

# SENSATIONAL SPANISH GRAND PRIX

THE VOICE OF BRITISH MOTORSPORT

## MOTORSPORT NEWS

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# VERSTAPPEN WINS IT...



# ...AS MERCEDES BINS IT

F1's new star takes first victory as Hamilton and Rosberg crash out



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**MOTORSPORT NEWS** ISSUE **KT3027** MAY 18 2016

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**IN THIS ISSUE**

**RICCIARDO QUESTIONS  
RED BULL STRATEGY**

**P8**

**STONEMAN TAKES  
FIRST INDY WIN**

**P9**



**GB AND CIRCUIT COULD  
ROTATE FOR  
WRC SPOT**



**P16**

**RENAULT CLIO  
CUP REMAINS A  
BRITISH STAPLE AT  
25 YEARS OF AGE**

**P22**



**SHARROCK IS  
FIRST MN  
RALLY  
CHAMPION**



**P30**

Spanish Grand Prix report	4	Sporting Scene	33
Historic race and rally news	15	<b>SUBSCRIBE TO MOTORSPORT NEWS</b>	<b>33</b>
Rally news	16	Letters/Comment/What's On	34
History of the Clio Cup at 25	22	Classifieds	36
Racing reports	24	Wanted: More exciting F1 races like the	
BTRDA Plains Rally report	28	Spanish GP...	
MN Circuit Rally: Snetterton	30		
Rally TV streaming feature	31		
World Rallycross: Mettet, Belgium	32		



**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35**



Both Mercedes ended up in the gravel after collision



**By Stephen Lickerish**

**Mercedes motorsport boss Toto Wolff says the team's drivers Lewis Hamilton and Nico Rosberg will still be allowed to race each other despite the most significant collision yet between the pair at last weekend's Spanish Grand Prix.**

The Mercedes duo crashed on the first lap on the run out of Turn 3 at Barcelona, leaving both of them out of the race.

It was the first time since 2011 both Mercedes have retired from a race, and the last time neither

of the German manufacturer's drivers were on the podium was last season's Singapore GP.

It is the latest in a series of clashes between the pair in recent years, but Wolff insists the team won't change its policy of letting the duo battle on track.

"By continuing with the approach of letting them race it was clear that eventually this could happen," he said. "And we will continue to let them race."

"Today was just a couple of unfortunate coincidences that ended up in us losing as a team."

Hamilton started the race from pole, but made a poor start and Rosberg was able to pass him around the outside of Turn 1. But the German then slowed through Turn 3 - after he was allegedly in the wrong engine setting - allowing Hamilton to get a run on him out of the corner.

Rosberg attempted to defend from his team-mate, but with Hamilton already committed to the inside Lewis was forced onto the grass. Hamilton then lost control and speared into the other

Mercedes leaving them both out of the race.

"Coming out of Turn 3 I noticed I was down on engine power, which in hindsight is because I was in an incorrect mode," said Rosberg.

"The way for me to get more engine power is from my overtake button. You will see from the onboard I was pushing that, and I don't need to look where that is because I use it very, very often and I know where it is."

"I saw Lewis closing in, and as soon as I could I closed the door. I covered the inside with a clear, strong move to make sure he understood there would not be space there."

"I was well aware of where he was at all times. I was very surprised he went for it anyway, and that's it, we both ended up in the gravel."

"For us both to end up in the gravel trap is the worst possible thing for the guys, so I'm gutted for everybody."

Hamilton added: "I was gaining on him at a fairly decent pace. I could see that I had a better run



Merc bosses unimpressed



# HEADLINE NEWS

Photos: LAT

## Hamilton and Rosberg crash out on first lap

# MERC DRIVERS CAN STILL RACE EACH OTHER



Hamilton lost control and ploughed into his team-mate

through the corner. He didn't have the power.

"Where he positioned the car was a car width to the right of the racing line. At the speed I was catching him, I had to decide whether to go left – which was a small gap – or right.

"The inside line is always the line you'd go for and it was a much bigger gap, so I went for it.

"I got there and I had part of my wing and part of my wheel alongside, within the white line. Then obviously that gap diminished pretty quickly.

"But it wasn't a case of the door was closed and I decided to go across the grass. I saw a gap and I went for it, and that's what racing drivers do.

"The feeling I have is just disappointment for the team. What's important is we just go to the next race and try to make sure it doesn't happen again."

Wolff refused to apportion blame to either driver. "When we looked at the incident, and there are people in the team with racing experience and an opinion,

the opinion differed between all of us," he said.

"What I take home is that it was an incident that could've been avoided by both sides. It's so difficult to really attribute percentages of blame.

"It was definitely lesson enough. It's painful for them to see that we have lost what could have been a great result."

However, Mercedes non-executive chairman Niki Lauda was less diplomatic, blaming Hamilton for the crash.

"It's very simple for me," he said. "It was a miscalculation in Lewis's head, I blame him more than Nico.

"But for the team and for Mercedes it is unacceptable.

"Lewis was too aggressive to pass him and why should Nico give him room? He was in the lead. It is completely unnecessary and for me the disaster is that all Mercedes are out after two corners."

The stewards investigated the incident after the race, but deemed it to be a racing incident.



Clash was considered to be a racing incident

### F1 RACING'S EDITOR

## ANTHONY ROWLINSON

"Was Rosberg distracted for a millisecond?"



**T**he question is...Why? Why was Nico Rosberg in the wrong engine mode at the start of the Spanish GP, forcing him to make what appeared to be an adjustment as he exited the high-speed Turn 3, having felt his power unit go into 'harvest mode'?

As *MN* left the Circuit de Catalunya, Mercedes had no answer to this question, and were conducting a technical investigation to try to find one. But what *is* known is this: Nico, from P2, once again got the better of the start over poleman Hamilton and passed Lewis around the outside of Turn 1, making the move stick through T2 and into T3.

Then came trouble. Rosberg's engine was "down on K power" according to Mercedes, leaving him about 160bhp short of the full quota as he exited T3. The power loss resulted in a speed differential of approximately 16km/h (10mph) between Rosberg and a closing Hamilton. Lewis, alert to an imminent passing opportunity, was further encouraged by the flashing of the red rear light on Rosberg's W07 Hybrid – an external indication of his PU having entered 'harvest mode'. This was happening in the heat of a first-lap battle, at around 150mph, in split seconds on the approach to Turn 4.

Hamilton, seeing Rosberg's car had a problem, moved to the right to line up an inside pass on Nico. As his Merc began to pass Rosberg's, Nico was making adjustments with his left hand to a steering wheel control. He initially stated that he was "pressing the overtaking button on the top left of the steering wheel". "I know where it is without looking," he said. "It wasn't a distraction."

But a differing analysis came from Anthony Davidson, who is employed as a Mercedes simulator driver and who is therefore intimately acquainted with the car's cockpit controls. He suggested to *MN* that Rosberg was in fact attempting to switch engine modes, to release it from a 'harvest' setting and was doing this at the very moment he came under attack from Hamilton. Rosberg later hinted this was correct.

Could he therefore have been distracted for a millisecond, just when he needed to defend himself from Hamilton at a corner not regularly used for overtaking?

"There was no surprise," Rosberg insisted. "It was a normal battle. I was well aware where Lewis was. I moved over as early as possible in a very clear strong manner, to make sure that he didn't go up the inside."

