stone have paid tribute to the man who helped to raise thousands of pounds for local Down's Syndrome charities.

On Facebook, Jemma Champion posted: "Thanks for all you did for our Rallying for Down Syndrome Awareness campaign Manus.

"You raised awareness and [money] to support those with Down's Syndrome and for that we can't thank you enough. Struggling to believe the events."

McMenamin also posted on Facebook: "As Father Dunne said today 'big happy heed'.

"Himself [Kelly] and [Colin] McRae have probably started building a Mk2 already."

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Photos: LAT, Jakob Ebrey, Martin Walsh, Paul Lawrence, rallygallery.com



Title-winning car in the hands of West



Loeb also owns a 306 Maxi

WEST TRYING TO PLOT 306 MAXI OUTING AGAINST LOEB

Double MN Circuit champion and WRC star share passion for Peugeot model

By Jack Benyon

Double Motorsport News Circuit Rally champion Chris West is hoping to take on fellow Peugeot 306 Maxi enthusiast and nine-time World Rally champion Sebastien Loeb in events later this year.

West and Loeb both own 306 Maxis, with the former using his to win the last two MN titles while the latter has competed sporadically in his car which has been built to period works' specification.

"Sebastien Loeb has a Maxi and there's a lot of them out there abroad, I want to try and mix it with them," West told MN.

"I've spoken to him on Facebook. He's seen it, there's so many photos of my car, and because he has one he's nosey, looking at what else is out there.

"I want to be on the fast flowing and open stuff. I like technical stuff and I'm good at technical stuff, but I like the triple figures, the fear side of it and the danger, I want to be out doing 140mph down narrow lanes."

West's car has a 2.5-litre Smith and Jones engine as opposed to the original two-litre Peugeot engine, with the car being built out of a works test bodyshell and driven in period by Francois Delecour, but it has more modern machinery underneath.

West confirmed that he would return to the MN championship later this year, but only part-time as he looks to take on more closed-road rallies.

"I'm planning to do the asphalt championship this year and see what it's like on closed road rallies like the Manx and places like that, to try and prove that it and I can still be quick on closed-road events as well as circuit events," added West, who most recently won the Abingdon CARnival Stages with the car in June.

"I'm still going to do the odd round to support Darren [Spann, MN Circuit coordinator] and the championship. It's been really good to me.

"I'm going to miss it but I have to try and aim bigger and higher for my own sake. No disrespect to any of the other guys but we've been beating some of the other two-wheel-drive guys by over two minutes a rally. It's only the four-wheel-drive stuff that's giving me a run now.

"I want to go somewhere that will really challenge me."

Loeb competed in two rallies in his 306 in 2017 after the completion of the car, before committing to a WRC return with Citroen and then Hyundai. He did contest one event in Switzerland in 2018, but is yet to confirm any more 306 outings as of yet.



Sixth overall on Ravens Rock Rally

Harper enjoys rare Irish rally getaway

Former Manx National winner Daniel Harper made a rare appearance at a rally in Ireland last weekend, with the intention of doing more events in the future.

The 50-year-old competed in a Mini John Cooper WRC and took sixth overall on the Ravens Rock Rally.

He will make a return trip across the Irish Sea later this month to compete in the Down Rally, an event he finished fourth on last year, and he also intends to return to Mull later this year as well.

"For us, this [Raven's Rock] is a very technical rally, it is good competition and it's unbelievable how fast the guys at the top are going so we must try and get up there with them," he said.

"We have come over here [to Ireland] to see what it's like and we are enjoying it."

Latest SRC Award goes to Mitchell

Bobby Mitchell claimed the fourth Scottish Rally Championship John Horton Star Driver Award of the season after his performance on the Argyll Rally, despite not finishing the event.

The Ford Fiesta ST driver was close behind the leading gaggle of Ford Escort Mk2s before hitting a rock that had been pulled out onto the road that "cracked the hub, pulling the steering wheel to the left".

He was powerless to prevent his car softly landing in a ditch.

"It's really nice being nominated for something like this, particularly when we didn't finish the rally," said Mitchell.

"I was hoping to finish the rally and be nominated with our pace, so it's nice to see our pace is being noticed as usually folk leading rallies are the ones getting all the attention."

Mitchell will join Scott Macbeth, Jude MacDonald and Scott Peacock in an end-of-season shootout for some driving tuition.

Dunlop recovering after Donegal crash

Multiple Isle of Man TT champion Michael Dunlop was forced to miss the Pikes Peak International Hillclimb last weekend after suffering "serious injuries" on the Donegal International Rally.

The 19-time TT winner was competing in the National section of the famous Irish event last month when he crashed his Ford Escort Mk2 over the Knockalla test.

A statement issued on behalf of his team – MD Racing – following the crash, said: "Michael and his navigator were involved in a high-speed, heavily-impacted accident on June 22 at the Donegal International Rally. Neither party was at fault. Michael suffered serious injuries which will leave him out of action for two weeks."

He was due to compete at Pikes Peak on a BMW S1000RR superbike.

Red Kite Stages success with R5 prompts Davies to plan Wales Rally GB and BTRDA bids

Welsh Rally champion Dylan Davies is targeting an assault on Wales Rally GB later this year in an R5 car after making a winning return to competition on the Red Kite Stages.

Davies, who hadn't contested an event since winning the 2018 Welsh championship, made his R5 debut aboard a Ford Fiesta last month and took overall victory on the event by almost a minute.

After admitting the car "was too good for me" and he "was braking too early", Davies plans to use an R5 car on Wales Rally GB as well as an assault on the BTRDA next year.

"My plan was that's it now until next year," he told MN. "I've had a taste of an R5 now and I know I need to try and get the money together for one next year and try and do well in the BTRDA.

"I've got a free entry for Wales Rally GB from last year as I won the Welsh, so I will more than likely end up doing Rally GB in the same car but which rally I'm not sure as you can upgrade it to the international. If we can raise the budget then we'll do the big one but I imagine we've left it a bit late for that."



Maiden outing in Ford Fiesta R5 yielded a win for Davies



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RALLY REPORTS

Photos: ERC Media, Martin Walsh



Winning margin was almost a minute



Woe for Ingram (r) and Whittock

VICTORY AT LAST IN 2019 FOR LUKYANUK ON RALLY POLAND

First win of season for reigning champion as Brit Ingram suffers. By Graham Lister

Alexey Lukyanuk finally took his first win of 2019 to reignite his European Rally Championship title defence but, while the Russian left Rally Poland with maximum points, Brit Chris Ingram endured a weekend to forget in more ways than one.

Arriving in Poland one point behind championship leader and home hero Lukasz Habaj, Ingram was on bullish form before the start of a rally he'd described as a "rollercoaster on steroids".

But the high-speed gravel event, a world championship counter until it reverted back to ERC status for 2018, offered pain and certainly no reward for the Briton, who suffered a badly burned hand while working in desperation to fix a water temperature issue two stages from home.

Even if Ingram's Skoda Fabia R5 had survived the final two runs following the hasty repair, the pain from his right hand was overwhelming to the extent he was driven away for medical treatment.

Co-driver Ross Whittock was left to mind the stricken Toksport entry until help arrived, while reflecting on a weekend that could have resulted in the ERC1 Junior title but, instead, ended in despair as Czech federation-backed Filip Mares took the category spoils and earned an unlikely shot at the championship with two rounds remaining.

Ingram's woes began on Saturday's opening run when he had to reverse onto the road following an off. A dog in the road on the next stage forced him to slow before a brake issue hit on the following run.

But it would get considerably worse in the afternoon when the power steering failed, leaving Ingram 15th overnight and a distant fifth in class.

Sunday began in far better circumstances for the 24-year-old and his third top-three stage time out of four at the end of SS13 pointed to what might have been. But a radiator clogged with sand from a rut caused the Fabia's water temperature to rocket to 160 degrees centigrade.

"The first time we opened the [radiator] cap it was like a can of Coke going off," Ingram said. "But the last time we tried to fix it and I unscrewed the cap, it just exploded everywhere. I had my glove on and the hot water just soaked my glove and I couldn't get it off."

Despite a double puncture, a broken damper, a replacement brake pipe and a troublesome clutch, Lukyanuk's rally was tame in comparison and his victory courtesy of 11 stage wins out of 15 elevates him ahead of Ingram in the title fight, 11 points behind Habaj with half the season remaining.

Jari Huttunen followed Lukyanuk home in second, the same result he scored on Rally Poland in 2018, the Finn again armed with the factory-supported Hyundai i20 R5. Habaj completed the podium with Mares fourth.

The Czech was unimpressed having to follow Polish title contender Miko Marczyk after the former karter rejoined stage 12 in front of him having stopped to change a puncture. To make matters worse, Mares picked up a puncture of his own later in the same stage, but he kept a class lead he wouldn't relinquish.

Hiroki Arai should have featured in the final top five only to roll into retirement on the final day. Double ERC Junior champion Marijan Griebel did likewise on the closing test as Essex-based Nabila Tejpar scored ERC3 Junior points.

RESULTS

Rally Poland, European Rally Championship, round 4/8, June 28-30

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Alexey Lukyanuk/Alexey Arnautov	Citroen C3 R5	1h45m49.4s
2	Jari Huttunen/Mikko Lukka	Hyundai i20 R5	+59.8s
3	Lukasz Habaj/Daniel Dymurski	Skoda Fabia R5	+1m51.5s
4	Filip Mares/Jan Hlousek	Skoda Fabia R5	+2m09.2s
5	Aron Domzala/Jaroslaw Baran	Skoda Fabia R5	+3m05.2s
6	Tomasz Kasperczyk/Damian Syty	Ford Fiesta R5	+4m02.1s
7	Mattias Adielsson/Andreas Johansson	Citroen C3 R5	+4m06.5s
8	Norbert Herczig/Ramon Ferencz	VW Polo GTI R5	+4m06.6s
9	Mikolaj Marczyk/Szymon Gospodarczyk	Skoda Fabia R5	+4m32.4s
10	Kacper Wroblewski/Marcin Szeja	Hyundai i20 R5	+6m16.9s

Class winners: ERC1 Junior: Mares/Hlousek **ERC3 Junior:** Ken Torn/Kauri Pannas (Ford Fiesta R2T) **ERC2:** Juan Carlos Alonso/Juan Pablo Monasterolo (Mitsubishi Lancer E10) **ERC3:** Torn/Pannas.

Simpson's Proton powers to victory

Enville Stages

By Dave Thomas

Organiser: Warrington & DMC **When:** June 30 **Where:** Anglesey Circuit, Wales **Championships:** ANWCC, SD34, NW Stage Rally Challenge **Stages:** 10 **Starters:** 60

Fastest on the first stage Wes Simpson and Joe Ford (Proton Satria Millington) were never headed all day, ending 80 seconds ahead at the finish.

Local favourites Eric Roberts and Merfyn Williams (Ford Escort Mk2) were closest on the first stage but retired on the next, leaving a good battle for second, settled in favour of the Darrian T90 GTR of Alan Oldfield/Steve McNulty, ahead of the V6 Jaguar engined version of Brandon Smith/Catrin Jones.

Chris Berry and Lewis Griffiths (Escort Mk2) were quickest in the two-litre class in fourth, 18 seconds up on the similar car of Andrew Morris/Chloe Thomas. Splitting them overall in fifth were Martin Hodgson and Tony Jones in a bigger-engined Escort Mk2.

Paul Murro/Callum Cross (Escort Mk2) had been in contention for a podium until a hefty spin into a chicane, but still finished seventh ahead of a trio of Subaru Imprezas led by Adam Williams/Rachael Atherton, a result which puts Williams into top spot of the ANWCC Stage Rally Championship.

The 1400cc class was picked up by Simon Hunter/Howard Pridmore in a Peugeot 205 Rallye, close behind the 1600cc winners Michael Maddocks/Sion Cunniff in a Ford Fiesta.

Results

1 Wes Simpson/Joe Ford (Proton Satria Millington) 51m01s; 2 Alan Oldfield/Steve McNulty (Darrian T90 GTR) +1m20s; 3 Brandon Smith/Catrin Jones (T90 GTR); 4 Chris Berry/Lewis Griffiths (Ford Escort Mk2); 5 Martin Hodgson/Tony Jones (Escort Mk2); 6 Andrew Morris/Chloe Thomas (Escort Mk2); 7 Paul Murro/Callum Cross (Escort Mk2); 8 Adam Williams/Rachael Atherton (Subaru Impreza); 9 Dave Roberts/Dave Owen (Impreza); 10 Neil Roskell/Barry Armer (Impreza).

Class winners: Simon Hunter/Howard Pridmore (Peugeot 205 Rallye); Michael Maddocks/Sion Cunniff (Ford Fiesta); Berry/Griffiths; Oldfield/McNulty; Williams/Atherton.

BATTLE GOES IN MOFFETT'S FAVOUR AFTER WHITE SUFFERS PROBLEMS

Ravens Rock Stages

By Martin Walsh

Organiser: Carrick on Suir Motor Club **When:** June 30 **Where:** Waterford, Co. Waterford **Championships:** Irish National Rally Championship; South East Stages Championship **Stages:** 9 **Starters:** 91

Josh Moffett (Ford Fiesta RS WRC) edged another step closer to the Irish National Rally Championship crown with an 18.3-second victory on the Ravens Rock Stages from the similar car of his nearest title rival Roy White.

Moffett was understandably low key after the previous week's tragedy in Donegal but took the lead on the opening stage alongside Andy Hayes, before White snatched a 2.4 second lead by the end of SS3.

But it all went awry for White on the repeat loop with troubles on every stage, including no handbrake, an overshoot, a spin, the loss of fifth gear and differential woes which added up to drop him 24 seconds behind Moffett as eventual runner-up.

Hugh Hunter/Robert Fagg (Ford Focus RS WRC) were in the frame on SS1 but retired a stage later with steering damage, as Sebastian Ling (Citroen DS 3 R5) followed suit after he too made contact with the scenery.

A great duel for third ensued and John Dalton (Darrian T90 GTR) looked to have done enough on the penultimate stage only to be denied by Richard Moore (Ford Escort Mk2). David Guest (Skoda Fabia S2000) and Daniel Harper (Mini John Cooper WRC) followed.

Shane Maguire (Mitsubishi Lancer Evo) won the Motorsport Safety Team Group N category and Brian Brady (Honda Civic) swept to victory in the Junior category.

Results

1 Josh Moffett/Andy Hayes (Ford Fiesta RS WRC) 1h06m39.2s; 2 Roy White/James O'Brien (Fiesta RS WRC) +18.3s; 3 Richard Moore/John McGrath (Ford Escort Mk2); 4 John Dalton/Gwynfor Jones (Darrian T90 GTR); 5 David Guest/Jonathan McGrath (Skoda Fabia S2000); 6 Daniel Harper/Chris Campbell (Mini John Cooper WRC); 7 Keith Power/Tommy Cuddihy (Mitsubishi Lancer E9); 8 Tomas Davies/Eurig Davies (Ford Escort Mk2); 9 Aaron McLoughlin/Darren Curran (Lancer E9); 10 Shane Maguire/Anthony Nestor (Lancer E9).

Class winners: Pat/Chris Bolger (Honda Civic); Denis Maher/Pat Knox (Civic); Michael Ormond/Paddy King (Civic), Maguire/Nestor; Guest/McGrath; Harper/Campbell; Lloyd Hutchinson/Willie Fitzpatrick (Austin Mini); Pierce Doheny/Eilish Dunne (Opel Corsa); Niall/Gary Fitzpatrick (Escort Mk1); Richard/Brian Harney (Escort Mk2); Dalton/Jones; Sean/Patricia Hogan (Talbot Sunbeam); Neil Williams/Anthony O'Sullivan (Escort Mk2); Ian Davies/Shane Buckley (BMW M3); Power/Cuddihy; Jason Ryan/Peter Keohane (Toyota Starlet); Tim Flood/Anthony Smith (Escort Mk2); Brian Brady/Gary McNamee (Honda Civic), Colin O'Donoghue/Sean Collins (Ford Escort).



Winning Ford Fiesta RS WRC

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J.R.T. Motor Services would like to congratulate Wesley Simpson, Alan Oldfield and Brandon Smith on coming 1st, 2nd and 3rd at this weekend's J.R.T. Enville Stages.



Wesley Simpson



Alan Oldfield



Brandon Smith

We would also like to thank all the drivers, marshalls and fans for making it the event it was.

YPRES REPORT

Photos: Jakob Ebrey

BACK-TO-BACK SUCCESS IN YPRES FOR EDWARDS

Reigning BRC champion back in title contention after sensational win. By Ben Buesnel



Ford Fiesta R5 crew took spoils



Edwards (l) with co-driver Walsh

Matt Edwards and co-driver Patrick Walsh took a dramatic British Rally Championship win on the legendary Ypres Rally to put Edwards firmly back in contention to retain his crown.

The Ford Fiesta R5 driver repeated his 2018 win in fine style to take maximum BRC points, sixth overall and with it the Tony Pond Award for the highest placed British crew on the legendary Belgian event.

Their main rivals for the title, Tom Cave and Dale Bowen, put a pre-event off into a ditch in their Hyundai i20 R5 behind them to take their first Ypres finish and second on the BRC timesheets. Edwards' M-Sport stablemate Alex Laffey and his co-driver Stuart Loudon took their best result in the BRC with third and claimed a top 10 overall.

It was the Irish pairing of Marty McCormack and Barney Mitchell in their Skoda Fabia R5 who drew first blood on the opening stage of 23, which soon turned into a four-way scrap with Edwards, Cave and Rhys Yates.

Yates in a similar Fabia R5 is dovetailing a selected BRC campaign alongside his WRC 2 commitments and he moved to the top of the tree on stage six.

But his hard work was to be undone on the very next stage when he and co-driver James Morgan went off the road, leaving the remaining trio to be covered by a mere eight seconds at the overnight halt.

On the final day that trio would become two as McCormack crashed out of the event as well. Cave from the lead had his own problems with a puncture and buckled wheel as he dropped 47 seconds to Edwards.

It wasn't plain sailing for Edwards either, as the same ECU gremlins which occurred 12 months ago returned. That didn't hold the Welshman back though, as he wrung the neck of his Fiesta for the rest of the final day to extend his lead to 56.1 seconds at the finish.

"We had a fairly uneventful first leg and then after that on the quiet we were managing quite a severe misfire and we didn't want to let on too much," he said.

"We tried changing everything on the final day, like we did 12 months ago and it really tested us, but we battled on and got through it and thanks to the team for keeping us going and in the fight.

"There is something about the event as it never plays up at any other time! It was very stressful to manage everything, especially in the demanding heat, but this important win means that the championship is really on as we tie with Tom [Cave, on points].

"I think I may have an advantage over Tom on the Ulster after the win last year and I am confident I can take this form into the final two rounds."

Results

1 Matt Edwards/Patrick Walsh (Ford Fiesta R5) 2h32m12.4s; 2 Tom Cave/Dale Bowen (Hyundai i20 R5) +56.1s; 3 Alex Laffey/Stuart Loudon (Fiesta); 4 James Williams/Tom Woodburn (Ford Fiesta R2T); 5 Ruairi Bell/Darren Garrod (Fiesta R2T); 6 William Creighton/Liam Regan (Peugeot 208).

Class winners: BRC 1: Edwards/Walsh; **Junior BRC:** Williams/Woodburn.

Williams back with a bang in Junior BRC

The Junior BRC section was dominated by James Williams and co-driver Tom Woodburn in their brand-new EDSL Sport Ford Fiesta R2T.

The pair missed the previous round on the Pirelli but that didn't deter the duo as they dominated the competition to win by nearly nine minutes and in the process claimed an impressive 16th overall.

It was a textbook drive by Williams and a carbon copy of his 2018 result as he also came out on top as the quickest driver in a front-wheel-drive car across the entire event, and in the process gave the new M-Sport-built Ford Fiesta R2T one of its biggest wins to date.

Ruiari Bell was battling set-up difficulties in a similar Fiesta R2T but on his first visit to Ypres he was expertly guided by 2018 BRC co-driver champion Darren Garrod. The pair grew in confidence and threaded their way to second overall with Bell picking up his best BRC result to date.

William Creighton and Liam Regan showed why you should never give up in rallying as, after a catalogue of problems over the course of the weekend, they battled the heat and put their Peugeot 208 R2 onto the final spot of the podium.

Championship leader Josh McErlean and Keaton Williams had a wheel bearing failure on the opening day but came back out on the second to secure fourth and vital points to retain their championship lead heading to the Ulster Rally.

Elsewhere, John Morrison and Peter Carstairs in their Mitsubishi Lancer E9 not only took honours in the National Rally Cup, but they were also the first National-specification car home on the event too to round off a perfect Ypres adventure.



At the wheel of an EDSL Sport Ford Fiesta R2T, Williams dominated

Breen and Nagle seal overall honours in Belgium

Fresh off the back of the announcement that they will return to the World Rally Championship, Craig Breen and co-driver Paul Nagle stole the headlines once again, this time as winners of the 55th Ypres Rally in their Volkswagen Polo GTI R5.

Breen hadn't competed in Flanders for four years, but instantly signalled his intent with fastest time in qualifying on the opening evening. But into the event proper and Breen had to be content with sitting behind former Peugeot team-mate Kevin Abbring and co-driver Veronique Hostens in their Polo GTI.

Shaking off his sluggish start, Breen (below right) made his move on stage four to snatch the lead of the rally – a lead he wouldn't relinquish as he flew to a 45.7-second victory.

"I love the history of rallying and we have been able to win some big rallies, some at home, Sanremo, now Ypres is fantastic," he said.

"Historic events are very close to my heart and is what gives me the passion for rallying. This weekend I don't think I have felt so warm, hot and uncomfortable in all my life, it was a shame Kevin [Abbring] had all his problems, punctures and what have you.

"I would have liked things to be a little closer, it would have been a real amazing fight but because of the circumstances we were able to manage the gap and just enjoy the stages. I have missed the fights with Kevin, we had a lot of fun and great times and it was good to stir those up again."

Abbring had to settle for second as the 2017 winner suffered a puncture, with the top three rounded out by Belgian ace Kris Princen and navigator Bram Eelbode who made it an all Polo GTI top three.

Elsewhere the newly established Ypres Rally Masters was won by Thierry Neuville and Nicolas Gilsoul who treated the Belgian fans to a sight of a World Rally Car with their Hyundai i20 R5.

Results

1 Craig Breen/Paul Nagle (VW Polo GTI R5) 2h27m52.1s; 2 Kevin Abbring/Veronique Hostens (Polo GTI R5) +45.7s; 3 Kris Princen/Bram Eelbode (Polo GTI R5); 4 Freddy Loix/Pieter Tsjoen (Skoda Fabia R5); 5 Davy Vanneste/Kris D'alleine (Polo GTI R5); 6 Matt Edwards/Patrick Walsh (Ford Fiesta R5).

Class winners: Breen/Nagle; Princen/Eelbode; Amaury Molle/Guillaume Leclercq (Peugeot 208); Chris Algoedt/Didier Bostoen (BMW M1 Coupe); John Morrison/Peter Carstairs (Mitsubishi Lancer E9); Timothy van Parijs/Kurt Heyndrickx (Porsche 997 GT3).



BTCC REPORT: OULTON PARK



Northern Irishman reached a landmark



Two wins kept Turkington top of the points chase

TURKINGTON'S 'PERFECT' HALF CEN

BMW was the cream of the crop in Cheshire, and the champ took advantage with two victories.

Oulton Park is traditionally a rear-wheel-drive circuit and so it was a venue that WSR BMW, the reigning teams' champion, was looking forward to tackling. In 2018, its cars won two of the three races on the 2.2-mile track and Colin Turkington, who would go on to lift the crown, won one of them.

This year, he improved on that with two victories to stretch his advantage at the head of the standings to 33 points. Worryingly for everyone else on the grid, the man who has leapt up to second in the points chart is WSR's Andrew Jordan after two more podiums.

Between them, the two BMW 330i M Sport drivers have won nine of the 15 races held so far.

The third race in Cheshire was full of drama as Jake Hill in his Trade Price Cars Racing Audi was stripped of a maiden win for early contact with Matt Neal's Team Dynamics Honda. That handed Stephen Jelley the triumph in his Team Parker Racing BMW 125i M Sport.

It was a tempestuous end to a meeting where people were left wondering how on earth anyone is going to haul back the dominant WSR motors.

Race one

The foundations for Turkington's opening race win were set in qualifying, with a truly stunning lap that put him at the head of the pack. Although the BMW man had set a time just 0.027s faster than Sam Tordoff in the AmDTuning.com Honda Civic Type R, the Northern Irishman had done it with a full load of 54kg of success ballast aboard the 330i M Sport.

Dan Cammish took his Team Dynamics Honda Civic to third place alongside Jordan's WSR BMW.

Both Tordoff and Cammish knew that the onslaught on the run to the opening corner was coming. The rear-wheel-drive cars have a start advantage due to the format of the drivetrain.

For Turkington, the launch he got was one of his best to jump into Old Hall metres ahead of the battling pack behind.

"I have been working on my getaways, because I felt that was an area I could improve," said Turkington afterwards. "We used to have [rival driver] Rob Collard in this team, and he was ace at starts. We had the data and it was just a question of looking at it and trying to learn as much as I could from his style."

The weight on the car meant that Turkington knew he couldn't relax for a moment. "I wanted to get a gap early on," he said. "The full ballast on the car meant it was moving around a lot and I was trying to anticipate what it was going to do at each corner. It wasn't an easy race, by any means."

It was interrupted for a safety car as the Team Dynamics Honda of Neal suffered a curious incident at Druids when the front-left wheel came adrift, pitching him into the tyre wall on lap five. Turkington, who was on the softer option tyres, controlled the restart and again got into his rhythm to build his advantage back, and eventually crossed the line just over two seconds clear.

"I think we can work on the chassis between races one and two and we can make it even stronger for the second race," added the winner.

Those were ominous words for his rivals.

Chief among them in the opener was Cammish. After Tordoff had made a sluggish getaway – which left him down in fifth and staring at the bootlid of the sister Honda of Rory Butcher – it was left to Cammish and Jordan to go toe-to-toe around Old Hall. There was the briefest of touches between the pair and it was the Honda that emerged ahead.

After that, Cammish pushed as hard as he could but there was no way he could rein in the leader. "It is almost like the BMW has a seventh gear ratio that we don't have," said the second-place finisher. "I am pleased though, because I think we got everything from that race that we could expect and I am finishing ahead of guys in the championship that I am battling with."

He had kept Jordan at arm's length throughout. The Pirtek-backed driver, also using the softer tyres, said Cammish's robust defence at Old Hall was exactly what he would have done had the positions been reversed.

"I was trying to look after the rubber," explained Jordan. "I didn't know how the soft tyres were going to last so I was trying not to take too much out of them, but there was not a lot I could do about Dan in front."

Behind Butcher and Tordoff, who both banked solid points despite the latter regretting a set-up change from qualifying, was Tom Oliphant in the third WSR BMW 330i Sport.

Tom Ingram was having great fun looking in his mirrors at the battle for eighth spot behind him. Firstly, Jason Plato had his Power Maxed Racing Vauxhall Astra all over the Speedworks Toyota Corolla, but the old master was then forced to look to his mirrors too as Ash Sutton (BMR Racing Subaru Levorg) joined the party.

Sutton attempted to unseat Plato at the Island hairpin, and it almost worked on the run down to Knickerbrook, but the Vauxhall got into the back of the Levorg and it was forced wide.

That dropped Sutton to 10th as an opportunistic Adam Morgan got his Ciceley Motorsport Mercedes-Benz A-Class in front. However, Sutton was not done yet and when he tried a last-minute move at Cascades on lap 13 to retake ninth spot, he tagged the back of his rival ahead. Morgan was out with damaged suspension, while Sutton continued.

Morgan was sanguine afterwards: "I know Ash is not that sort of driver, but that has ruined my weekend. These things keep happening to me."

Sutton, for his part, said it was a tiny misunderstanding: "I looked to go down the inside of Morgan but he moved left just as I went for the move. It was the slightest of touches, but it was unfortunate."

Sutton eventually lunged inside Plato and restored himself to eighth, but it was at a cost. The stewards looked at the incident with Morgan afterwards and Sutton was hit with a five-place grid penalty for race two.

Behind Plato in ninth, the top 10 was completed by Ollie Jackson (Motorbase Performance Ford Focus), who had capitalised as Hill slipped back with the tricky handling of his car.

Race two

The scene at the front of the race two grid was pretty similar to the first, but there was added pressure on Turkington's main rivals. As well as the reigning champion's threat to unlock more from the chassis, those around him were now also forced to carry the big weight.

There was also the thorny issue of the softer option tyre, which most racers had opted to run in race two, believing it would be a better prospect in the higher temperature of the second clash.

All three of the WSR BMWs in the top eight would start on the medium tyres, and Jackson as well. Everyone else in the first four rows had softs.

Much like everyone had thought – including Turkington – race two was a walk in the park. The polesitter again got the perfect slingshot into Old Hall stretching clear. Jordan, this time, made it to second place. He leapfrogged Cammish before the cars turned into the opening right-hander, with Oliphant making it three BMWs in the top four.

An immediate safety car period was prompted to clear up Jack Goff's Team Hard VW CC and Chris Smiley's BTC Racing Honda Civic Type R. Goff had been hit in the rear by Smiley's team-mate Josh Cook going into the braking zone for the hairpin, and that sent him into the grass and into the totally innocent Smiley.

After five laps of caution, Turkington again got the hammer down. Even when there was further two tours of slow running to clear up Sam Osborne's battered MG from the Old Hall tyre wall, the leader remained unflustered to land his 50th career BTCC victory.

"There are very few times that a car feels absolutely perfect," beamed Turkington afterwards. "You can have wins, but it is rare that you cross the line and you think you have got absolutely everything out of it. That is the feeling I had in that race, and it is really special. These cars are tricky to drive at the best of times but that was a great feeling."