By this time, however, it was too late. Sensing a gap, Lewis followed his racer's instinct and went for it. But Nico's defence edged Hamilton onto the trackside grass and beyond the point of no return. Lewis spun out of control and into Rosberg, eliminating both cars from a race they were likely to have dominated.

A stewards' enquiry followed but no action was taken against either driver – the shunt having been deemed a "racing incident".

That may close the matter as far as the FIA is concerned, but at Mercedes, an already simmering intra-team battle just got turned up to 11.





# SPANISH GP REPORT



BY ANTHONY ROWLINSON

Red Bull's new racer took a remarkable win as Mercedes self-destructed

# VERSTAPPEN'S FUTURE ARRIVES EARLY



Verstappen: F1's youngest winner

**T**his was an unforgettable Spanish Grand Prix, where an emergent superstar, Max Verstappen, claimed a landmark victory for youth. And there was so much more. Fratricide at Mercedes, an epic tussle between Red Bull and Ferrari, paddock theatre as the big bosses of all three arrived to add a twist of pressure to their already highly strung teams... The 2016 Spanish GP had it all.

## Qualifying

It was 'one of those days'. One of those days that will be noted and referred back to as the F1 decades pass by – that May 14 when Max Verstappen confirmed beyond any doubt that he belongs among the grand prix elite.

He qualified fourth for Red Bull Racing on his team debut, just 24 races into his career, still aged only 18. More than that bare stat, though, it was the manner of his qualifying session that marked him out as someone we'll be

watching – and writing about – perhaps for the next 20 years. With six minutes of the session remaining he turned in a 1m23.087s lap that placed him P2, behind only Nico Rosberg in the hitherto dominant Mercedes W07 Hybrid. That gave Max a provisional front row start, in a car he hadn't driven until the day before and with which he initially struggled to feel comfortable.

In the wake of the minutely discussed seat swap between Max and the demoted (to Toro Rosso) Daniil Kvyat, Verstappen had only the Spanish weekend's free practice sessions in which to acclimatise to the RB12 – a machine with considerably more downforce than his former steed, the STR11. His early practice laps were noticeably 'darty', as he explored a chassis nailed to the Tarmac and capable of reacting with extreme alacrity to his commands.

Kvyat, by contrast, found himself seeking grip that simply wasn't there and missed multiple braking points on an unwished-for journey of discovery into his new car's limits.

As Max returned to his 'looks familiar' garage after his stellar tour, we were left to wonder if we might be about to witness the first F1 front row for a teenager; only Lewis Hamilton – who had blown his first Q3 run with a lock-up at T10 – and Verstappen's team-mate Daniel Ricciardo seemed capable of demoting him.

Hamilton went first, aiming to redeem his earlier error, and he set about creating a soft-compound stunner. His pole time of 1m22.000s was nearly three-tenths faster than Rosberg's provisional pole time and

showed the true measure of what this man and machine are capable of when properly hooked up, free of mechanical trauma.

A beaming Hamilton explained later that he knew a 'Hammer Time' like this had been possible even during his botched first run: "Nico was incredibly strong as you can see," he said, "so there were areas where I knew I needed to pick up and that was really what I was trying to do – and in Turn 10 a little bit too much. When I came in I was just laughing, believe it or not, because the lap had [otherwise] been so good. Between those runs I was just giggling thinking 'it was such a good lap'. It would easily have been pole."

In the event, his second attempt set the mark, giving Hamilton his 51st pole as he inches ever close to the standards of Ayrton Senna (65) and Michael Schumacher (68).

Just as impressive was the qualifying bomb dropped by Ricciardo to take third with his 1m22.680s, making him the only non-Mercedes driver in the 22s. As with Hamilton, this had been a run he *had* to get right as he had only one set of softs with which to set the time. Revelling in the traction, downforce and balance offered by his RB12, and doubtless even more than usually determined to set a time ahead of his 'hot' young team-mate, he cheered with satisfaction as he crossed the line.

He knew he'd driven a blinder. "I never doubted myself but I did leave it pretty late," he said. "It could be interesting at Monaco in a couple of weeks. Hopefully we'll be even closer."

A brilliant Q3 finale then, with three out of four exceptional performances across the front two rows. Next came the Ferrari pair, with Kimi Raikkonen atypically ahead of Sebastian Vettel, but neither looking as competitive as they had throughout free practice. Around the long, climbing, right-hand swoop of T3, the SF16-H was a twitchy handful and left both drivers unable to explain the loss of competitiveness. "It was a surprise to us as it was to you," Vettel said. "I don't think it was a general lack of speed – we proved in all sessions that we were quite competitive but the car was not behaving similarly to what we'd had all weekend. There was an overall lack of grip."

Four cars over the next four places showed just how tight the tussle is becoming for next-best honours. It was no surprise to see Valtteri Bottas leading the gaggle in P7, nor for Carlos Sainz and Sergio Perez to crack the top 10 for Toro Rosso and Force India. But Fernando Alonso's P10 for McLaren-Honda was a sure sign of a team on the move.

McLaren's last Q3 foray was in Abu Dhabi, 2014, where Jenson Button and Kevin Magnussen placed sixth and ninth. Just ahead of Button that day was a Toro Rosso hot-shot called Daniil Kvyat, in P5, equalling what was then his best-ever qualifying position. Being top Red Bull man on the day wasn't a bad way to conclude his rookie season. As Kvyat surveyed the Barcelona timesheets, and found his name against 'P13', driving for a team he thought he'd left,

he must surely have wondered where it had all gone wrong.

## Race

Verstappen has Rosberg's left hand to thank for making him the youngest ever winner of a Formula 1 grand prix. For it was with this hand that Nico was attempting to make some kind of engine adjustment just as Lewis Hamilton launched an opportunist attacking move into Turn 4, on lap one of the Spanish Grand Prix. Quite what Rosberg was doing, whether or not he was distracted by having to make the adjustment and why his engine mode was anyway incorrect, are points explored elsewhere (*see column, page 3*). But whatever the cause and effect, the resulting shunt between Rosberg and Hamilton that wiped out both Mercedes, cleared the way for a fierce Ferrari-Red Bull clash that was ultimately resolved in Verstappen's favour.

In winning the 2016 edition of the race, he lowered the 'youngest ever winner' mark to an almost unfeasible level. At just 18 years and 227 days old, he blitzed the previous record of Sebastian Vettel, who famously won the 2008 Italian GP for Toro Rosso, aged 21 and 73 days. A 10-year old Verstappen was likely watching that grand prix, confidently expecting to one day be doing something similar. Maybe not *quite* so soon, however.

This win, like his stunning qualifying performance a day earlier, has now been perma-etched into the F1 annals, as a reference point for all future reporting of what must surely



Bottas was best of the rest in fifth



'Ferrari lost a race it probably should have won'  
Our surprise Wooden Spoon winner, p7



# ROUND 05

Photos: LAT



First double retirement for Mercedes since 2011



Ricciardo and Vettel battled hard, but three-stop strategies put them both behind their team-mates

become an epochal career. In 20 years' time, aged 38, Verstappen could easily remain fit enough to be a frontline grand prix driver. Who knows how many race wins, titles and millions he'll have earned by then?