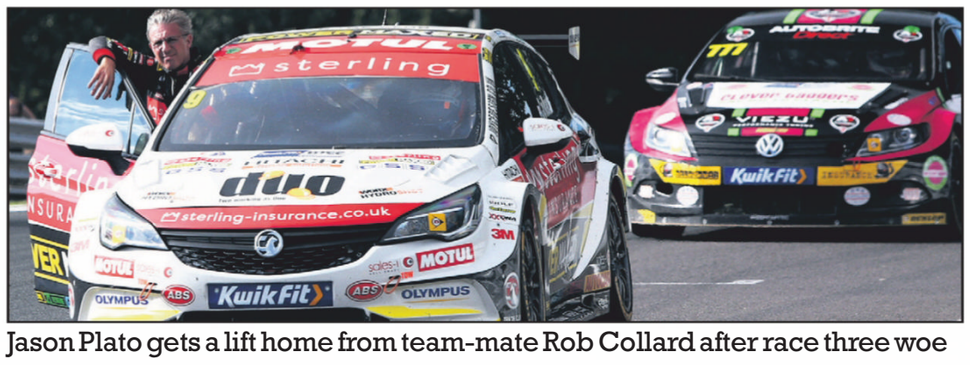
Jordan wasn't as delighted with second place, and was even scratching his head a bit about how Turkington was able to have the edge on him. Jordan had been involved in an accident in the free practice session on Saturday, and said that maybe that could have been a part of it.

"I lost track time, and that was my fault," he explained. "But I just don't seem to be able to get the front and rear axle working together as well as Colin has here. I hate coming second, but he probably hated coming second to me at Croft. It is nip and tuck between us."

Cammish was again following the bootlid of a 330i M Sport as he claimed a second podium of the weekend, but this time he was closer to the rear of Jordan's machine than he had been Turkington's.

"Being able to see the BMWs at that close at quarters, I was able to work out where they are so strong," said Cammish. "There really is nothing I can do about them, but at least I am top of class B at the moment – or should that be class H for Honda."

Behind Oliphant was lonesome Tordoff, while one of the most impressive



Jason Plato gets a lift home from team-mate Rob Collard after race three woe


Matt Neal, leading here, was in strife in t

'Cammish was superb'

Drivers rated by Rob Austin, p22



ROUNDS 13 14 15

Photos: Jakob Ebrey



NTURY

By Matt James



Chaos early on in race three eliminated a lot of the potential frontrunners



Stephen Jelley claimed Team Parker Racing's first touring car victory



Jake Hill's race three joy was short-lived

performers of the race was Jelley in his Team Parker Racing car.

He had started 10th (after Sutton's penalty) but sliced his way though a closely-battling pack at the bottom end of the leading order.

As Plato dislodged Jackson from eighth going into Old Hall, Jelley snuck through on his bootlid and then he outdragged Plato over the start-finish line on lap 13. Three laps later, he sprung sixth place from Butcher with a bold move down the inside into the opening right-hander on the lap.

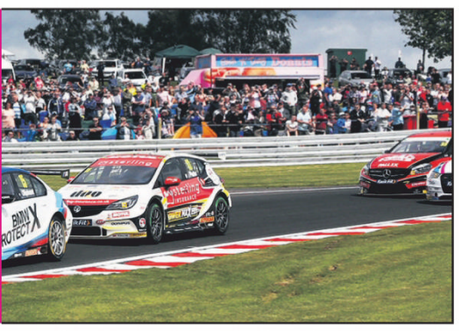
Behind Butcher, Ingram's car was battered on lap one and he managed to drag the remains of the Corolla across the line in eighth place, ahead of Plato and Cook, who had clambered up from 17th on the grid to the top 10. Neal, who had started 29th, hauled the Team Dynamics car up to 11th after passing Hill just before the second safety car period.

Hill would not have been too bothered about the overtake: MotorSport Vision track boss Jonathan Palmer picked the number 12 out of the reserved grid draw bowl.

That was as much of a boost for Hill and Neal as it was a blow for Turkington, who had the lowest possible starting slot he could have had in his quest for a victory lock-out at Oulton.

The race had a sting in the tail for the ExcelR8 MG team. After Osborne's dramatic exit, worse was to follow as Rob Smith, who had been scrapping for 23rd position with Team Hard VW CC driver Michael Crees, was pitched into the wall hard on the exit of Lodge and was lucky not to roll his MG6 – but he was out for the rest of the day.

There was also a bitter aftertaste for



wo of the three races in his Honda

Cook, who was given a five-place grid penalty for his lap-one move, which took him from a possible third-placed starting spot in race three to eighth.

Race three

It was only the lightest of touches, but one which led to huge rancour and a late night for the officials of the meeting.

Hill, on his first pole position in the BTCC, had a great launch to keep ahead of the Honda of Neal into the braking zone for Old Hall, even though the Civic was virtually alongside. Although he held sway, the Kent driver was under some serious pressure from the three-time champion, and crossed the line at the end of the first lap just 0.3s clear.

Neal made his intentions obvious with a stab at first place at the Island hairpin. The two made contact and Neal was firmly rebuffed. Hill came out of the 180 degree corner on the inside and defended the line all the way down to Hislops.

At the end of the lap, Neal got better traction out of Lodge and, as the field snaked onto lap two, went down the inside of Hill into Old Hall, and was ahead by the exit.

Hill didn't want to let his rival escape and tried himself to get the cut-back on the exit of the corner. The left front of the Audi touched the rear right of the Type R and Neal was sent spinning down the Avenue with the onrushing pack homing in on a cloud of tyre smoke and dust (*see racing news*).

Hill had escaped but the following Plato and Ingram were unsighted and both took to the grass on the left hand side of the track. It ruined both of their races and inadvertently caused even more bother for those behind in the queue too.

Plato takes up the story: "We have seen the damage side-impacts can do, so maybe I over-reacted a little. I jinked to the left on the grass and it was like a quagmire. It sucked me off and into the grass and it made the car dig in and bounce, and that ripped the bottom from the engine."

He switched the Vauxhall's motor off before he had got to Cascades, but limped up to the Island hairpin. By that stage, the surface was covered with fluid which accounted for Smiley and Cammish, who took to the escape road.

By the time the dust had literally settled, Hill was left with a 5.9-second advantage from the fifth, sixth and seventh placed starters Butcher, Jelley and Tordoff. Oliphant managed to unseat Tordoff on lap 13 with a great move at Old Hall to clamber up to fourth, but the attention was focused at the front of the field.

Butcher was slicing chunks off Hill's buffer in the lead. By lap 13, the two were running in line astern with Butcher only 0.2s in arrears. But the Scot made the smallest of errors.

He knew about the fluid slick that was running the length of Lakeside and into the Island hairpin, but felt that the coolant on the track had been drying over the closing laps. "I ran slightly wider on the outside on the way into the corner on the lap before, and the grip was OK," said Butcher, who was trying to size up a move for the lead at one of the favoured passing spots. "I went maybe a foot wider on the next tour and, as soon as I touched the brakes, it was like ice – I simply couldn't slow it down."

As he gathered up the moment, Jelley and Oliphant had slipped through to second and third. Try as he might, there was no time for Jelley to zero in on Hill and the Audi man won. On the road, at least, before the officials slapped him with a 20-second penalty on his race time and pushed him down to 14th.

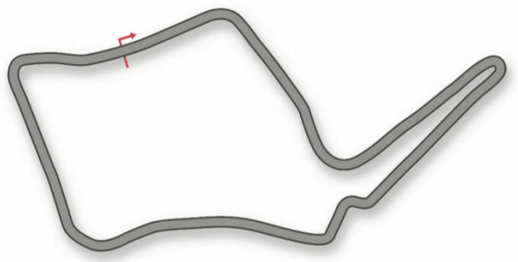
Jelley, therefore, inherited his third career BTCC win and sealed Team Parker Racing's first. "I feel sorry for Jake, that is not the way I wanted it to end for him, but I will take the win. Hell yes!" he said.

Oliphant was promoted to second and Tordoff reinstalled in third. The ballasted BMW of Jordan also finished ahead of Butcher, while Cook restored some pride and kept his points tally ticking over with sixth.

The hero of the day, Turkington, had uncharacteristically been outfoxed in the heat of the battle in the lower end of the top 10 as he tried to unseat Cook. That allowed Sutton, who had been delayed in race two with contact, to overtake.

Behind the BMW man, Aiden Moffat (Laser Tools Racing Mercedes-Benz A-Class) and Morgan rounded out the top 10 to at least rescue something positive from the weekend in Cheshire.

RACE FACTS



OULTON PARK

Where: Cheshire
First BTCC round: 1960
Lap length: 2.23 miles
Qualifying lap record: Jason Plato (VW CC) 1m25.484s (2015) **Race lap record:** Colin Turkington (BMW 330i M Sport) 1m 26.204s (2019)

RESULTS

Round: 13 **Laps:** 18 **Weather:** warm and dry

POS	Q	DRIVER	CAR	TIME
1	1	Colin Turkington	WSR BMW 330i M Sport (S) [1]	29m34.083s
2	3	Dan Cammish	Team Dynamics Honda Civic Type R [8]	+2.021s
3	4	Andrew Jordan	WSR BMW 330i M Sport (S) [4]	+2.731s
4	5	Rory Butcher	AmD Tuning Honda Civic Type R [6]	+7.222s
5	2	Sam Tordoff	AmD Tuning Honda Civic Type R	+7.613s
6	7	Tom Oliphant	WSR BMW 330i M Sport	+8.109s
7	9	Tom Ingram	Speedworks Motorsport Toyota Corolla GT [9]	+8.957s
8	13	Ash Sutton	BMR Racing Subaru Levorg [3]	+9.612s
9	8	Jason Plato	Power Maxed Racing Vauxhall Astra (S) [9]	+10.654s
10	12	Ollie Jackson	Motorbase Performance Ford Focus RS (S)	+12.293s

11 (17) Stephen Jelley (Team Parker Racing BMW 125i M Sport) +12.783s; 12 (14) Tom Chilton (Motorbase Performance Ford Focus RS) (18kg) +13.862s; 13 (10) Jake Hill (Trade Price Cars Racing Audi S3 Saloon) +15.696s; 14 (15) Jack Goff (Team Hard Volkswagen CC) +16.147s; 15 (18) Rob Collard (Power Maxed Racing Vauxhall Astra) +16.390s; 16 (16) Chris Smiley (BTC Racing Honda Civic Type R) +17.173s; 17 (22) Josh Cook (BTC Racing Honda Civic Type R) (48kg) +18.631s; 18 (20) Aiden Moffat (Laser Tools Racing Mercedes A-Class) +19.607s; 19 (21) Bobby Thompson (Team Hard Volkswagen CC) +20.358s; 20 (19) Carl Boardley (Team Hard Volkswagen CC) +21.070s; 21 (23) Daniel Rowbottom (Ciceley Motorsport Mercedes A-Class) +21.655s; 22 (25) Nicolas Hamilton (Motorbase Performance Ford Focus RS) +22.912s; 23 (30) Matt Simpson (Simpson Racing Honda Civic Type R) (S) +23.172s; 24 (28) Rob Smith (Excelr8 Motorsport MG6) (S) +25.053s; 25 (29) Sam Osborne (Excelr8 Motorsport MG6) +32.739s; 26 (27) Michael Crees (Team Hard Volkswagen CC) +34.816s; EX (24) Senna Proctor (BMR Racing Subaru Levorg) +22.031s; R (26) Mark Blundell (Trade Price Cars Racing Audi S3 Saloon) 13 laps/damage-overheating; R (11) Adam Morgan (Ciceley Motorsport Mercedes A-Class) 12 laps/damage; R (6) Matt Neal (Team Dynamics Honda Civic Type R) (30kg) 4 laps/lost wheel-crash.
Pole position: Turkington 1m25.825s (93.37mph). **Winner's average speed:** 81.31mph. **Fastest lap:** Cammish 1m26.344s (92.81mph). **Lap leaders:** Turkington 1-18. (S) = soft tyre.

Round: 14 **Laps:** 18
Weather: warm and dry

POS	Q	DRIVER	TIME
1	1	Turkington [7]	30m27.871s
2	3	Jordan [3]	+1.229s
3	2	Cammish [2]	+1.859s
4	6	Oliphant [6]	+2.460s
5	5	Tordoff [5]	+3.662s
6	11	Jelley (S)	+3.802s
7	4	Butcher [4] (S)	+5.785s
8	7	Ingram [7] (S)	+6.306s
9	9	Plato [9] (6kg)	+6.756s
10	17	Cook (S)	+7.627s

11 (29) Neal (S) +7.780s; 12 (13) Hill (S) +8.046s; 13 (10) Jackson (6kg) +9.487s; 14 (18) Moffat (S) +9.724s; 15 (21) Rowbottom (S) +9.953s; 16 (8) Sutton (S) (12kg) +10.190s; 17 (20) Boardley (S) +11.032s; 18 (30) Proctor (S) +11.177s; 19 (28) Morgan (S) +12.337s; 20 (23) Simpson +13.083s; 21 (19) Thompson +14.092s; 22 (15) Collard (S) +14.748s; 23 (27) Blundell +17.216s; 24 (26) Crees (S) +17.908s; 25 (22) Hamilton (S) +40.385s; R (24) Smith 17 laps/crash; R (25) Osborne (S) 11 laps/crash; R (12) Chilton (S) 6 laps/damage; R (14) Goff (S) 0 laps/crash; R (16) Smiley 0 laps/crash. **Winner's av speed:** 78.91mph. **Fastest lap:** Turkington 1m26.204s (92.96mph). **Lap leaders**: Turkington 1-18.

Round: 15 **Laps:** 15
Weather: warm and dry

POS	Q	DRIVER	TIME
1	6	Jelley [6]	22m10.056s
2	9	Oliphant [4]	+1.114s
3	7	Tordoff [5]	+2.709s
4	11	Jordan [2]	+2.994s
5	5	Butcher [7]	+4.510s
6	8	Cook [10]	+5.973s
7	16	Sutton	+6.271s
8	12	Turkington [1]	+6.416s
9	14	Moffat	+11.323s
10	19	Morgan	+12.719s

11 (2) Neal +16.536s; 12 (28) Chilton +16.770s; 13 (13) Jackson +18.331s; 14 (1) Hill +19.049s; 15 (17) Boardley +22.258s; 16 (15) Rowbottom +22.991s; 17 (10) Cammish (42kg) +23.643s; 18 (23) Blundell (S) +26.134s; 19 (25) Hamilton +27.920s; 20 (18) Proctor +28.393s; 21 (27) Osborne +34.542s; 22 (24) Crees +37.748s; 23 (22) Collard +37.854s; R (20) Simpson 14 laps/damage; R (21) Thompson (S) 13 laps/damage; R (4) Ingram (12kg) 7 laps/damage; R (30) Smiley (S) 7 laps/damage; R (3) Plato (6kg) 2 laps/accident damage; NS (26) Smith 0 laps; NS (29) Goff 0 laps. **Winner's av speed:** 90.38mph. **Fastest lap:** Butcher 1m26.996s (92.11mph). **Lap leaders:** Hill 1-15. (S) = soft tyre.

RACE SUCCESS BALLAST

54kg [1]	48kg [2]	42kg [3]	36kg [4]	30kg [5]
24kg [6]	18kg [7]	12kg [8]	6kg [9]	6kg [10]

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	195
2	Andrew Jordan	162
3	Josh Cook	148
4	Rory Butcher	147
5	Ash Sutton	147
6	Dan Cammish	130
7	Matt Neal	125
8	Tom Chilton	119
9	Tom Ingram	113
10	Jason Plato	107

11 Tom Oliphant 91; 12 Stephen Jelley 83; 13 Sam Tordoff 76; 14 Jake Hill 71; 15 Adam Morgan 64; 16 Rob Collard 51; 17 Chris Smiley 48; 18 Aiden Moffat 48; 19 Ollie Jackson 22; 20 Senna Proctor 19; 21 Bobby Thompson 17; 22 Jack Goff 12; 23 Michael Crees 4; 24 Carl Boardley 3; 25 Mark Blundell 2; 26 Matt Simpson 1; 27 Daniel Rowbottom 1.