There was a degree of good fortune about Verstappen's victory, although that should not detract from the scale of his achievement; nor is it a comment on the flawless, utterly composed manner of his performance. He benefited, as already noted, from the retirement of two faster Mercedes. He also had the advantage of being left on a two-stop strategy (soft-medium-medium), while his marginally quicker team-mate Ricciardo ran a nominal three-stopper: soft-medium-soft-medium (there was an additional lap 65 stop after a late-race tyre failure, but this had nothing to do with race strategy).

Max, though, was always in the mix and proved himself well capable of resisting heavy late-race pressure from Raikkonen, whose SF16-H was quicker 'down the chute' and allowed him to close to within a car length of Verstappen's RB12 at T1 for most of the last third of the race. Max was too cute for that: he used the RB12's better traction and balance on Turns 2 through 16 to draw away around the lap and prevent Kimi from leaving the last corner close enough to mount a successful main straight pass. Had Raikkonen been able to get ahead, he would likely have pulled away, but unable to pass, he remained bottled up. It was a classic chassis-versus-power confrontation, neatly also being played

out between the oldest and youngest drivers. "I raced against his dad in F1," joked Kimi later.

So much speed and composure in one so young; phenomenal, in the truest sense of the word. And Verstappen made it all seem so easy, so matter-of-fact. Facing the press post race, there were wide smiles, of course, and talk of "surprise". Yet the overwhelming impression was of a young man who was simply fulfilling the destiny that had been charted since his F1 driver dad hooked up with his karting champ mum. "On the last laps I got a bit of cramp," he said. "I was getting very excited with 10 laps to go, when I started to watch the pitboard. But then I stopped so that I could just focus on the tyres and bring it home. A great feeling. I absolutely didn't expect this."

The noise and fuss of his elevation to the senior Red Bull team, at the expense of the demoted Kvyat - himself a podium finisher only a few weeks ago - had forever been erased.

Only marginally less compelling than the tussle up front was the furious battle that raged almost race-long between Ricciardo and Vettel.

Ricciardo led early (and would lead 30 laps in total), sprinting away at the head of a Red Bull train that included Verstappen and Carlos Sainz - up to third after the early-race yellows prompted by the Mercs' self-destruction. The Ferraris were faster, though, and by lap 10 a clear Red Bull-Ferrari running order had been established that looked likely to parlay into a top-four result of Ricciardo, Verstappen, Vettel, Raikkonen.

That changed when Ferrari rolled the

dice on lap 37 and brought Vettel in for a second set of mediums. This third stop was intended to undercut Ricciardo (which it did) and put Vettel in position for victory (which it didn't). Why not? Because when Ricciardo was brought in on lap 43 to cover Vettel's strategy both nominal 'team leaders' were doomed to slug it out for third and fourth. The mediums fitted to Verstappen and Raikkonen at their second (and final) stops on laps 34 and 35 would prove good enough to hang on till the chequered flag, more than 30 laps away.

That didn't stop Ricciardo from having an almighty go at Vettel though and on lap 59 he did spear his way past into T1, although he overran and Vettel regained the position.

Vettel was unhappy at the the move, feeling he'd been the victim of 'negative optioning': "If I don't play according to his move then I crash," he noted. Both could feel aggrieved that their duel wasn't for the lead.

But neither could deny Max Verstappen his moment of history. ■

Perez impressed for Force India



## RACE FACTS

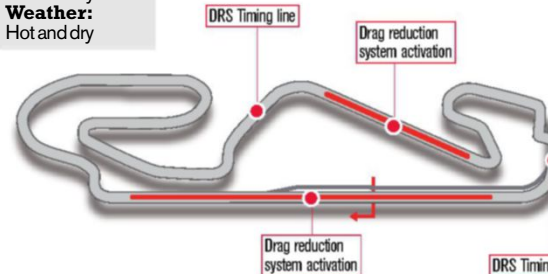
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### SPAIN

Circuit: Catalunya Lap: 2.89 miles  
Race distance: 190.83 miles Laps: 66  
Lap record: 1m21.670s, Kimi Raikkonen, 2008  
2015 winner: Nico Rosberg (Mercedes)

Date: May 15  
Weather: Hot and dry



## TYRE CHOICE



## RESULTS

### FIA Formula 1 World Championship, round 5/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Max Verstappen	NED	Red Bull-Renault (TAG Heuer)	1h41m40.017s
2	Kimi Raikkonen	FIN	Ferrari	+0.616s
3	Sebastian Vettel	GER	Ferrari	+5.581s
4	Daniel Ricciardo	AUS	Red Bull-Renault (TAG Heuer)	+43.950s
5	Valtteri Bottas	FIN	Williams-Mercedes	+45.271s
6	Carlos Sainz	ESP	Toro Rosso-Ferrari	+1m01.395s
7	Sergio Perez	MEX	Force India-Mercedes	+1m19.538s
8	Felipe Massa	BRA	Williams-Mercedes	+1m20.707s
9	Jenson Button	GBR	McLaren-Honda	-1 lap
10	Daniil Kvyat	RUS	Toro Rosso-Ferrari	-1 lap
11	Esteban Gutierrez	MEX	Haas-Ferrari	-1 lap
12	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
13	Jolyon Palmer	GBR	Renault	-1 lap
14	Felipe Nasr	BRA	Sauber-Ferrari	-1 lap
15	Kevin Magnussen*	DEN	Renault	-1 lap
16	Pascal Wehrlein	GER	Manor-Mercedes	-1 lap
17	Rio Haryanto	INA	Manor-Mercedes	-1 lap
R	Romain Grosjean	FRA	Haas-Ferrari	L56/brakes
R	Fernando Alonso	ESP	McLaren-Honda	L45/power unit
R	Nico Hulkenberg	GER	Force India-Mercedes	L20/oil leak
R	Lewis Hamilton	GBR	Mercedes	L0/collision
R	Nico Rosberg	GER	Mercedes	L0/collision

Winner's average speed 112.62mph. Lap leaders: Ricciardo 1-10; Verstappen 11; Vettel 12-15; Ricciardo 16-27; Verstappen 28-33; Raikkonen 34-35; Ricciardo 36-43; Verstappen 44-66. \* Includes 10s penalty for causing a collision

**FASTEST LAP | DANIIL KVIAT: 1m26.948s** ON LAP 53 (AVERAGE SPEED: 119.77mph)

## QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m22.000s	12	Button	1m24.348s
2	Rosberg	1m22.280s	13	Kvyat	1m24.445s
3	Ricciardo	1m22.680s	14	Grosjean	1m24.480s
4	Verstappen	1m23.087s	15	Magnussen	1m24.625s
5	Raikkonen	1m23.113s	16	Gutierrez	1m24.778s
6	Vettel	1m23.334s	17	Palmer	1m24.903s
7	Bottas	1m23.522s	18	Massa	1m24.941s
8	Sainz	1m23.643s	19	Ericsson	1m25.202s
9	Perez	1m23.782s	20	Nasr	1m25.579s
10	Alonso	1m23.981s	21	Wehrlein	1m25.745s
11	Hulkenberg	1m24.203s	22	Haryanto	1m25.939s

Button took points for McLaren



## CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Nico Rosberg	100	1	Mercedes	157
2	Kimi Raikkonen	61	2	Ferrari	109
3	Lewis Hamilton	57	3	Red Bull-TAG Heuer	94
4	Sebastian Vettel	48	4	Williams-Mercedes	65
5	Daniel Ricciardo	48	5	Toro Rosso-Ferrari	26
6	Max Verstappen	38	6	Haas-Ferrari	22
7	Felipe Massa	36	7	Force India-Mercedes	14
8	Valtteri Bottas	29	8	McLaren-Honda	12
9	Daniil Kvyat	22	9	Renault	6
10	Romain Grosjean	22	10	Sauber-Ferrari	0
			11	Manor-Mercedes	0

## NEXT RACE

What will happen next in the Mercedes drama? Can Red Bull strike again?