INDEPENDENTS

POS	DRIVER	PTS
1	Butcher	221
2	Cook	215
3	Chilton	180
4	Tordoff	156
5	Jelley	152
6	Hill	139
7	Moffat	136
8	Morgan	132
9	Smiley	108
10	Jackson	91

11 Goff 68; 12 Thompson 64; 13 Rowbottom 58; 14 Boardley 52; 15 Rob Smith 44; 16 Simpson 39; 17 Crees 32; 18 Blundell 29; 19 Nicolas Hamilton 25; 20 Sam Osborne 16.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Butcher	285
2	Oliphant	242
3	Rowbottom	159
4	Thompson	153
5	Boardley	139
6	Smith	136
7	Crees	132
8	Hamilton	115
9	Blundell	109
10	Osborne	88



There are some wins here...

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BTCC REPORT: OULTON PARK

EXCLUSIVE ANALYSIS BY ROB AUSTIN



MOTORSPORT NEWS WOODEN SPOON



JAKE HILL

After a solid job in races one and two, where he scored decent points in his AmD-run Audi, Hill lined up on pole for the finale due to the reversed grid draw. This was his chance to show the world what he could do but, as Neal passed him cleanly and fairly, Hill made contact with the back of the Honda and sent it spinning down the track. That caused several non-finishes as the ensuing pack had to take avoiding action. It also meant that Hill received a penalty of 20 seconds and was dropped to 14th in the results.

MOTORSPORT NEWS STAR DRIVER



STEPHEN JELLEY

Jelley didn't have the best of Saturdays and only managed a P17 grid spot but, come Sunday, he was on a mission. He made six places in race one, five in race two and the final five places he needed in race three to get him into the lead. A fine drive, coupled with a little luck when Butcher made a mistake and slid wide, was enough for him to take his first win in the BTCC for 10 years. Let's hope the next one comes around a little quicker.

DRIVER ANALYSIS

MATT NEAL 8/10

Team Dynamics Honda



A solid qualifying was wasted by a mechanical failure in race one, but Neal's recovery drive in race two was very impressive. After benefiting from the reversed grid draw, he would have been the winner of the final race of the day had he not been ungraciously removed from proceedings.

DAN CAMMISH 9/10

Team Dynamics Honda



Great qualifying performance was followed by a race day during which Cammish extracted everything from his Honda Civic to come away with two podium finishes. He was unfortunate to get caught out on the fluid on the track early on in race three, but it took nothing away from the job he did.

ANDREW JORDAN 8/10

WSR BMW 330i M Sport



Jordan was overshadowed by his team-mate slightly, but it was still a very solid performance to minimise the damage to his championship charge. That may not read well for him, but, on a bad weekend, he has come away with a double podium and that means he is elevated into second place in the points.

COLIN TURKINGTON 9/10

WSR BMW 330i M Sport



His pole-winning qualifying lap was a work of art. After that, he was always going to be incredibly difficult to beat and, true to form, on Sunday he did everything he needed to with no mistakes and impressive consistency. That led him to a double win, followed by some helpful points in the final race.

JASON PLATO 6/10

Power Maxed Vauxhall



Plato continues to find pace from the PMR Astra, which looked like it was on rails in free practice. Starting eighth Sunday brought two top 10 results but, after benefiting from the reversed grid draw, he was unlucky to be removed from a podium position due to having to avoid Neal, which damaged the engine.

ASH SUTTON 4/10

Team BMR Subaru Levorg



A relatively scruffy weekend from Sutton. He recovered from a poor qualifying and there were some fantastic overtaking moves, but there were also some messy moments. One of those moves resulted in him receiving his second grid penalty of the year. Getting turned around in race two ultimately kept him away from the big points.

TOM INGRAM 7/10

Speedworks Toyota



Ingram showed improved pace in the new-for-2019 Toyota Corolla. Although he didn't quite manage to convert it in qualifying, he made progress through race one and two. He was in a strong position to challenge for a podium in the finale until he too was another unfortunate victim of a spinning Neal.

TOM CHILTON 4/10

Motorbase Ford Focus



Seemed to really struggle to put a lap together in qualifying and a poor grid position proved difficult to recover from. Slow progress in race one was followed by a non-finish with toe-link damage in race two. His recovery drive in the final race salvaged a few points, but that will be little consolation to him.

JOSH COOK 6/10

BTC Racing Honda



It looked like a tough weekend for Cook (tough Cookie?), who suffered from a duff turbo and a lack of pace in qualifying. After a slow start and limited progress in race one, he did gather some speed to score two top 10 finishes, and some valuable points in the final two races.

STEPHEN JELLEY 9/10

Parker BMW 125i M Sport



He didn't seem to quite have the pace on Saturday and only managed 17th in qualifying but, come Sunday, Jelley was on a mission. He made good progress through the first two races and was rewarded with a well-deserved win in the final race of the day. It was his first in a decade!

ROB COLLARD 3/10

Power Maxed Vauxhall



Another rough weekend for Collard. He started out the weekend running different settings to Plato on his PMR Vauxhall Astra and was playing catch up from there. A bad qualifying left him with a lot of work to do on Sunday but the former Independents Trophy winner only managed to salvage a single point.

RORY BUTCHER 6/10

AmDTuning.com Honda



I'm disappointed. I had predicted him to be fighting for wins at Oulton and, after a solid day's work, his opportunity finally came in race three. However, he made a mistake, slid wide on fluid on the track and gave the win away. Worst of all, he made my prediction wrong (and that's also cost him a point in this marking).

SAM TORDOFF 7/10

AmDTuning.com Honda



Like his team-mate, Tordoff caused my predictions to be wrong and thus has been docked a point. My tip for pole made a small mistake at Druids on his qualifying lap and lost out on top spot by just 0.027s. Drove well and stayed out of trouble for some solid points and a single podium on Sunday.

CHRIS SMILEY 3/10

BTC Racing Honda



He outpaced his team-mate and was on the cusp of the top 10 in qualifying but a grid penalty from the previous meeting meant he lined up 16th on Sunday. There was no progress during race one and he was incredibly unlucky in race two as Goff slid across the grass and collected him. Another non-finish.

DANIEL ROWBOTTOM 5/10

Ciceley Mercedes A-Class



Having recently recovered from the dreaded man flu myself, Rowbottom has my full sympathy! Despite his illness, which was compounded by the blazing hot weather at the Cheshire track, he managed to soldier through and score his first ever BTCC point in the second race of the day.

SUPPORTS

'Martin kept Hedley at bay to win'
Ginetta Junior, below



Photos: Jakob Ebrey



Coates retook points lead

Bond (1) leads at the start of opening race

BOND ON A MISSION TO FIGHT COATES AND YOUNG

VW Cup champion lands maiden pole at Oulton Park but misses out on win

Renault UK Clio Cup
By Stephen Lickorish

The Renault UK Clio Cup season had been all about two drivers before Oulton Park. But a stunning pole position and strong race pace suggests the spectre of Jamie Bond could haunt runaway title contenders Max Coates and Jack Young.

Reigning Volkswagen Racing Cup champion Bond missed the opening round of the campaign and it has taken him a couple of events to get on the pace of the frontrunners among this year's tiny entry.

But there was no denying his speed in Cheshire and he grabbed pole by just 0.012 seconds from points leader Young with Coates a further 0.054s back.

"It's never easy coming into a championship, especially as we only got the car a few days before Donington Park," explained Bond. "I'm over the moon with pole – I keep hearing Max and Jack's names and wanted to give them something to think about."

However that qualifying performance was quickly undone in the first race, when Bond got slightly out of shape at Druids on lap two of 12 and Young pounced, while Coates also got ahead into Old Hall.

While Young – fresh from his impressive dominant double win in the Clio Cup Open races that supported the French Grand Prix the previous weekend – escaped clear, Bond was harrying Team Hard team-mate Coates.

And with three laps to go, Coates locked up into Island Bend and Bond seized the opportunity to grab second.

"One mistake is all it takes in a one-make championship and he cracked," said race winner Young.

But it was Young's turn to make a mistake in race two. The polesitter was under intense pressure from Coates into Old Hall on the first lap and ran slightly wide. That sent him spinning across the track and hard into the barriers on the inside. His race was over.

"We used the same set-up as yesterday when it was much warmer," he said. "On the out lap I knew it was too loose and there was nothing I could do."

Young banged his knee in the impact but escaped injury. However, the same could not be said for his points advantage as Coates grabbed the title lead with a victory. But he had Bond and the ever-improving Ben Colburn in close attendance to the flag.

Coates admitted: "It was very helpful in the championship but it was not the way I want to win a race."

As for Bond, he's reduced his deficit to the leaders from 72 to 61 points as he attempts a very tough assignment to hunt Coates and Young down.

Harper takes a more straightforward win

Porsche Carrera Cup GB
By Stephen Lickorish

Croft was an eventful weekend for Porsche Carrera Cup GB points leader Dan Harper as he spun at the final corner, just clinging on to win. But his race-one triumph at Oulton Park last weekend was a bit more straightforward.

He grabbed pole by three-and-a-half tenths, maintained the lead at the start and was unchallenged throughout. Behind, Lewis Plato grabbed second from George Gamble on the inside into Old Hall and they finished in that order ahead of Tom Roche, who took his best series result.

Race two had Jamie Orton and Roche drawn on pole for the partially-reversed grid, creating the prospect of a second surprise winner in two events following Pro-Am driver Karl Leonard's Croft triumph.

But Gamble had other ideas and passed Roche into Old Hall on the first lap, with Plato and Harper both getting ahead on the next tour. Gamble then set about pressurising Orton but the JTR driver held firm.

That was until lap six of 15, when Gamble got a better exit out of Lodge and powered ahead across the startline. From there, he was able to pull away as Orton defended stoutly from Plato and Harper.

King triumphs again after chaotic first lap

Ginetta GT4 Supercup
By Stephen Lickorish

There was more action on a very chaotic first lap of the second Ginetta GT4 Supercup race at Oulton Park than in the entirety of the first contest.

Points leader Harry King made a great start to challenge race-one winner Tom Hibbert through Cascades, the pair banging wheels and sending King slightly wide. Hibbert was also delayed, allowing Will Burns to grab the lead but he went too deep into Island Bend and, with Hibbert squeezed into a spin on the exit as the pack bunched together, it was King who surprisingly emerged ahead.

From there he didn't look back, building a large lead over Burns to eventually win by six seconds. Behind Burns, Reece Somerfield kept a queue of cars at bay throughout with Declan Jones and Carlito Miracco unable to challenge. Mike Epps was part of that group too – until spinning off at Island as the cars ahead braked heavily.

There was no such drama in the opener, however, as Oulton specialist Hibbert – who also won twice at the circuit in 2017 – took a straightforward win from pole. He was aided by Miracco dropping out of second at mid-distance with an oil pressure issue that promoted King to the runner-up spot, from Burns.

Those two podiums mean Burns is now King's closest title rival but the Elite Motorsport driver enjoys an extended 48-point lead heading into the summer break.

Mighty Maloney makes history as win run continues

British Formula 4
By Dom D'Angelillo

In 2017, Carlin driver Jamie Caroline blitzed to a dominant British Formula 4 championship title, not only becoming the first driver to win all three races at a single round, but also adding another race win to the trio, making it a record-breaking four wins in a row.

Fast forward to 2019, Carlin had left the championship, returned, and is back to breaking records. With a hat-trick of wins at Oulton Park, Barbadian Zane Maloney became the first driver to collect a new £10,000 prize for winning all races at a meeting. On top of that, adding to a brace at Thruxton and Croft, Maloney smashed his driver coach Caroline's record of consecutive race wins making it seven on the bounce and heads into the summer with a significant points lead.

"I can't sum it up really, all I can say is that it's unbelievable," Maloney said. "We definitely came into the weekend knowing we could be fast but we didn't think we would end up with three wins.

"Hopefully it [the record] can stay in Barbados' hands!"

It was two relatively straightforward pole-to-win drives for Maloney in races one and three, holding off JHR's Josh Skelton in both, despite a race three safety car, which Maloney admitted "knocked his rhythm".

But it was the part reversed-grid race two where Maloney truly earned his prize money. A disappointing race one gifted former points leader Louis Foster pole and, while the Double R Racing driver took a significant 3s advantage, gearshift problems that had blighted his entire weekend returned.

Heading into the Island hairpin, Foster got stuck in sixth and found Maloney, Joe Turney and Carter Williams bearing down on him.

Williams was the first and opted to go around the outside while the two Carlin drivers behind went the opposite way, passing both Williams and the struggling Foster on the quicker line.

"I just picked the wrong side and those guys had a better run," Williams admitted.

With Maloney ahead, it was a comfortable drive to the flag, heading a dominant Carlin one-two, described by the now seven-time race winner as "the hardest race of the year and definitely the most satisfying".



Seven wins on the bounce for Maloney

Hedley extends title lead but Martin is the form driver with another two victories

Ginetta Junior
By Dom D'Angelillo

It may look like championship leader James Hedley already has one hand on the Ginetta Junior crown this year, but following a brace of victories at Oulton Park, Richardson Racing's Will Martin is the man in form and looking to stake a claim to the 2019 season.

The pair had scrapped from the get go in race one. Sharing a front row, Martin managed to hold the line against a quick-starting Hedley and, though the pair spent the entire race nose-to-bumper, Hedley couldn't find a way past. Despite a bold move into Lodge on the final lap, Hedley had to settle for second ahead of rookie Casper Stevenson.

"We were quicker in different places and it's pretty hard to pass here, Will was defending well," Hedley said.

"I feel a bit disappointed with two seconds, but I know I shouldn't."

The second race was a much less climatic affair, finishing behind the safety car in the same order as race one.

Though two places and 114 points still separate Hedley and Martin, the Richardson Racing driver claimed: "It's more than possible, we know what we have to do."

RESULTS

Renault UK Clio Cup
(12 laps) 1 Jack Young (MRM); 2 Jamie Bond (Team Hard) +3.854s; 3 Max Coates (Team Hard); 4 Ben Colburn (Westbourne Motorsport); 5 Jade Edwards (Team Hard); 6 Ethan Hammerton (Team Hard). FL Young 1m35.372s (84.02mph). P Bond. S 9.
Race 2 (12 laps) 1 Coates; 2 Bond +1.120s; 3 Colburn; 4 Brett Lidsey (MRM); 5 Edwards; 6 Hammerton. FL Colburn 1m35.170s (84.20mph). P Young. S 9.
Points (after 8/18 rounds) 1 Coates 176; 2 Young 170; 3 Lidsey 144; 4 Bond 115; 5 Edwards 113; 6 Colburn 109.