**MONACO GRAND PRIX**  
MAY 29

READ MN'S EXCLUSIVE DRIVER RATINGS P7



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# GP EXTRA

# ROUND



**MOTORSPORT NEWS**

**STAR DRIVER**



**MAX VERSTAPPEN**

We normally try not to award Star Driver to the race winner, but that was impossible this time. OK, so Verstappen needed a bit of help from Mercedes – and it turned out a two-stop strategy was the one to be on – but it was an incredible performance from an 18-year-old, holding off Kimi Raikkonen and nursing old rubber. And on his Red Bull debut. The first of many?



**QUOTE OF THE WEEK**

“I know my potential. I know I can win.”

Daniil Kvyat's response to being asked what he felt about Max Verstappen's debut victory in 'his' Red Bull...

**BAHRAIN STAT**



**256**

Fernando Alonso has now started the same number of world championship grands prix as Riccardo Patrese (left). They are equal fourth on the all-time list, behind Rubens Barrichello (322), Michael Schumacher (306) and Jenson Button (288).

**24**

It has only taken Max Verstappen 24 F1 races to take his first victory at the top level. That stands up pretty well against the other eight grand prix victors on last weekend's grid. Only Lewis Hamilton and Sebastian Vettel won sooner.

DRIVER	GP's
Lewis Hamilton	6
Sebastian Vettel	22
Max Verstappen	24
Fernando Alonso	29
Kimi Raikkonen	35
Daniel Ricciardo	57
Felipe Massa	66
Nico Rosberg	111
Jenson Button	113

**FASTEST LAPS**

DRIVER	TIME	LAP
Daniil Kvyat	1m26.948s	53
Sebastian Vettel	1m27.974s	39
Daniel Ricciardo	1m28.209s	46
Kimi Raikkonen	1m28.538s	38
Kevin Magnussen	1m28.716s	57
Max Verstappen	1m28.816s	36
Romain Grosjean	1m28.974s	41
Valteri Bottas	1m29.081s	60
Felipe Massa	1m29.238s	43
Rio Haryanto	1m29.402s	52
Carlos Sainz	1m29.663s	42
Marcus Ericsson	1m29.715s	42
Fernando Alonso	1m29.750s	41
Jolyon Palmer	1m29.779s	35
Sergio Perez	1m29.801s	37
Felipe Nasr	1m29.905s	38
Esteban Gutierrez	1m30.139s	34
Jenson Button	1m30.260s	39
Pascal Wehrlein	1m31.182s	37
Nico Hulkenberg	1m31.810s	8



**MOTORSPORT NEWS**  
**WOODEN SPOON**

**FERRARI**

Sound a bit harsh to give the team that finished second and third the Wooden Spoon? With a fascinating race finely poised, Ferrari split its strategy. But it didn't fully commit to a three-stopper with Sebastian Vettel, bringing him in only shortly after the two-stopping Max Verstappen and Kimi Raikkonen. That lost track position and meant catching them was always going to be a struggle. Combine that with underachieving in qualifying and Ferrari lost a race it probably should have won.



# RACING NEWS

## F1 ROUND-UP



Magnussen hit his team-mate

### K-Mag penalty

Kevin Magnussen was handed a 10-second penalty after the Spanish Grand Prix for colliding with Renault team-mate Jolyon Palmer on the final lap. Palmer had been struggling on old tyres but the pair clashed when Magnussen attempted a move at the final chicane. Both cars survived to cross the line, with Palmer finishing 13th and Magnussen 15th after the penalty was applied.

### Sainz reprimanded

Carlos Sainz Jr was reprimanded for a pitlane incident that took place before the start of the Spanish GP. The Toro Rosso driver left the pits before the track was open ahead of the race start. An FIA statement said: "The driver did leave the pitlane when the red light was displayed, a reprimand was applied due to the fact that the driver stopped the car and did not gain any advantage." Sainz finished sixth.

### Massa disagrees

Williams driver Felipe Massa has disagreed with technical chief Pat Symonds over the team's qualifying tactics. The Brazilian was eliminated in Q1 in Spain after the team made a late first run. Massa then encountered traffic and ran out of time to complete another lap. "We go out too late, most of the other teams went before us," he said. Symonds, however, seemed to blame Massa for not being fast enough on his first flying lap. "It would have been nice if we'd got a second run in but it would also have been nice if we didn't need to do a second run," he said.

### McLaren progress

Fernando Alonso is pleased McLaren has ended its run of not getting a car into Q3 since the partnership with Honda was rekindled. Alonso qualified 10th for his home race and described it as a breakthrough result. "It's something that we probably deserved," he said. "I've been watching Q3 on TV for too long now and it's good to be part of the show. It's a fantastic feeling, the first time in Q3 and, with no big incidents happening [to other rivals cars], then it's good news for us." Alonso retired from the race with a software problem.



Ricciardo was frustrated



Puncture added to Ricciardo's misery

# RICCIARDO HITS OUT AT RED BULL

## Aussie claims win was lost with three-stop strategy

By Stephen Lickorish

**Red Bull driver Daniel Ricciardo has questioned the decision to switch him to a three-stop strategy in the Spanish Grand Prix, claiming it cost him the win.**

Ricciardo led for the first half of the race, after the two Mercedes collided, until he pitted for a third time on lap 43 – six laps after Ferrari brought Sebastian Vettel in for the third time.

The Australian dropped to fourth as a result and when chasing down Vettel for a podium he picked up a puncture that forced him to stop again on the penultimate lap, while team-mate Max Verstappen won after pitting only twice. This allowed Verstappen to win his first race after replacing Daniil Kvyat in the Red Bull team.

"It's frustrating because we just threw the win away," said the Australian. "We were leading and then it was there for us. The race was in our hands.

"We went to a three-stop strategy, and we did it too late as well. Seb had already jumped us [also on three stops]. We know we're down on speed and it's a hard track to pass on. It just didn't make sense.

"I thought at the time when we did it it's because everybody else was going to [three-stop] but they didn't.

"I don't understand why I was the one... normally the guy in the lead gets the better strategy but it didn't work out today.

"I definitely don't want to sound like a bad sportsman – Max won today in his first race with the team."

However, Red Bull boss Christian Horner insisted that the team needed

to split strategies to cover off the threat from Vettel.

"The Ferraris have had a very competitive car this year," said Horner. "It was always going to be tricky to keep them behind us.

"We opted to split strategies because it wasn't obvious going through the second phase or after the first stop which was going to be the quicker route, the three-stop or the two-stop.

"We felt that Sebastian in clear air looked to be the fastest car on the circuit at the time so it was a question of 'how are we going to beat Vettel?'"

"Splitting our strategies from a team perspective gave us both options.

"It wasn't transparently clear. We knew the two-stop would be under a lot of pressure at the end of the race in terms of degradation."



Raikkonen stuck behind Red Bull

## Arrivabene believes car performance, not strategy cost Ferrari win in Spain

Ferrari team boss Maurizio Arrivabene said the car's performance in the final sector in Barcelona prevented it from winning the Spanish Grand Prix.

Kimi Raikkonen was close behind Max Verstappen throughout the final stages but was never able to get a good enough run out of the final turn to take advantage of DRS on the pit straight to pass the

Dutchman into the first corner.

Arrivabene argued the Ferrari's deficiency, and not strategy, cost the team the win.

"If we had reversed the strategy most probably Sebastian [Vettel] would have been in the same position as Kimi," he explained.

"The problem was not the strategy, the problem was we were not good enough in the last part of the track,

in the slow corner. So it wasn't a question of strategy. The question is, like in qualifying, why were we very, very slow in the last part of the track?"

It was a difficult weekend for Ferrari as they struggled for pace in qualifying, with the Red Bulls of Verstappen and Daniel Ricciardo outqualifying Raikkonen and Vettel.



Renault chief Abiteboul

## Renault happy to extend Red Bull deal

Renault has informed the FIA that it is happy to continue supplying engines to Red Bull in 2017.

Under new rules, all engine manufacturers were required to write to the FIA regarding the supply contracts they have in place with customer teams.

Renault and Red Bull have had a turbulent relationship in recent seasons but it now looks like the partnership will continue for the foreseeable future, with Red Bull's engines now badged as TAG Heuer.

Renault managing director Cyril Abiteboul said: "As we have always said, the bridges were never burned with Red Bull.

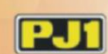
"From an engine manufacturer perspective we are open for business, open for expanding our collaboration.

"Part of Mercedes' success has been based on having a portfolio of partners, customers in the paddock. You cannot work in isolation."

Renault would also be willing to supply Toro Rosso with engines next year. The team currently uses year-old Ferrari motors.

Honda has said McLaren will continue to be the only team it supplies engines to next season.

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'McLaren one-make series planned'

Racing news, p12



Photos: LAT and Jakob Ebrey

# FIRST INDY LIGHTS WIN FOR STONEMAN



Brit (centre) celebrates his maiden win at Indy

Former GP3 race winner Dean Stoneman earned his first Indy Lights victory last weekend in the second race of the weekend at the Indianapolis Motor Speedway road course.

Stoneman decided to focus on a career in America after spending last year in Formula Renault 3.5 with Red Bull backing, and with the Andretti Autosports team the 25-year-old from Croydon has racked up three consecutive podiums.

The 2010 F2 champion really came to the fore in the second race at Indy, where he kept his nose clean to shuffle up the leaderboard while carnage ensued. By the end of the first lap he'd unseated Puerto Rican F3 convert Felix Serralles, who remained his closest challenger until a failed attempt to pass the Brit for the lead at Turn 1 meant he tumbled down the order. He dropped to a fifth-placed finish.

With Serralles out of the way,

Stoneman joined the list of Brits to win in Indy Lights, but was hounded by Santiago Urrutia until the chequered flag.

"We were pushing to the absolute limit. It was an absolutely fantastic race," said Stoneman. "It was a very challenging day today; you just had to be smart. It was difficult, starting fifth. I've never been the most amazing qualifier but I can put it together in the race. I was happy to get the lead on the

first lap but you can't get too excited because it can all go wrong in a hurry at those speeds."

Stoneman had also been a factor in the first race of the weekend, jumping from seventh on the grid into the lead battle. He was one of many drivers to lead on the last lap but had to settle for third overall.

The next rounds take place on the Indy oval supporting the Indy 500, on May 27.

## Shakedown runs for new Porsche

Porsche's new 911 GTE has completed its first shakedown runs ahead of its introduction to the World Endurance Championship next year.

The German manufacturer withdrew its factory squad from the series this season to concentrate on development of its new model, despite winning both drivers' and makes' titles last season.

The new car is based on the facelifted 991-shape 911 road car, which has hit the market this year, but no further technical details have been released at this stage.

Porsche is not revealing whether the new GTE contender will be normally aspirated like the existing 911 RSR introduced in 2013 or turbocharged.

The first GTE class 991 carried over the four-litre normally-aspirated flat-six engines of its 997-shape predecessor rather than adopting one of a new generation of direct injection powerplants introduced in the road cars.

A Porsche spokesman said that no further technical details would be communicated until the official launch of the car towards the end of the year.

The 2017 911 RSR has been tested by a number of Porsche's roster of GT drivers at the company's Weissach test track.



Team will take part in GTE Am at Le Mans

## Beechdean reveals Le Mans 24 line-up

Beechdean Aston Martin Racing has revealed its driver line-up for this year's Le Mans 24 Hours.

Team boss Andrew Howard will reunite with fellow British GT regular and ex-British touring car driver Liam Griffin, who he competed with in the Aston Martin Festival race at Le Mans last season.

They will be joined by reigning European Le Mans Series champion and Swiss driver Gary Hirsch, who

will race a GT car for the first time since 2011.

This year marks Beechdean's first entry into the GTE Am division of the race, having previously contested the LMP1 element in a Ginetta-Zytek GZ09S with Nigel Mansell and his sons in 2010.

Howard said: "To be taking part in the ultimate endurance race for the first time is amazing. The Le Mans 24-hour race is every driver's goal."

## THE FASTEST NEWS ROUND-UP



Alex Lynn took Sprint race honours in GP2 after Norman Nato had scored his first series win in the feature race the day in Barcelona. Lynn dived down the inside of Raffaele Marciello at the first corner on lap four and stayed ahead to the finish. He finished sixth in the first race. The famous Theodore Racing name made a late appearance in the category as its sister team Status GP missed the opening rounds...

Alexander Albon took a victory on his first weekend in GP3 at Catalunya. The ART Grand Prix driver jumped from third to first at the first corner, outbraking Jenzer's Oscar Tunjo into a lead he wouldn't relinquish. F3 convert Charles Leclerc won the first race of the weekend... Penske's Simon Pagnaud scored a third IndyCar victory in a row after surviving a late reshuffle through pit strategy on the road course at Indy. Pagnaud jumped team-mate Helio Castroneves at the final stops to win. Meanwhile, the series is working on adding a non-points round in China to the calendar in October. Watkins Glen will also replace the cancelled Boston round this season... Matt Kenseth scored his first NASCAR Sprint Cup Series win of the season at Dover, with Kyle Larson a close second...



Albon took maiden GP3 win for ART on his first weekend



Barnicoat won the wet first contest

## Hitech's Brits star in Pau European Formula 3

British team-mates Ben Barnicoat and George Russell both scored wins at the European F3 championship's annual visit to the historic Pau street circuit.

A wet race one threw a spanner in the works but Barnicoat stormed through to take his second successive win in the series, despite being pressured by New Zealander Nick Cassidy. The Kiwi moved in as close as 1.1s, but Hitech GP driver Barnicoat pulled back away to finish 2.5s clear. "Nick was definitely putting more pressure on me," said Barnicoat. "It was a little bit more difficult, but on a track like this it was all about not making any errors and keeping it on the circuit."

Russell - who could only manage fourth position in

the first race - came to the fore in the second encounter.

The track was ready for slicks by the second race and Russell made the most of his dry inside line from pole to establish a lead away from the line.

Two safety car periods followed but the 18-year-old held on ahead of the Red Bull backed Sergio Sette Camara to end his winless stretch.