Porsche Carrera Cup GB
(18 laps) 1 Daniel Harper (JTR); 2 Lewis Plato (Motorbase) +3.307s; 3 George Gamble (Redline); 4 Tom Roche (Rob Boston); 5 Jamie Orton (JTR); 6 Tom Wrigley (Rob Boston). FL Harper 1m22.900s (96.67mph). P Harper. S 17.
Race 2 (15 laps) 1 Gamble; 2 Orton +3.657s; 3 Plato; 4 Harper; 5 Roche; 6 Wrigley. FL Harper 1m23.318s (96.18mph). P Orton. S 17.
Points (after 8/16 rounds) 1 Harper 81; 2 Plato 61; 3 Gamble 49; 4 Josh Webster (Team Parker Racing) 38; 5 Dan Vaughan (Motorbase) 29; 6 Seb Perez (Redline) 28.

Ginetta GT4 Supercup (15 laps) 1 Tom Hibbert (Triple M Motorsport); 2 Harry King (Elite Motorsport) +1.301s; 3 Will Burns (Rob Boston Racing); 4 Declan Jones (Declan Jones Racing); 5 Michael Epps (Team Hard); 6 Reece Somerfield (Privateer). FL Burns 1m26.781s (92.34mph). P Hibbert. S 20.
Race 2 (11 laps) 1 King; 2 Burns +6.009s; 3 Somerfield; 4 Jones; 5 Carlito Miracco (Privateer); 6 Colin White (CWS Motorsport). FL King 1m26.573s (92.56mph). P Hibbert. S 19. **Points (after 11/21 rounds)** 1 King 315; 2 Burns 267; 3 Hibbert 252; 4 Somerfield 236; 5 Epps 220; 6 Simon Rudd (Rob Boston Racing) 144.

British Formula 4 (15 laps)
1 Zane Maloney (Carlin); 2 Josh Skelton (JHR Developments) +1.349s; 3 Bart Horsten (Arden); 4 Joe Turney (Carlin); 5 Sebastian Alvarez (Double R); 6 Louis Foster (Double R). FL Maloney 1m24.501s (94.83mph). P Maloney. S 14.
Race 2 (14 laps) 1 Maloney; 2 Turney +2.980s; 3 Carter Williams (JHR); 4 Tommy Foster (Arden); 5 Luke Browning (Richardson); 6 L Foster. FL L Foster 1m24.583s (94.74mph). P L Foster. S 13.
Race 3 (12 laps) 1 Maloney; 2 Skelton +0.532s; 3 Alvarez; 4 Browning; 5 L Foster; 6 Alex Connor (Arden). FL Skelton 1m23.828s (95.59mph). P Maloney. S 14. **Points (after 14/30 rounds)** 1 Maloney 252; 2 L Foster 198; 3 Alvarez 171; 4 Horsten 153; 5 Skelton 119; 6 Browning 118.

Ginetta Junior (8 laps)
1 Will Martin (Richardson Racing); 2 James Hedley (Elite Motorsport) +0.443s; 3 Casper Stevenson (Richardson Racing); 4 Lorcan Hanafin (Douglas); 5 Ethan Hawkey (TCR); 6 Joshua Rattican (R Racing). FL Hawkey 1m45.501s (75.96mph). P Martin. S 23.
Race 2 (7 laps) 1 Martin; 2 Hedley +0.446s; 3 Stevenson; 4 Hanafin; 5 Joel Pearson (Elite); 6 Rattican. FL Martin 1m46.233s (75.43mph). P Martin. S 22.
Points (after 11/26 rounds) 1 Hedley 312; 2 Zak O'Sullivan (In2Racing) 217; 3 Martin 198; 4 Hanafin 167; 5 Stevenson 160; 6 James Taylor (Richardson) 156.

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RACING REPORTS

BRANDS HATCH: HSCC BY PAUL LAWRENCE — JUNE 29-30

Photos: Gary Hawkins

TARLING ENDS JACKSON'S DOMINATION

Cameron Jackson's winning run in Historic Formula Ford finally came to an end on the Brands Hatch GP circuit after a glorious battle with Richard Tarling. Other stars of an entertaining weekend included Tim de Silva, Michael Lyons and Barry Cannell.

Tarling's return to **Historic Formula Ford 1600** in his 2017 title-winning Jamun posed the biggest threat to date to Jackson's dominance but, with Tarling back in sixth on the grid and further handicapped by a first lap misfire, Jackson romped clear in the opener as the Speedsport squad headed the chase. Spins for Ben Tusting and Pierre Livingston cost them time and Ed Thurston could not repel the charging Tarling as he scythed through to second.

That result put Tarling P2 on the grid for Sunday and set up a titanic battle with Jackson. It was wheel-to-wheel racing of the highest order and the lead was traded constantly. However, into Paddock on the penultimate lap Tarling just squeezed by two backmarkers and earned a small margin. Jackson responded but Tarling won round nine by just a second. Jackson was far from disappointed as it had been a fabulous contest and a fitting way to, briefly at least, halt his winning run.

Not to be outdone by the Formula Fords, the **Formula Juniors** turned in a barnstormer in their single race on Saturday. Sam Wilson wriggled to the front of a tight leading quartet, which soon became a trio when Peter Morton had a rose-joint fail on the Lightning under braking for Druids.

Instead, it was Wilson battling with Tim de Silva and Andrew Hibberd until a backmarker delayed the leader and he was instantly bundled back to third. Running in the tow in Saturday's sweltering heat sent Wilson's engine temperature too high and he eased back to avoid any damage. Meanwhile, team-mates de Silva and Hibberd fought to the flag and there was a win for the Californian on his Brands debut. He was quick to thank team leader Hibberd for the assistance in learning the track.

Michael Lyons was stunning as he won four races, twice jumping straight out of his Lola T400 Formula 5000 into the Eggenberger Sierra RS500 Cosworth of Peter Sturgeon to dominate the **Dunlop Saloon Car Cup**. He drove faultlessly to add another four wins to his ever-growing tally.

The guesting **Historic Grand Prix Cars Association** races maintained the close racing theme. In the Pre '61 division, Richard Wilson (Ferrari Dino) won on Saturday, but had to give best to the charging Rod Jolley in the Lister Jaguar 'Monzanapolis' on day two. After a wonderful contest, Jolley had got ahead when Wilson managed to pull the gear lever off in his attempt to regain the lead. With only fourth and fifth gears available, Wilson dropped back a little in the closing laps.

In the **Pre '66** division, Andy Middlehurst set a scorching pace in the ex-Jim Clark Lotus 25 to take pole and the early lead before the car stopped with a lack of fuel pressure. That opened the way for Barry Cannell (Brabham BT11A) to win after a fairly modest opening as he returned following a shunt at Pau. Once into his stride, Cannell tore through the Coopers to win from Rudi Friedrichs. On Sunday, it was an inspired Andrew Beaumont (Lotus 18) who really took the fight to Cannell and there was less than a fifth of a second in it at the flag. From the back, Middlehurst romped through the field to fourth, but could not find a gap in the defence offered by Tom Dark.

John Burton's Chevron B26 was a double winner at the head of a strong **Thundersports** pack but was quick to acknowledge that Dean Forward should have won the opener. Unfortunately the mighty McLaren M8F was out with engine problems as half the field failed to finish. Most were ready for Sunday's second part and even a late pre-race fuel scare failed to unseat Burton. Tony Sinclair led chase of Burton from a respectful distance while Ross Hyett twice topped the Sports 2000 pack.

Gary Pearson (E-type) went solo for an hour in Saturday's high temperatures to win the **Jaguar Classic Challenge**, while hard-earned **Road Sports** victories fell to Jeremy Clark (Lotus Elan) and Kevin Kivlochan (AC Cobra). Finally, Charles Allison (Chevron B8) topped the **Guards Trophy** at the expense of the increasingly brake compromised Elva Mk7 of Max Bartell and Callum Grant.



Jackson (r) and Tarling (l) had terrific scrap

WINNERS

Historic Formula Ford 1600
Race 1: Cameron Jackson (Winkelmann)
Race 2: Richard Tarling (Jamun T2)

Formula Junior
Tim de Silva (Brabham BT2)

XL Aurora Trophy
Race 1 & 2: Michael Lyons (Lola T400)

Dunlop Saloon Car Cup
Race 1 & 2: Michael Lyons (Ford Sierra RS500 Cosworth)

HGPCA Pre '61
Race 1: Richard Wilson (Ferrari Dino)
Race 2: Rod Jolley (Lister Jaguar)

HGPCA Pre '66
Race 1 & 2: Barry Cannell (Brabham BT11A)

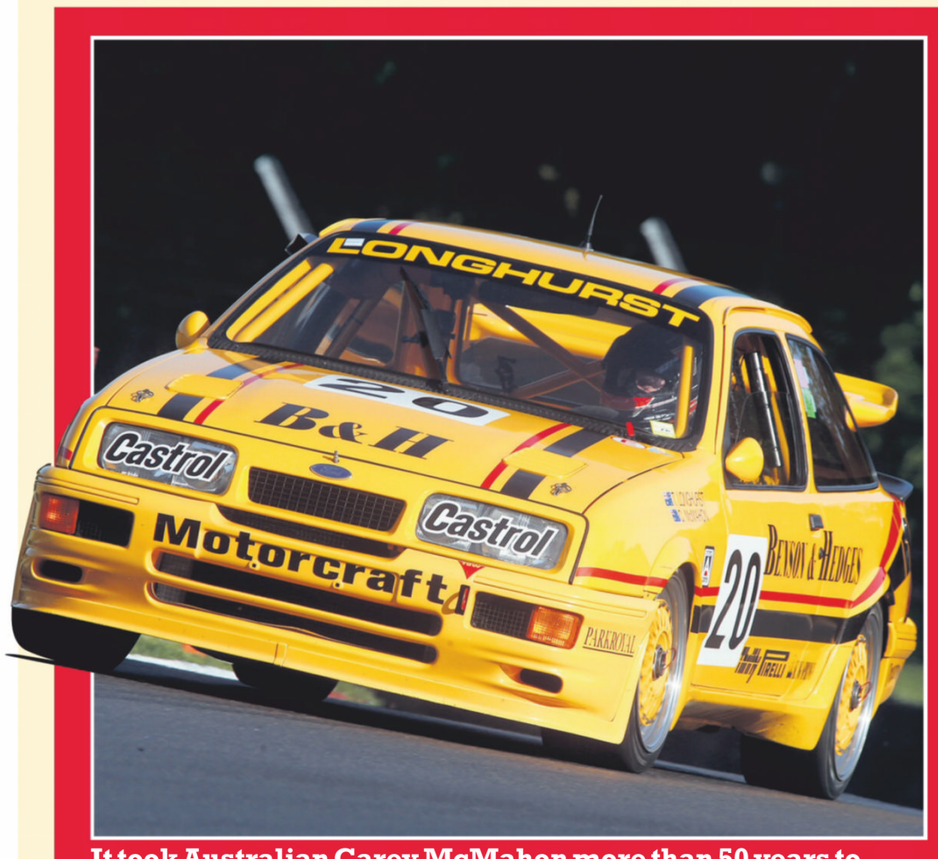
HSCC Thundersports
Race 1 & 2: John Burton (Chevron B26)

Jaguar Classic Challenge
Gary Pearson (Jaguar E-type)

70s Road Sports
Jeremy Clark (Lotus Elan)

Historic Road Sports
Kevin Kivlochan (AC Cobra)

Guards Trophy
Charles Allison (Chevron B8)



It took Australian Carey McMahon more than 50 years to realise his boyhood dream to race at Brands Hatch but he finally got his famous ex-Tony Longhurst Sierra RS500 Cosworth to the grid on Saturday. Sydney-based McMahon spent seven years in the UK as a child with his dentist father and his love of the sport stemmed from a trip to Brands as a nine-year-old. He ran the famous Bathurst car in the Dunlop Saloon Car Cup and now plans to race at Silverstone and Spa later this summer. "The car has never been to Europe before and I've not raced here before," said McMahon, who finished second in race two.

California-based Tim de Silva was one of the stars of the weekend as he made his Brands Hatch debut in three cars from the stable of his father Harindra. He won a mighty Formula Junior battle (right) with Andrew Hibberd and led the chase of Michael Lyons in XL Aurora in a newly-restored Chevron B35 from Hi-Tech Motorsport. In the Thundersports races, he shared a rare 1971 Taydec Mk3 sports-racer with his father. De Silva Sr owns an early Lotus 7 with a Lotus 18 rear end as developed by Taydec founder Tommy Clapham. On a recent trip to the UK he visited Clapham in Cumbria and decided to add the Taydec to his collection in honour of Clapham.





Mazda MX-5 racer Simon Orange made his historic racing debut by partnering Ben Short in the Jaguar Classic Challenge in the car previously raced by the late Nick Riley. Short prepared the E-type for Riley and shared it in two-driver races and now, in partnership with Orange, has bought the car from Riley's widow. "It's nice not to have lost the car," said Short. Orange has spent three years in Mazdas and hopes to do more in the E-type this year including his home JCC race at the Oulton Park Gold Cup. "I'm really enjoying driving the car," he said before they finished an excellent second to Gary Pearson at Brands.

'Wood was unstoppable'

Clubmans Sports Prototypes, below



THRUXTON: BARC BY RACHEL HARRIS-GARDINER **JUNE 29-30**

Photos: Steve Jones

GARRETT BEATS THE BIG BOYS AT THRUXTON



Garrett won in Division 2 and the Grand Final

Thruxton is known for its abrasive track and difficult nature but it really lived up to its reputation at last weekend's British Truck meeting. The Mad Max-esque feel of the trucks turned the circuit into a Thunderdome, with attrition levels to match.

Luke Garrett was crowned king of the road after his win in the Grand Final, seeing off the quicker Division 1 trucks to keep his considerable lead. Before the afternoon's combined-class races started, he was sanguine about what lay ahead. He even admitted to finding Thruxton a bit boring. "You're just going at 100mph for 45 seconds," he said of the back straight.

Garrett had won Saturday's first Division 2 race comfortably and finished second to Steven Powell in the Sunday morning round, after a last-gasp pass at the chicane did not come off.

As class winner of the first amalgamated race, he was only dimly aware of the chaos breaking out behind him. The first lap was not even over when Adam Bint went round the outside of Renault UK Clio Cup champion Paul Rivett, making contact and spinning Rivett's truck into the path of Powell. The two giant vehicles collided head-on and it was lucky that no-one was injured. Bint tried to downplay the incident, claiming the contact was only slight, but Powell blamed him squarely and the clerk of the course was inclined to agree, issuing an official reprimand.

The race was won outright by Division 1 driver Ryan Smith. The 2018 champion was the victor in every Division 1 encounter, although he was unable to pass the leading Division 2 trucks, including Garrett, in the Final, finishing third. The Final ran a reverse grid with the Division 1s at the back.

If Sunday was about destruction, then there was also resurrection. Both Rivett and Powell got their trucks roadworthy in time for the final, despite severe damage. They were eighth and ninth. John Bowler also came back from missing the first combined race, calling in a passing crane and Powell's welder to help repair his differential. He was fifth in the final.

Following the first Formula Ford race (see below) the chicane was the scene of more frustrated dreams in the first **Mighty Minis** race, when championship leader Alex Comis was caught in a shunt between spinning backmarkers, wrecking his car. He and Mick Grover were left stranded in the middle of the track on the last lap, forcing a red flag. The race was won by Stuart Coombs, who had been part of a seven-car leading group with Comis.

Greg Jenkins won the second race from Neven Kirkpatrick after a classic drafting encounter between the remaining six Super Mighty Minis.