In race three, Russell clipped a barrier and picked up a slow puncture, which ruined his charge for victory.

He held on to a third-placed finish in the final race of the day. Barnicoat could only manage 11th after pitting under an early safety car.

Carlin's Alessio Lorandi won the encounter.



# RACING NEWS

Photos: Jakob Ebrey, LAT

## IN BRIEF

### Testing crash

Power Maxed Racing duo Russell Joyce and Stephen Johansen both missed the VAG Trophy races at Brands Hatch last weekend after a bizarre testing collision. Ex-Fun Cup racer Johansen was hoping to debut his Polo after missing the opening round at Oulton Park when the engine blew during qualifying. As Joyce slipstreamed his team-mate, Johansen's bonnet flew up and as he backed off Joyce piled into the rear. Both cars were extensively damaged.

### Lague returns

Former British Saloon Car racer and Special Saloon Mini ace Peter Lague had his first race at Brands Hatch for over 40 years last weekend when he debuted his Speads in the Monoposto Moto 1000 class at the age of 72. He finished fourth in class in his first race but retired from the second. "I started racing again last year with a GT3 Spire in Bikesports but the single-seater is new to us for this year," he said. Son Douglas has also returned to racing this year after 25 years out and will race at Croft this weekend with a Spire GT3 in the RGB race.

### First OK race

Shenington hosted the first ever UK races for the new CIK International OK classes last weekend. Dean MacDonald dominated the senior class after Bobby Game was elbowed back from second place on the third lap, but James Johnson failed to finish, leaving second with Harrison Thomas. In the Juniors, Bradley Barrett sliced past Matthew Hopcraft at the first hairpin and defended vigorously for the remainder of the race to win.

### Dennis to VWs

Former British GT driver Dennis Strandberg took part in the VAG Trophy at Brands Hatch for Maximum Motorsport last weekend. The 23-year-old Dane raced an Aston Martin for Academy Motorsport in GT4 last year. He said: "I have been watching the series and did see a post that Stewart [Lines, team boss] was looking for drivers. I don't have a series to run this year so it would be a good experience." Strandberg had a difficult weekend with a best result of ninth in race three, after an engine failure and spin in the first two thrashes.

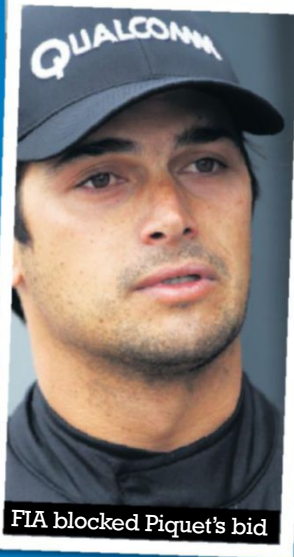
### Motofest launch

A launch event took place last week for the Coventry Motofest event. A number of cars and bikes ran on a temporary ring road circuit at night. The main event will be on June 4/5, with a range of automotive activities taking place.

# PIQUET DENIED F3 RACE RETURN



Piquet last raced an F3 car back in 2004



FIA blocked Piquet's bid

### By Stephen Lickorish

**Nelson Piquet Jr was unable to make a Formula 3 return at Pau last weekend after his application to race was rejected by the FIA.**

The current Formula E champion and former F1 driver planned to make a return with Carlin at the French track for the latest rounds of the European series, but the FIA single-seater commission declared it was "against the spirit of the championship".

Under championship regulations, the commission has to power to block drivers from competing and a new rule was introduced this year banning

competitors who have raced in the category for more than three years taking part – highlighting the FIA's move against experienced racers continuing in F3.

"We cannot deny that we were pleased that a driver with the talent and the achievements of Nelson Piquet Jr has expressed a desire to race in a round of the FIA F3 European Championship at a prestigious circuit such as Pau," said commission president Stefano Domenicali.

"However, we must keep in mind the spirit of the championship – as one of the primary steps on the ladder to F1."

Team boss Trevor Carlin said he was unimpressed by the FIA's decision.

"Having been directly involved in running Formula 3 teams for 30 years, I am aware of the importance F3 has in developing young drivers," he said.

"Nelson's participation in the series this weekend would have been a great stimulus for the drivers around him and shone a positive light on the series and drivers. In no way was it meant to discredit the championship or its ethos."

However, the 2004 British F3 champion could make a racing return in Britain. A Twitter exchange between Piquet and Walter Hayes Trophy organiser James Beckett may pave the way for the Brazilian to contest the FF1600 event later this year.

## We were denied a good news story

There were so many positives about Nelson Piquet Jr's



planned return to F3.

It would've helped raise the profile of a series that's had a difficult winter with teams pulling out leading to a smaller-than-usual grid.

It would have provided an benchmark for the current crop of aspiring drivers – and a useful source of advice for Carlin's other racers.

And, most importantly, at a time when depressing stories regularly provide the headlines this was a good news story.

Then the FIA said no.

Yes, it goes against what the category stands for. But hold on, Piquet wasn't planning a title challenge; he wasn't going to affect the development of young drivers. So surely the rules could have been relaxed for a one-off event like this?

Now we'll never know how the Brazilian would've fared against today's young stars and were denied a truly fascinating race weekend.

But, European F3's loss could be FF1600's gain. If Piquet does indeed follow through with his interest in competing in the Walter Hayes Trophy, that would be a mouth-watering prospect.

Piquet returning to a British contest 12 years after triumphing in F3 really would be a good news story. And, best of all, this time there would be no meddling FIA to stop him.

**Stephen Lickorish**

## BTCC star Turkington to drive open-topped car for the first time in 18 years this weekend

British Touring Car Championship factory Subaru driver Colin Turkington will drive an open-topped car for the first time in his 18-year racing career when he joins up with Sam Thomas to race a 1963 Brabham BT5 at Silverstone this weekend.

The two-time BTCC title winner will join forces with preparations

expert Thomas for the two-driver Guards Trophy race. Turkington has driven other cars for Thomas, including a Chevrolet Corvette at Donington Park's Historic Festival meeting at the start of May.

Turkington said: "The last time I drove anything with an open roof would have been back in my karting days, so it is going to be

something totally different for me. "It is great to get to race on the Silverstone Grand Prix track too. Being a BTCC driver, it is probably the one circuit in the UK where I have the least experience.

"I finished third in Mark Smith's BMW M3 E30 at Donington Park's Historic Festival too, and that was the first trophy I have earned this

year. Sam tells me the Brabham BT5 will be quite competitive, so there is a chance of more. That could be a good thing if the next BTCC meeting doesn't go to well for me..."

Turkington and Thomas's rivals will include McLaren development driver Chris Goodwin sharing a Lotus 23B with Shaun Hollamby.



Turkington will race BT5



Photo: Steve Jones

**There was a multi-car pile-up at Cadwell last weekend. At the start of the Pre '93 Touring Cars race, front-row starter Kirk Armitage spun (left) and speared across the track, collecting a number of other cars – including the Pre '05 Production frontrunners.**

## Jarman set to make British GT return in Stratton Aston Martin GT4

Andrew Jarman will return to British GT at Oulton Park later this month, after replacing Robin Marriott in the Stratton Motorsport Aston Martin Vantage GT4.

The 35-year-old drove a GT3 Aston for TF Sport last season, taking two podiums, and was runner-up in the GT4 class in

2014 alongside Devon Modell.