The **Pickups** also got in plenty of drafting action, with double champion Mark Willis and Michael Smith emerging as the winners. David O'Regan put up a good fight early on and was second in the first race, but his engine blew in the second, after starting from pole. Willis was dropped from second place by a penalty for exceeding track limits, allowing 2018 rookie champion Dale Gent to take over.

The **Clubmans** championship began as another war of attrition, with a red flag out during the first lap of the opener. Clive Wood won on the restart in his Mallock, but almost half of the field didn't make it. The first-lap crash took out Pippa Tanner-Wood and Mike Evans, both in Mallock cars, and Cody Tree's Phantom.

Wood won the second and third races by a margin of over 20s from Peter Richings in another Mallock. The third race was also red-flagged close to the end after Brian Hunter, who has dominated the CSP3 class this season, crashed heavily. Tanner-Wood took his spot in an attempt to defend her 2018 title.

Dominance was also challenged in the **Hyundai Coupe Cup**. Wayne Rockett had won every race so far this year but was toppled in race two by Nick Moore. Rockett only just passed third-placed Alex Cursley in time to be runner-up.

Kumho BMW championship leader Garrie Whittaker was one of the few to leave Thruxton with a clean sheet intact. The M3 driver collected another two wins and continued his undefeated run.



Moore (r) and Rockett shared the Coupe Cup spoils

WINNERS

British Truck Racing Championship Division 1
Race 1 & 2: Ryan Smith (MAN TGA)

British Truck Racing Championship Division 2
Race 1: Luke Garrett (MAN TGX)
Race 2: Steven Powell (MAN TGX)

British Truck Racing Division 1 & 2
Race 1: Ryan Smith (MAN TGA)
Final: Luke Garrett (MAN TGX)

Mighty Minis
Race 1: Stuart Coombs (Super Mighty)
Race 2: Greg Jenkins (Super Mighty)

Pickup Truck Championship
Race 1: Mark Willis
Race 2: Michael Smith

Clubmans Sports Prototype Championship
Race 1, 2 & 3: Clive Wood (Mallock MK23)

Hyundai Coupe Cup
Race 1: Wayne Rockett
Race 2: Nick Moore

Kumho BMW Championship
Race 1 & 2: Garrie Whittaker (E36 M3)

Classic Formula Ford 1600
Race 1: Tim Harvey (Van Diemen RF81)
Race 2: Rick Morris (Royale RP29)

HARVEY GRABS TITLE LEAD AS MORRIS AND HARRISON COLLIDE

The Classic Formula Ford championship set the tone for the rest of a Thruxton meeting that was full of somewhat destructive action amid the stultifying heat. Fourteen cars started the day and only five finished.

Tim Harvey was the surprised winner of the first race in his Van Diemen RF81 after leaders Jordan Harrison (Lola T504E) and Rick Morris (Royale RF29) took each other out on the last corner. Morris and Harrison had been trading the lead for the entire race, with Harrison taking increasingly wide lines into the Club chicane in an attempt to pass Morris.

Harrison's final attempt was just a little too wide: he clipped wheels with Morris, spun and ended up perpendicular in the path of the Royale. Morris, whose car was now sporting a broken front wishbone, turned furious doughnuts on the grass like an angry dog chasing its tail as he tried to get back on track. Unbelievably, he still finished fourth, to the delight of a whooping crowd.

Harvey had given up on a win but sailed through the stricken former leaders marooned on either side of the track, followed by Kevin Mansell's Crossle and 2018 Class A champion Mark Armstrong in his Van Diemen.



Leaders tangled at the chicane

Harrison's car was too damaged to start the second race in the hands of his father Mark. The pair share the car and Harrison Sr normally drives in race two. It turned into a straight fight between Morris, who prevailed, and a confident Harvey. The lines got progressively wider up Woodham Hill again but the duo managed to rein it in just enough to avoid another disaster.

Armstrong and Mansell were involved at the beginning but Armstrong's car gave up on him and he slid down the order. Mansell kept his place but was not quite able to keep up with the leading pair.

Only eight cars started and five finished. Mike Gardner had been hoping to make a comeback after a year on the sidelines, but his Crossle was not running properly and he never even made it to the grid the second time, having retired early on in the opener. Lotus 69-mounted veteran David Lowe was another one who did not come out for race two as ominous banging noises had been heard from his car beforehand.

Second race casualties included Steve Pearce and Will Zanelli, both in Van Diemens, who crashed into one another at the chicane, with fourth-placed Stuart Kestenbaum sneaking through unscathed.

Armstrong retired late on with a repeat of an electrical problem that had started in qualifying. Inexperienced backmarker Ben Hadfield scooped up a welcome fifth place and his first points of the season.

A fuming Morris had to concede his narrow points lead to Harvey and he will be looking to repeat his defeat of his rival at every further opportunity this season.



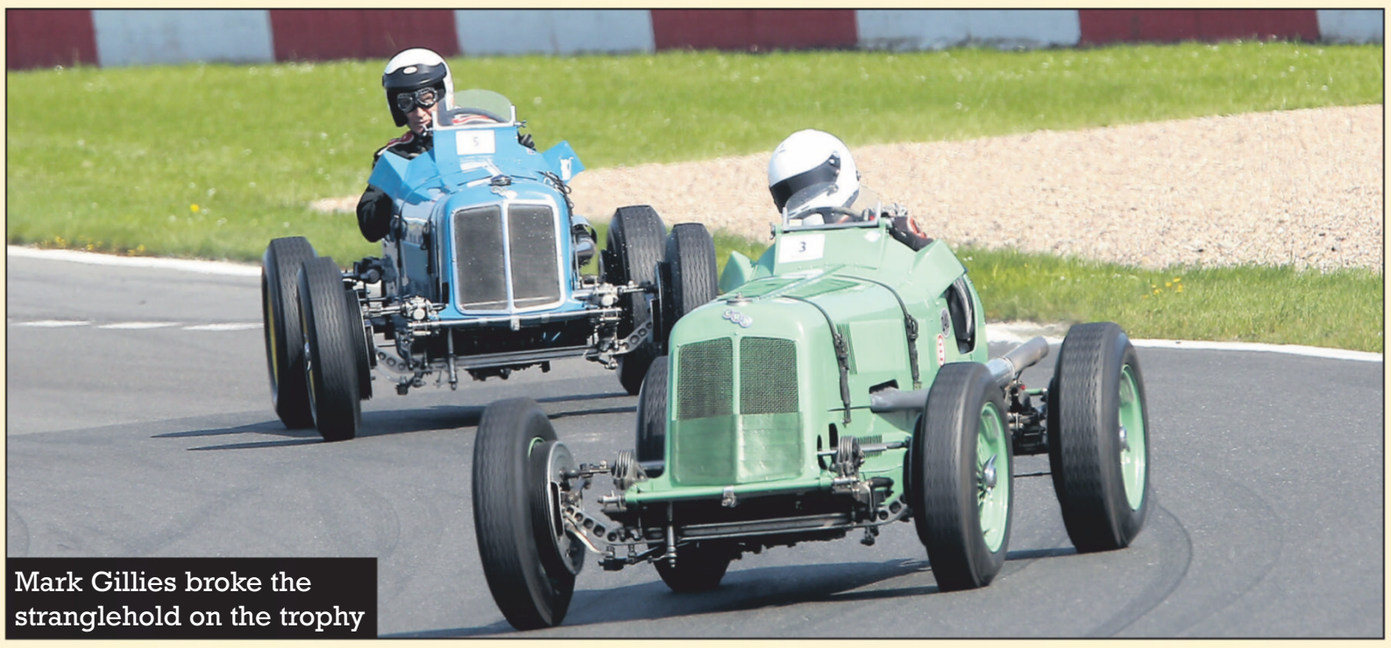
Harvey profited from Morris and Harrison's incident to take the race win and the championship lead

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RACING REPORT

DONINGTON PARK: VSCC BY GRAHAM KEILLOH — JUNE 29

Photos: Mick Walker



Mark Gillies broke the stranglehold on the trophy



Allstar was won by Matthew Moore



Fred and Bill Shepherd prevailed

WINNERS

Historic and Vintage Seaman Trophies Race
Frederick Harper (Kurtis Indy-Roadster)

Scratch Race for Pre-war Cars
Race 1: Mark Gillies (ERA R3A)
Race 2: Alexander Hewitson (Riley 12/4 Special)

Handicap Race for Pre-war Cars
Race 1: Alexander Hewitson (Riley 12/4 Special)
Race 2: Matthew Moore (Austin 7 Ulster)

HRDC Allstars
Matthew Moore (Austin Healey Jamaican)

HRDC Coys 100
Fred Shepherd/Bill Shepherd (Ford Mustang)

Redgate Mug for Standard & Modified Pre-war Sports Cars
Edward Williams (Frazer Nash Super Sports)

Ferrari Club Racing Series
Races 1 & 2: James Little (Ferrari 458 Challenge)

SEAMAN TROPHY STILL GOING STRONG AT 70

The Vintage Sports-Car Club gave the Historic Seaman Trophy a very special 70th anniversary at Donington Park. Twenty-two cars participated in the trophy's race, more than double last year's turnout, and 19 of them were pre-1941 machines eligible for the prize. And, most appropriately, a sizable number of ERAs were gathered, and six raced.

"If you were a kid and you dreamed about the sort of classic-looking, classic-sounding, pre-war racing car, they'd be something like this," explained ERA enthusiast Paddins Dowling of the storied manufacturer.

"They also appeal because it was England's effort to attack the might of Maserati and Alfa Romeo in the '30s and they've done a great job on a very limited budget at the time and they've raced continuously since then, so there must be something good about them. They've got a simplicity about them. They are super cars to drive."

Dowling provided one example, R10B, at Donington and drove another, R5B – known as 'Remus' – made famous by Prince Bira and which won at the Monaco Historic last year.

And an ERA took the trophy, Mark Gillies finishing second overall in R3A, after starting from pole, falling behind only Fred Harper's powerful and striking 1957 Kurtis Indy-Roadster at the start.

Gillies observed it was particularly fitting that an ERA claimed the prize. "It's known as the Lindsay-Morris Trophy," Gillies said of the historic trophy he'd just taken. "It's been won so many times with [ERA] R11B by either David [Morris] or his dad [Martin], and Remus with either Ludo [Lindsay] or his dad [Patrick Lindsay].

"It's nice to win the Morris-Lindsay Trophy occasionally!"

Gillies' triumphant R3A also has significant history. "It was the third car built, a works car in '34 and '35, [the] first ERA to win an overseas race which was Eifelrennen in 1935," he explained. "[It] broke the 40-second barrier at Shelsley Walsh, and was one of only three of the cars that ran with the two-litre pre-war, and then in '37 Charlie Martin ran it and he ended up winning the Avusrennen Voiturette race in front of the Germans.

"It's magic, you can just point it sideways and it takes it, the engine's got great power, you can basically do anything with it."

It was an eclectic grid too, with in addition to the ERAs and the roadster, a Cooper Type 41 and an Alvis Silver Eagle. Tony Lees won the Vintage Seaman Trophy in an AC/GN Cognac which he notes has been "thrashed mercilessly" for the last 90 years! "The VSCC at its best really," Lees concluded.

Gillies later also won the **Scratch Race for Pre-war Cars**, and it was a good meeting for double winners. Alexander Hewitson won the second Scratch Race in his Riley 12/4 Special having earlier taken the car to victory in a **Handicap for Pre-war Cars**. Matthew Moore was another double winner, first inheriting **HRDC Allstars** victory in an Austin Healey Jamaican, after first Alex Thistlethwayte then Fred Shepherd hit problems in their Ford Mustangs. He then immediately hopped into an Austin 7 to win a **Pre-war Cars' Handicap**!

Shepherd had some compensation by winning the **HRDC Coys 100** race with Bill Shepherd as co-driver. Edward Williams won the **Redgate Mug for Standard & Modified Pre-war Sports Cars** race in a Frazer Nash.

HRCR REPORT

Photos: John Overton

GOLF DUO TEE OFF WITH A VICTORY

The East Anglian Classic Rally

By Martin Phaff

Organiser: Chelmsford Motor Club **When:** June 29
Where: East Anglia **Starters:** 42.

Richard Isherwood and Ali Procter took a hard-fought victory in their Volkswagen Golf GTi on the East Anglian Classic Rally, winning by three seconds from Clive and Anji Martin (Ford Escort 1600 Sport), with Harvey Steele and Martin Pitt a further second back in their Volvo 140.

Crews were given much of the route one hour before starting. Steve Johnson/Henry Carr (Ford Escort RS) led the field away at 0900hrs and they were straight into a relatively easy-to-plot regularity section, which was won by Dave Leadbetter/Cath Woodman (BMW 2002) from Gareth Hockridge/Rob Henchoz (Volvo Amazon 121S).

Guest driver in the Motorsport News car, Martin Donnelly, was unlucky to puncture after just two controls and, with no pit crew and a jack drama, the crew lost five minutes.

Two tests at Thorpe Abbotts airfield followed with Isherwood/Procter taking the fastest time, one second better than Martyn Taylor/Amy Henchoz (Astra).

A short regulation using map references to the east of the airfield was won by the Volvo of Hockridge/Henchoz, one second better than Steele/Pitt.

The rally then moved back to Thorpe Abbotts for three more tests. James Griffiths/John Pearce (Mini 1275GT) were fastest from the Mini Cooper S of John Peterson/Ian Graham.

The Porsche 911 of Paul Hernaman/Crow retired here losing the electrics.

A final morning regulation was won by Isherwood/Procter and heralded the lunch halt. The top three at lunch were Isherwood/Procter from Taylor/Henchoz and Steele/Pitt.

A regulation D (using junctions and map features) was won by Isherwood/Procter from Taylor/Henchoz and that brought crews to two exciting parts of the rally.

Firstly they tackled the Larkshall tests, where Peterson/Graham (Mini) just beat the Escorts, and then Wretham Park. Although it was shorter than originally planned, it gave crews a chance to enjoy the loose surface. Griffiths/Pearce's Mini took fastest from Steele/Pitt.

The next regulation was won by Hockeridge/Henchoz.

In Wretham second time round, Steele/Pitt clipped 13 seconds off their earlier effort to take fastest time.

It was followed by a short regulation on private land, and a few crews wondered if the start was in the exact location shown, which meant a number took penalties for early arrival.

The final flourish to a very entertaining rally was a plot 'n' bash regulation from Thetford down to Bury St Edmonds, where Hockridge/Henchoz prevailed.

Results

East Anglian Classic Rally
1 Richard Isherwood/Ali Procter (VW Golf GTi) 1334 marks; 2 Clive Martin/Anji Martin (Escort 1600sport) 1337 marks; 3 Harvey Steele/Martin Pitt (Volvo 140); 4 Gareth Hockridge/Rob Henchoz (Volvo 121S); 5 Pete Johnson/Roger Bricknell (Golf GTi); 6 Dave Leadbetter/Cath Woodman (BMW 2002); 7 James Griffiths/John Pearce (Mini 1275GT); 8 Steve Johnson/Henry Carr (Escort RS); 9 John Peterson/Ian Graham (Mini Cooper S); 10 Ken Binstead/Sarah Binstead (MGB).
Classes: Expert: Martin/Martin (Escort 1600GT); **Novice:** Binstead/Binstead (MGB); **Beginners:** Clifton/Clifton (Saab).