Jarman will now partner experienced Aston racer David Tinn at Stratton.

"Robin felt he didn't have the experience to compete," said Stratton boss Roger Bennington. "It was also difficult for us having two rookies together and so we made the decision to bring

someone with more experience in. We won the Aston Martin GT Challenge in 2013 with Andrew and we know him well."

Bennington said he was unsure whether the team's Lotus Evora would return in Cheshire after it was given a weight penalty under the series' balance of performance rules at the first round at Brands.

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'Clio Cup is still proving popular'  
UK series is 25 years old, p22



Photos: LAT, Jakob Ebrey

# LMP2 CARS COULD JOIN NEW BRITCAR SERIES



New rules would limit options for current LMP2s

LMP2 cars could race in a British series for the first time after an agreement between Tiga Race Cars and Britcar's new Prototype Series was reached to produce a low-cost prototype engine.

After the series' inaugural round at Silverstone last month, organisers are making a number of changes to the rules and have also struck a deal with Tiga, which will develop a turnkey motor producing 430bhp based on the Chevrolet LS3 engine.

The series is aiming to take advantage of the change in ACO LMP2 regulations next season, which will leave the current crop of cars redundant.

Tiga boss Mike Newton said: "The Britcar Prototype Series is an excellent platform for the large number of legacy pre-cost-capped LMP2 cars that have been languishing in garages, and also the cost

capped LMP2 cars that will be surplus at the end of the 2016 season. We believe the secret to a big success for the series is for a modestly priced package to provide a 'push button' engine with low ongoing operating costs."

Series organiser Rob Hedley has met with a number of prototype manufacturers and teams, including Ginetta, Radical, Gibson and Greaves Motorsport, to help construct the new regulations.

A new class structure will be introduced from the next round at Donington Park in July, after concerns at the way the Ginetta G57 dominated the opening races would put off prospective entries.

The top class will be for LMP3 cars run to ACO regulations, while the next LMP Evo class will be open to non-homologated

LMP2 and LMP3 cars, as well as the Ginetta G57.

"Ginetta wanted open rules so it could do what it wants but we wanted to make a level playing field," said Britcar director Hedley. "The LMP3 class will have a 900kg minimum weight and maximum power of 420bhp. Then the LMP Evo class will have a minimum weight of 920kg and maximum power of 430bhp giving exactly the same power-to-weight ratio."

There will also be another class for Radical SR8s and RXCs and two divisions for CN-spec cars – for spaceframe and carbonfibre chassis.

"We want to get the championship as strong as possible before the GT Cup [prototype] series has its first race later this year," added Hedley, who wants the series to secure championship status for 2017."

## Jackson to make LMP3 debut in VdeV series

Rebecca Jackson will make her LMP3 debut in the next round of the European VdeV series with the Speed Factory team.

Jackson will handle one of the Spanish team's Ligier JS P3s in the races at Paul Ricard in southern France on May 20-22. Her team-mates have yet to be decided.

Jackson is currently racing in the Reiter Young Stars series for KTM X-Bow GT4s, which runs within the European GT4

Series. The LMP3 deal represents her next step on her journey to eventually race in the Le Mans 24 Hours.

"The LMP3 is an exciting prospect," said Jackson. "It should be relatable from the KTM. They're both lightweight, rear-wheel-drive cars with similar weight transfer, but the LMP3 has a lot more aero and a lot more power."

"Hopefully this race at Ricard can open up extra chances."

## SlideSports to run Cayman in European GT4

Saloon car squad SlideSports will expand into the European GT4 Series later this year after taking delivery of its new Porsche Cayman Clubsport GT4 car last week.

SlideSports, which traditionally runs cars in the Volkswagen Racing Cup and VAG Trophy series, has diversified into GT racing running a 997 Porsche 911 GT3.

Porsche delivered the second wave of UK Cayman orders late last week, with SlideSports collecting its car on Friday.

"We're going to do European GT4 and a few rounds of the Creventic 24 Hour Series,"

said SlideSports boss Mark Jenkins. "The Cayman is a very attractive car and seeing as it's built to be accessible for gentleman drivers it's perfect for the longer races."

"We've entered the Euro GT4 races at Silverstone, and if the car goes well we could do double duty in British GT that weekend too [Euro GT4 supports British GT's Silverstone 500 event on June 11-12]. We'll wait and see."

Other recipients of Caymans include Simpson Motorsport, which will field the car for Nick Jones and Scott Malvern in British GT, and Porsche stalwart team Parr Motorsport.



Tockwith has bought Ligier

## United Autosports sells five LMP3 Ligiers

United Autosports have sold five Ligier JS P3 LMP3 cars since becoming UK dealers for Onroak Automotive, with one going to Tockwith Motorsport.

Tockwith will enter the car into the inaugural round of the Prototype Cup at Snetterton this October, with Nigel Moore and Phil Hansen the drivers.

Tockwith plans to use the Bute Motorsport-run series as a stepping stone to the European Le Mans Series. "We have been watching with

interest the LMP3 class grow over the last six months," said owner Simon Moore. "As soon as I heard United Autosports would be UK agents for Onroak Automotive's LMP3 and CN cars, I was on the phone to Richard [Dean] to see if we could work out a deal for a Ligier JS P3."

Another of the cars has been sold to American Mike Guasch – who used to race for United Autosports when the team ran the Audi R8 LMS in British GT.

THE VOICE OF NATIONAL RACING

# MATT JAMES

"Everyone stops to watch the Clios"



The French hatchbacks are a huge success

**I**t doesn't seem like 25 years. We celebrate the Renault UK Clio Cup's anniversary this week with a special feature (see pages 22-23) and it is a category that keeps going from strength to strength.

Since the demise of the Ford Credit Fiesta Championship, it has been the stepping off point for so many British Touring Car Championship stars. And it has proved to be the perfect training ground – just look at the job Ash Sutton has managed in the 2016 BTCC.

The reigning Renault Clio Cup champion has stepped up to the factory Triple Eight Racing MG6, is well inside the top 10 of the points and has already taken his maiden pole position at Donington Park in April.

He is only the latest success story – there are dozens of others.

The Renault UK Clio Cup has become essential viewing for anyone in the British Touring Car Championship paddock and that is not just because they are looking at the talents of the future: it is because the racing has been, and continues to be, superb.

The latest generation of cup racer, the Clio Renaultsport 200 Turbo, introduced in 2014, brings it much closer to the performance of a BTCC car and gives drivers the chance to get used to driving a proper racing car. It has brake upgrades that are much more in line with those that the younger racers will experience further up the motorsporting ladder.

The battle for the 2015 honours between Sutton, Ant Whorton-Eales and Ash Hand will go down as one of the best fights in the British Touring Car Championship support category's history.

This year it is just as open, with four different winners across the six races that have taken place so far, and old master, three-time champion Paul Rivett is leading the way.

Renault's commitment to the sport in the United Kingdom has been unwavering over four decades and it really does deserve huge credit for that. It has probably put more into its efforts in the UK than any other mainstream road car manufacturer.

Through the various versions of the Renault 5, including the ridiculously entertaining turbo machines, Spiders, Formula Renault and Clios, the French firm has delivered one-make series that fill a specific gap.

So here's to the success that Renault Clios has already had, and those that lay in its future. And here is to the next 25 years.