Richard Isherwood and Ali Procter took their VW Golf to a narrow win in East Anglia

DIARY

Photos: Jack Young, Renault Sport



Young flew from Dublin to France



'Jacky Young' (see pass) enjoyed his victorious overseas adventure

JACK YOUNG HITS THE INTERNATIONAL HIGHS



Young dominated both of the events

How a Northern Irish teenager ripped up the Paul Ricard circuit. By Jack Young

Lewis Hamilton's French Grand Prix win last month was one of the most dominant performances of his Formula 1 career. But his 18.056-second winning margin was not the largest of all the races at Paul Ricard that weekend.

That honour instead went to Renault UK Clio Cup title contender Jack Young, who destroyed the opposition in two Clio Cup Open races – winning by 22.561s and 21.370s.

It wasn't the first success for Young at the venue, either. He had also triumphed in the Clio International Final contest last November.

But what was it like taking a convincing double win at an F1 event? Here's Young's diary of an incredible few days.

Wednesday, June 19

I flew out of Dublin straight to France on the Wednesday morning, with just my dad, brother and girlfriend Kerry. I was all hyped up ready to enjoy a few days off in the south of France before the Friday first practice as it had been busy in the run up to Croft with our announcement of the Eddie Stobart deal to sponsor me.

The plan was to just try and distract myself from the circus of the paddock and keep a cool head as I feel that's what works best for me. When we arrived in France, I was instantly blown away by the heat and I knew I was going to overheat in the car. That was a concern at that point for me.

Thursday, June 20

We helped the Eddie Stobart Racing team set up, took a nosey about and then laid back. I tried to stay away from the track as much as possible to be honest, because it can take energy away from you. I knew staying away would help me keep my head in the right place. We also spent some time planning the logistics of getting in each morning and how we would cope with all the traffic getting into the circuit early in the mornings. In the end, we hired mopeds and shuttled ourselves in on those each day. This way we could jump the queue.

Friday, June 21

We had an early start with briefing first thing in the morning which wasn't so hard as I was just so excited to get back out on the circuit in the free practice later that day. In practice, we came out 0.6s on top which for me was a massive confidence booster. This gave me a good feeling and settled any anxiety of what our pace would be like against the pack. It was unbelievable to see how many people were there and the amount of stuff going on up and down in the paddock. I still can't believe the numbers of people about the circuit on a Friday of a race weekend.

Saturday, June 22

We had another early 0400hrs start for qualifying on the Saturday, which was the part of the weekend where I felt myself getting tired and feeling worn out from the heat. Luckily Kerry was with me and she was getting me all hyped up and in the zone by playing music and saying the right things.

We went into qualifying with a plan of a tyre change in the middle, but my two times in that first run were taken off me for track limits infringements. So, after that tyre change, I had just eight minutes to get back out and register two qualifying times. That point I would have had to start 44th!

I kept my head and found a clear space on the track and just went for it, managing to qualify yet another 0.6s ahead of second place who was my team-mate Brett Lidsey.

After qualifying I knew if I could keep focused and in control, I would have a chance of winning the races. To do this I split as soon as I got in from qualifying and went straight back to the villa and slept until the first race that night. I emerged re-energised and ready to go. This helped me massively in terms of focusing on winning.

Race one came, and I thought back to race one in November [where Young won the International Trophy race] where I stalled on the line so this was something I needed to improve on and make sure it didn't happen again. I maxed out the revs and dropped the clutch and got a good start. The others behind me soon started to battle and I managed to extend my gap over the race to 22 seconds. I was so overwhelmed and couldn't believe it actually happened to me. I loved every lap of the race and had a right old grin behind the helmet.

The cheering and congratulations I received all weekend was on another level. Jackie Stewart was congratulating me on the podium, and when I came into parc ferme so many people were lined up clapping. It was crazy. We couldn't move for people coming up to us, and with some of the bosses from Eddie Stobart there, this was best thing we could ever have hoped for.

I tried not to let the first race make me complacent, so I settled down again that evening and went for a swim to cool off, had some food and was straight to bed for another 0400hrs start the next day. It was so intense once you got to the circuit, I knew I needed to get some down time.

Sunday, June 23

I woke up on the Sunday completely wrecked. I was running on empty feeling like I hadn't got much sleep and my energies were low. Everyone else also noticed this and made sure to keep an eye on me. I started drinking lots and lots of water to keep me hydrated for race two because I knew what lay ahead.

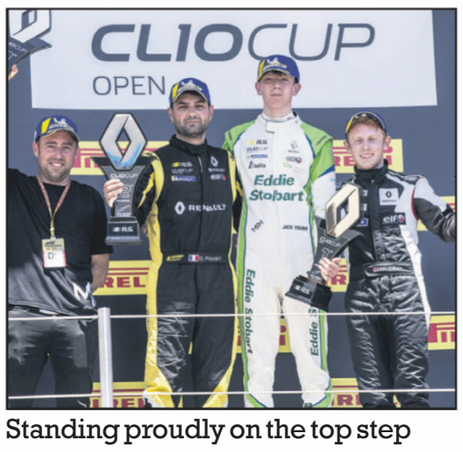
Before the race I did some warming up stretches and things so I could try and wake up and get the blood pumping around my body. I lined up for race two completely focused again and just had it in my head that I was going to do exactly the same as yesterday, max revs and dump the clutch. This start strategy got me away nice and cleanly and from there on every lap for me was a qualifying lap and I just kept pushing and pushing trying to put together the ultimate lap. I ended up beating my qualifying time by 0.1s on busted tyres and this was easily the stand out moment of the weekend for me. Hands down that feeling was unreal.

By the end I had built up the gap to second place to 21 seconds and brought it home. The feeling over the finish line was a surreal feeling – one that I find extremely difficult to explain and one I may never feel again, but hope I will.

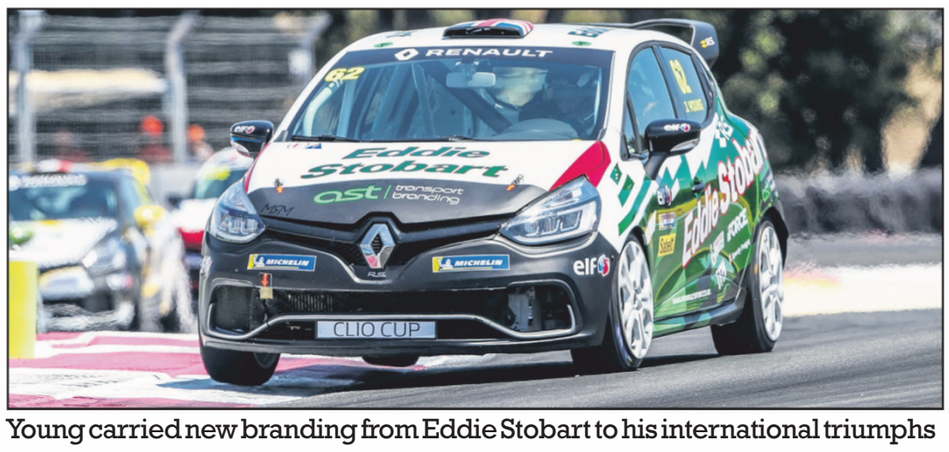
Racing in front of the F1 paddock was something very special indeed and I am still getting people congratulating me on the double win. News travelled very fast and I was blown away by the messages from people in motorsport that I didn't even know had my details. We've had so many things come out of the weekend already and I am satisfied I did my job.

On Sunday night, we had a celebration party before travelling back to Dublin on the Monday again. This was well deserved for the team and I am thankful for all the family and friends that were there who came together to make a brilliant and once in a lifetime experience. I can't wait to go back again very soon. ■


Young had to battle the serious heat



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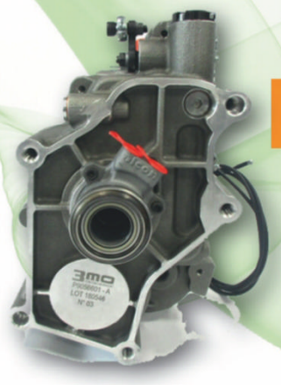
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SPORTING SCENE

Projekt E test car ready to run this month

Testing of the first electric car for the Projekt E series will begin this month.

The electric class, which will form part of World RX events next year, has been confirmed as going ahead by series promoter IMG following recent news from the World Motor Sport Council that plans remain underway to introduce electric cars to the top level from 2021.

Branding the concept as an "electric development series", running at selected European rounds of the calendar, IMG says the "underlying aim of Projekt E is to evaluate electric racecars in a World RX environment in accordance with the roadmap for electrification of the World RX which was recently ratified by the FIA World Motor Sport Council."

Manfred Stohl's STARD firm revealed in May that it will produce the electric powertrain kits to convert Supercars to Projekt E specification.

Hansen and Heikkinen share Titans wins

The first weekend of the new Titans RX Europe rallycross series was held at Essay in France, where Toomas Heikkinen and World RX points leader Timmy Hansen took a victory each in the double-header event.

Racing the new Pantera RX6 machines, Heikkinen and Hansen both qualified top in the Intermediate Classification, won their semi-finals and dominated the finals on the way to their respective victories.



Heikkinen was a winner

A battle ensued behind for the podium places. In round one on Saturday, Kevin Hansen passed Jerome Grosset-Janin during the final to finish second.

As Timmy Hansen won round two on Sunday, Kevin Hansen was pushed off the circuit at the second corner of the race and cut across the grass. He returned to the track and battled Craig Breen for position, the Irishman having travelled to the event after his Ypres Rally win on Saturday.

Kevin Hansen sealed second with Heikkinen third. The Finn leads the points ahead of the second weekend of the series at Lydden Hill on July 27-28.



Gronholm Jr has been a winner

Photos: fiaworldrallycross.com, Trevor Coulson, Colin Casserley



GRX runs the Hyundai i20 in World RX

CRUNCH TIME AS GRONHOLM SETS OUT WORLD RX FUTURE

Former WRC title winner in talks to embrace an electric RX programme

By Hal Ridge

The future of Marcus Gronholm's GRX World Rallycross squad will be decided next month.

The team, which runs Hyundai i20 Supercars in the series, is second in the teams' standings, 18 points behind leader Team Hansen MJP.

GRX is operated by multiple European Championship-winning team Set Promotion. Gronholm will sit down with Set boss and GRX team manager Jussi Pinomaki next month to make a decision on the future of the squad.

"We [will] decide with Jussi at the beginning of August," Gronholm told MN. "We must know something [of] what we are going to do and to not be in the situation again in November or December that we don't know [the future]."

Asked if those plans include forming a longer term strategy in World RX, Gronholm continued: "That's the idea. Jussi wants to know what is going on. Timur [Timerzyanov, driver alongside Niclas Gronholm] is doing OK and I think he is happy to continue somehow. He is important for us as well and he is quick on the track and happy, so that's good."

Having made no secret of his desire to attract manufacturer support for the programme, Gronholm hopes the revised plans for World RX to introduce electric cars in 2021 will help that cause.

"Let's see," he said when asked about fielding electric cars in the series. "I hope we could get Hyundai in somehow when electric is coming in, that's my only hope otherwise it's difficult. I know they are interested in electric [racing], but first they have to finish the [WRC] rally [programme] to win the manufacturer title, and I really hope that they do it, then maybe it will be easier to discuss [our future]."

BTRDA CLUBMANS RALLYCROSS CHAMPIONSHIP

LING PICKS UP THE PIECES AT BLYTON

BTRDA Clubmans Rallycross

By Hal Ridge

Organiser: MDA / BTRDA **When:** June 30 **Where:** Blyton Park, Lincolnshire **Starters:** 52

The BTRDA Clubmans Rallycross Championship returned to Blyton Park in Lincolnshire for the fourth round of the season where it was Ford Fiesta campaigner Fred Ling who claimed victory in the Super Modified A final.

Irish visitor Padraig Leeson qualified on pole position in the headline two-wheel-drive category and led from the start in his Vauxhall Corsa, only to be slowed by a puncture in the latter half of the race and drop down the order.

Compatriot Patrick Ryan inherited the advantage for a single tour before being passed by Ling for victory.

Round one winner Todd Crooks overcame driveshaft issues that hampered two of his qualifying races to make it into the A final via B final victory and finish third in the main event, while Allan Tapscott and Leonardo Lyon were fourth and fifth. Leigh-Anne Sedgwick and Kenny Hall both suffered driveshaft failures.

In the **Production** category, Renault Clio racer Dom Booth qualified on pole alongside Honda Civic driver Nathan Jones, but it was second-row starter Dale Ford who had the best launch and led after the Turn 1 shuffle played out.

Hounded by Jones throughout the encounter, Ford held on to claimed victory while Booth also dropped behind former champion James Orton in the battle for the final podium position. Juozas Meskauskas won the B final and finished sixth.

James Constantine qualified on pole position for the **Junior** A final but it was fellow front-row starter Alfie Jeakins with a Nissan Micra who made the best start and led the race to the finish flag. He was, however, deemed to have jumped the start and was handed a five-second penalty, giving victory to reigning BTRDA Gold Star champion Luke Constantine. Ben Sayer finished second while James Constantine made it a Suzuki Swift podium lock-out. Amy Baines won the B final with her Vauxhall Corsa and finished sixth, behind Jeakins and Max Langmaid.

Mike Grant, son of British Supercar racer Andy, set the fastest time of the entire field in free practice before qualifying his Ford Fiesta on pole position for the **Classic** final. It was, though, the rear-wheel-drive Toyota MR2 of Marc Jones that led away from the start, chased by Grant. The pole-starter retired with gearbox failure at the end of the first tour. Leader Jones was then later slowed by engine problems and dropped to fifth, as Vincent Bristow slid his BMW 318 to victory ahead of David Ewin's rear-wheel-drive Fiesta and David Martin's front-wheel-drive Peugeot 205.

James Phillips won the two-car **Production 4x4** final with ease, finishing over 19 seconds ahead of the similar Subaru Impreza of Christopher Baker.

Result

Result of A finals (all five laps)
Super Modified: 1 Fred Ling (Ford Fiesta); 2 Patrick Ryan (Vauxhall Nova) +0.582s; 3 Todd Crooks (BMW Mini); 4 Allan Tapscott (Vauxhall Corsa); 5 Leonardo Lyon (Peugeot 206); 6 Padraig Leeson (Vauxhall Corsa).
Production: 1 Dale Ford (Citroen Saxo); 2 Nathan Jones (Honda Civic) +0.808s; 3 James Orton (Peugeot 106); 4 Dom Booth (Renault Clio); 5 Dale Riches (Citroen C2); 6 Juozas Meskauskas (Citroen C2).
Junior: 1 Luke Constantine (Suzuki Swift); 2 Ben Sayer (Suzuki Swift) +1.101s; 3 James Constantine (Suzuki Swift); 4 Alfie Jeakins (Nissan Micra); 5 Max Langmaid (Suzuki Swift); 6 Amy Baines (Vauxhall Corsa).
Classic: 1 Vincent Bristow (BMW 318); 2 David Ewin (Ford Fiesta) +7.844s; 3 David Martin (Peugeot 205); 4 Ian Clark (Rover Mini); 5 Marc Jones (Toyota MR2); 6 Mike Grant (Ford Fiesta).
Production 4x4: 1 James Phillips (Subaru Impreza); 2 Christopher Baker (Subaru Impreza) +19.681s; no other starters.



Fred Ling outlasted two rivals to take Super Modified glory



Production win was taken by Dale Ford under pressure

BriSCA F1



Roberts held on for glory

ROBERTS LEAVES IT LATE TO QUALIFY

BriSCA F1

By Colin Casserley

Organiser: Startrax **When:** June 30 **Where:** Belle Vue, Manchester **Starters:** 36.

Before the last World Championship qualifying round at Belle Vue on Sunday, Karl Roberts was 63rd in the points list. A heat and final double earned him enough points to make the top 48 drivers who go through to the semi-finals to be held at Sheffield and Buxton in August.

Sam Jacklin grabbed the lead from the drop of the green with Terry Hawkins and Roberts behind. As the trio exchanged places, seemingly on every turn, Will Hunter was slicing his way through the field and gaining on the leaders.

As Hunter got within striking distance, he was involved in a tangle with Sam Makim which damaged Hunter's front end and forced him out of the race. Makim rolled his machine.

On the restart, Roberts punted Hawkins wide and held on for the victory. Mark Gilbank came from the pack to claim second while Craig Finnikin barged his way into third on the final turn.

Roberts said: "It was a great race between me, Hawkins and Jacklin at the start and, after the restart, I had to make my move. The car felt good and it was a case of not making any mistakes, I could see Gilbank in my mirror but I just needed to focus on what I was doing and not let him catch me."

Second-placed man Gilbank, who was making a rare appearance at Belle Vue, said afterwards: "My car was good at the start of the race when the track was wet, but when it dried out I just didn't have the same drive out of the corners, but it is not a bad result considering I don't race here often and it is a few more qualifying points. Credit to Roberts though, he drove a great race."

Frankie Wainman Jr tops the points chart and has earned the right to choose which semi-final he will start in. At present he has yet to make that decision.

Result

1 Karl Roberts; 2 Mark Gilbank; 3 Craig Finnikin; 4 Frankie Wainman Jr; 5 Mat Newson; 6 Terry Hawkins; 7 Billy Johnson; 8 John Lund; 9 Danny Wainman; 10 Liam Gilbank.

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MN SAYS...

Verstappen shows how it can be done

Dutchman rises to the occasion in front of his 'home' fans at the Red Bull Ring



Finally. Motorsport News's Art Editor has been forced to cough up. His prediction that Mercedes-Benz would win every grand prix this season has failed, and he has had to hand over a crisp £10 note to the editor of our sister title Autosport, Kevin Turner.

Was Stokoe being pessimistic? Very much so. While Mercedes has, clearly, the fastest car in Formula 1 and has dominated the opening races, it is not impregnable. Max Verstappen and Red Bull proved that at the Red Bull Ring, and they were forced to do it the hard way: from eighth place on the opening lap after a disastrous getaway from the Dutchman. There *is* life in F1 after all.

It showed that when F1 works, it can provide exciting grands prix and that will be music to the ears of the bosses of Silverstone, who might well now expect a few more numbers through the gate in a couple of weeks' time. Taking Lewis Hamilton's car woes out of the equation, Valtteri Bottas was beaten in a fair fight to the third step of the podium. Younger drivers Verstappen and Charles Leclerc are able to put them in the shade.

It all adds up to a lip-smacking potential for the next fight at Silverstone.

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



A Triumph at flat chat at the recent Red Kite Stages, with the picture taken by Ben Lawrence, aged nine, son of our Historics editor Paul



Rally van Wervik drama in Belgium, taken by Bert Verstraete



Madeline Harbey enjoyed a trip to the Nurburgring 24 Hours



The Lake District Classic Rally, taken by Anthony North



Close Class 3 Autograss machines, taken by William Banks



A cloudburst of F3 cars at Donington Park, from Graham Lomax



Bob Sketchley snapped this damaged Mercedes at Le Mans



Gary Hill caught this wood-effect Citroen 2V at Brands Hatch



Close GT action from Le Mans, another from Bob Sketchley

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE



Vettel took a popular victory for Toro Rosso at the 2008 Italian Grand Prix

Catch a season review of the 2018/19 **World Endurance Championship** superseason, which culminated in the Le Mans 24 Hours last month (Thursday, 2000-02100hrs, BT Sport 1).

Toyota and Fernando Alonso may have dominated the LMP1 class, but there were still plenty of battles throughout the rest of the eclectic field.

Travel back in time with **F1 Classic Races** to the 2008 Italian Grand Prix where a 21-year-old Sebastian Vettel took his maiden victory at the wheel of a Toro Rosso in treacherous conditions (Friday, 2100-2300hrs, Sky Sports F1).

And finally, catch all the thrills and spills from the latest **British Touring Car Championship** round from Oulton Park (Saturday, 0755-0930hrs, ITV4)

Colin Turkington and team-mate Andrew Jordan were the class of the field in their BMWs, but that didn't mean there wasn't controversy.

LIVE TV

Australian Supercars: Townsville

■ **Race 1:** Saturday, 0645-0900hrs, BT Sport 3
■ **Race 2:** Sunday, 0645-0900hrs, BT Sport 3

DTM: Norisring

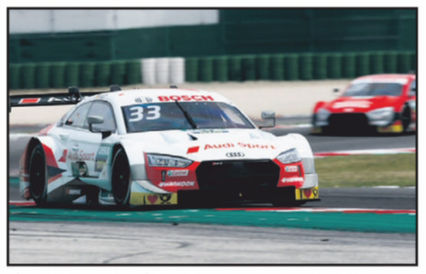
■ **Race 1:** Saturday, 1215-1345hrs, Freesports
■ **Race 2:** Sunday, 1515-1630hrs, Freesports (delayed highlights)

Euroformula Open: Hungaroring

■ **Race 1:** Saturday, 1345-1445hrs, BT Sport ESPN
■ **Race 2:** Sunday, 1145-1245hrs, BT Sport ESPN

W Series: Norisring

■ **Race:** Saturday, 1445-1600hrs, Channel 4



Rast leads DTM points standing

WTCR: Vila Real

■ **Race 1:** Saturday, 1515-1600hrs, Eurosport 2
■ **Race 3:** Sunday, 1630-1800hrs, Eurosport 1

NASCAR: Daytona

■ **Race:** Sunday, 0000hrs, Premier Sports 1

World Rallycross: Holjes

■ **Final:** Sunday, 1300-1500hrs, Freesports/BT Sport 1

LISTINGS

RACING

SATURDAY

■ **Snetterton, Norfolk**
750MC meeting: 5 Club MX-5, 116 Trophy, Formula Vee, Type-R, Toyota MR2, RGB Sports 1000, Bernie's Sports Racing and V8s **Starts** racing from TBA (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Oulton Park, Cheshire**
MSVR meeting: Sports 2000, Jack Fairman Cup/XKs, Intermarque/Aston GT4/GT Challenge, Pre-War Team Challenge, **Starts** racing from 1145hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

■ **Castle Combe, Wilts**



BMW Compacts will be racing

CCRC meeting: Formula Ford, Saloons, BCV8, Monoposto, Classic Touring Cars, Hot Hatch, GT, MGOC, Big Weekend Challenge **Starts** Saturday, racing from 1250hrs (qualifying from 0830hrs) Sunday, racing from 0925hrs (qualifying from 0830hrs) **Admission** adult £20, child free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

■ **Brands Hatch, Kent**
Deutsche Fest: FF1600, Porsche Club, VW Cup, Production BMW, Racing Saloons, Z Cars, BMW Car Club, Porsches **Starts** Saturday, racing from 1140hrs (qualifying from 0900hrs) Sunday, racing from 1120hrs (qualifying from 1000hrs) **Admission** adult £20, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Croft, NYorks**
BRSCC meeting: TCR UK/Touring Car Trophy, Porsche, Mazda MX-5 Super Cup, BMW Compact, Alfa Romeo, Civic Cup, Northern Saloon & Sportscars **Starts** Saturday, racing from 1350hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs **Admission** adult £18, under 16 free **Web** croftcircuit.co.uk **Contact** 01325 721815

RALLY

SATURDAY

■ **Loughgall Country Park, County Armagh**
Rainbow Communications Loughgall Country Park Rally
Starts 0931hrs
Admission TBA
Web namcc.com

SPORTING SCENE

THURSDAY-SUNDAY

■ **Goodwood, West Sussex**
Goowood Festival of Speed
Starts 0830hrs
Admission see website for full availability
Web goodwood.com

SATURDAY

■ **Barbon Manor, Lanc**
British Hillclimb
Starts 0930hrs
Admission adult £8, under 14 free
Web britishhillclimb.co.uk

SATURDAY/SUNDAY

■ **Ipswich, Suffolk**
Spedeweekend World Final
Starts 0930hrs
Admission adults £35, child 5-14 £20
Web spedeworth.co.uk

SUNDAY

■ **Harewood, NYorks**
British Hillclimb
Starts 0900hrs
Admission adult £10, under 14 free
Web britishhillclimb.co.uk

Details correct at time of press

NEXT WEEK

OUT WEDNESDAY, JULY 10



GOODWOOD FESTIVAL OF SPEED 2019

THE STARS AND CARS COME OUT FOR FAMOUS HILLCLIMB

SPEDEWEEKEND WORLD FINAL

WHO WILL COME OUT ON TOP?

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MOTORSPORT NEWS

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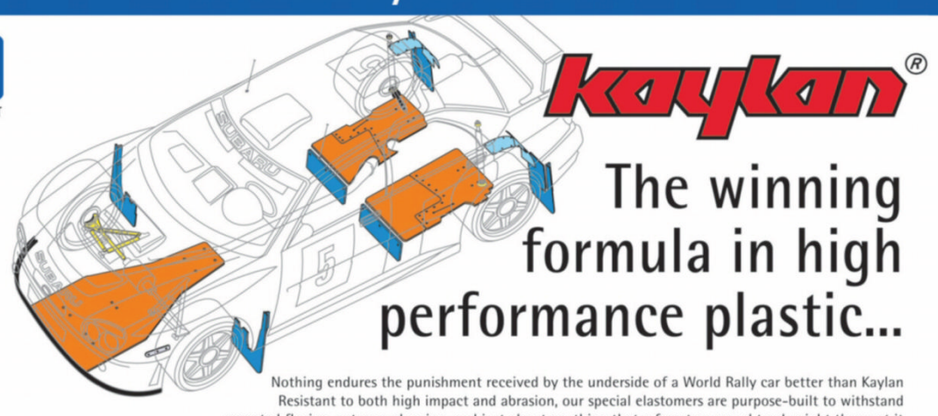
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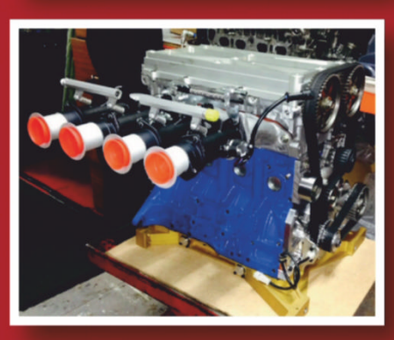
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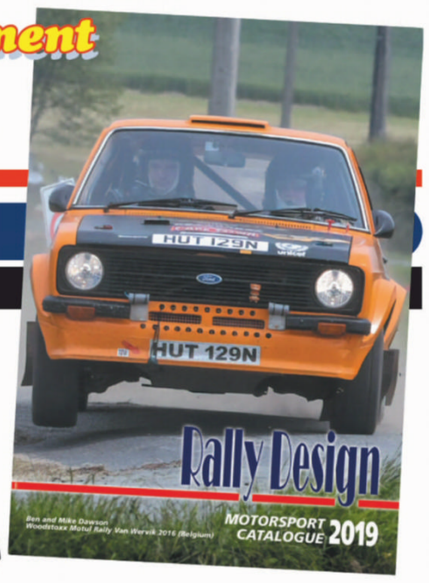
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SPARES		
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Motorsport plate kit	£83.90	£100.68
Wavy plate	each £16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1	£251.80	£302.16



Atlas axle casing, thick tube, double pinned & breather	£198.60	£238.32
Pig's head only	£165.00	£198.00
Axle end stubs, R/H & L/H thread	pair £49.90	£59.88
Axle locking rings, R/H & L/H thread	pair £21.90	£26.28
Locking ring adjustment tool	£25.50	£30.60
Caliper mount brackets, suit AP	pair £29.50	£35.40



Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts	pair £218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)	£328.60	£394.38
Flange to suit F/F hub kit	£49.50	£59.40
SPARES		
Studs	each5.90	£7.08
Seal pack	pack z£13.90	£16.68
Bearing, top quality	each £38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each £77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each £82.50	£99.00

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



266 x 21 'Forest' type discs	pair £159.00	£190.80
FBL 002 disc bells	pair £51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each £59.50	£71.40

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English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)	£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)	£395.80	£474.96
Spare plate kit	£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)	£32.50	£39.00
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Crush washer	£5.90	£7.08
Crown wheel bearing	£9.90	£11.88
Pinion bearing	£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth	£443.80	£532.56
English axle weld-on brace ring	£39.90	£47.88
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SPARES		
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Bearing '4340'	£48.90	£59.76
Halfshaft, suit semi-floating kit	£77.50	£93.00
Flange, not semi-floating, suit std. axle	£59.50	£71.40
Flange, Group 1 type	£59.50	£71.40
Brake disc, 265 x 10	each £34.50	£41.40

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Wilwood proportioning valve, knob		£42.50	£51.00
Wilwood proprtioning valve, lever		£57.50	£69.00
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	7x13	£76.00	£91.20
	8x13	£87.50	£105.00
	8x15	£99.00	£118.80

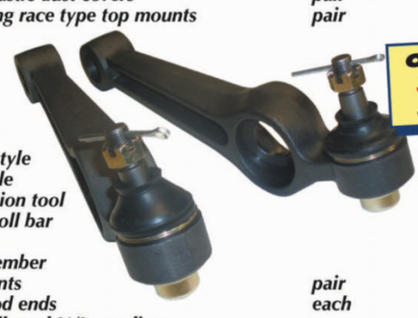


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1.9" & 2.25" coil springs, 20,000 in stock!		from £15.90	£19.08
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Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
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	RH 2:4 ratio	£139.50	£167.40
	LH 2:4 ratio	£149.50	£179.40



H/duty quick steering racks	RH 2:4 ratio	£174.50	£209.40
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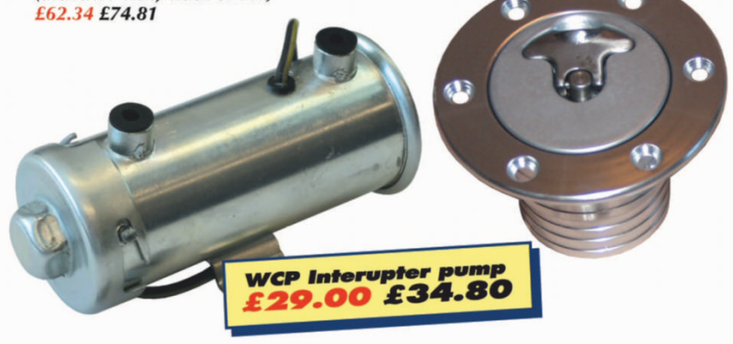
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X-Flow ally radiator	£179.60	£215.52
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M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20, pair £39.00 £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
14" or 17" rear view mirror	£14.90	£17.88

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

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Caterham 1.6 Supersport	£800.00	£650.00	£500.00
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