AGREE/DISAGREE?  
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# RACING NEWS

## IN BRIEF

### Scottish funding

Three-time F1 champion Sir Jackie Stewart helped launch a new partnership between sportscotland, the national agency for sport in Scotland, the MSA and the Scottish Auto Cycle Union to help provide chances for people to get involved in motorsport north of the border. The deal is backed by a £360,000 investment over four years from sportscotland. Stewart said: "Scotland needs more champions in the world of motorsport. We have got to encourage people to come to racing and rally events."

### Junior scholarship

Details for the 2017 Ginetta Junior Scholarship have been announced. It will keep its three-day format, with two qualification days and the top 10 drivers from each of these will go through to the final assessment day. It will take place at Blyton Park in Lincolnshire this year, as the regular Bedford Autodrome venue was unavailable. It will be held from October 24-26 and, as well as driving, applicants will have their fitness and media skills assessed.

### Team merger

Historic preparation teams Butler Motorsport and Ric Wood Motorsport will merge to pool their resources. Both teams run cars in the Historic Sports Car Club's Super Touring Challenge, with Ric Wood specialising in Ford Capris and V6 engines and Butler focusing on BMWs.

### ACR entries

Aston Club Racing is encouraging drivers with older GT4 cars to take part in its Aston Martin GT Challenge. For 2016, the category has been opened up to non-Astons and the next round takes place at Oulton Park at the end of the month. "We've got the new Multi-Marque GT4 and the Multi-Marque Challenge classes so we can take all sorts of cars," said ACR director Roger Bennington. "There was some very good feedback [on the first round at Brands Hatch] – the Facebook reaction was terrific – and there's been a few calls with interest."

### Noble Jr plots more Super Touring

Former Radical SR1 Cup champion Colin Noble Junior is planning to complete more races in the Super Touring Challenge this season after a successful debut at the Donington Historic Festival earlier this month.

The 19-year-old won his first race in the category driving a 2000 Vauxhall Vectra, having finished 11th in Formula Renault NEC in 2015.

"I never expected to be quite as far up as that," he said. "It was my first race in a front-wheel driver car and I had only done five or six laps in the car before so I was pleased to win."

"The car was so different to what I'm used to as I've raced aero cars like the Formula Renault and Radicals."

Noble was unable to complete a double in the second race after suffering a mechanical failure.

He has also raced a Radical RXC in the GT Open at Estoril earlier this year.

Photos: Jakob Ebrey, Blancpain, Steve Jones, Kerry Dunlop

# McLAREN EYEING A ONE-MAKE SERIES BASED ON ITS NEW GT4-SPEC 570S

## Plans still in early stages but new car has received significant interest



McLaren's GT4 has run in British GT

By Gary Watkins

**McLaren Automotive and McLaren GT, which develops the manufacturer's racing cars, have both confirmed that the idea of a one-make series has been floated.**

Their admission follows McLaren Group boss Ron Dennis's revelation in an exclusive interview in *F1 Racing* that such a championship was on the cards.

"McLaren Automotive will continue to mature and diversify, introducing more bespoke car customisation programmes and probably a one-make racing series of some kind," said Dennis.

McLaren GT managing director Andrew Kirkaldy stressed that plans for such a series were still at a formative stage.

"It is something we have talked about," he explained. "We've built the GT4 car and we're thinking that it would be a good base for a one-make series, and also that something like that would be a good thing to do."

"But that's as far as it has gone right now. There's a lot of water to go under the bridge before we can firm anything up."

He added that it was too early to talk about where the series would run and when it might start.

Paul Mackenzie, director of special

operations at McLaren Automotive, explained that discussions about a one-make series were part of a wide-ranging review of its motorsport strategy.

"We understand the broad benefits of being involved in motorsport and are looking how to maximise that in the future," he said.

The 570S GT4 was launched in March and a development car is being raced by McLaren GT's in-house team, known as Garage 59, under the Ecurie Ecosse banner in this year's British GT Championship.

The order book for customer GT4s has yet to be opened, but Kirkaldy revealed that enquiries from potential buyers

numbered "well over 200". The 562bhp racer will retail for approximately £160,000, less than half the price of the 650S GT3.

The only previous one-make series for a car designed and built by McLaren took place in 2008. The final version of the Mercedes-Benz SLR McLaren, a joint venture between the two manufacturers, was developed for racing by Ray Mallock Limited.

RML centrally ran the fleet of Merc McLaren 722 GTs and a total of seven events in Europe were run to a pro-am format. Guest drivers who took part included Jean Alesi, Jochen Mass and Bruno Senna.

## Cammish has last-minute call up to drive Huracan in Blancpain Series

Reigning Porsche Carrera Cup GB champion Dan Cammish is eyeing more GT outings after making his debut in the Blancpain GT Series Endurance Cup at Silverstone last weekend.

The 27-year-old received a last-minute call on Friday to drive a Konrad Motorsport Lamborghini Huracan GT3 alongside Jules Gounon and Christopher Zochling after regular driver Christopher Bruck was

unavailable due to a clashing VLN round in Germany.

Cammish had previously driven for the team in the German Carrera Cup.

Cammish started the race and was 26th by the end of his stint – after starting 36th – and the trio ended up 24th. "It was difficult because I got 15 or 16 laps before qualifying, then four or five in qualifying. Most of my learning was done in the race," he said. "It

was good as I was close to my team-mates' pace."

Cammish highlighted the brakes as a major difference from the Carrera Cup car he is used to.

"I could go a long way past where I brake in the Carrera Cup car," he said. "I'll have to wait and see if I get any phone calls but hopefully I can do more. It would be good to get more GT3 experience – that seems the future for a lot of drivers and I think it is for myself too."



Porsche star drove a Konrad Lamborghini at Silverstone



There was only a very small entry for the Super class

## Late permit is costly for Mighty Minis

Mighty Minis championship organiser Rodger Tello blamed the late awarding of the category's MSA championship permit for the low number of entries at its opening round at Cadwell Park last weekend.

The MSA only confirmed the permit on Friday, leading to a small entry and the Super and

Mighty class races being combined. Only four Super cars competed in Lincolnshire, with 15 cars on the grid.

"A group of our competitors are based in the south west, so it is a long way for them to travel when it might not be for points," explained Mighty Minis owner Tello.

## Lydden Hill future still not secure as council asks for changes to plans

Lydden Hill's future remains uncertain as the local council has asked for changes to be made to the Kent track's plan for major development.

Dover District Council, which is considering Lydden's planning application to allow diversification, has asked for various proposals to be modified and re-submitted.

Circuit owner Pat Doran said: "The planning committee seems quite agreeable but they have asked for a few minor changes. We want to build a row of workshop and office

buildings along one side of the paddock, while hospitality units and grandstands will extend up the hill. Assuming we get permission we are probably looking at a five-year build plan."

In the meantime there will be no more race meetings this year after the World Rallycross round at the end of this month because of the extensive alterations to the paddock. But the British Rallycross round at the end of August is expected to go ahead as planned.



Lydden: No club racing for this season



**'HTP Merc held off WRT  
Audi to take victory'**  
Blancpain at Silverstone, p24



Photos: Jakob Ebrey, kartpix.net

# LAWYER DISAGREES WITH VISA 'ISSUE'



A sports lawyer has questioned the need for non-European drivers to apply for a visa that covers professional sport.

The sport's UK governing body, the Motor Sports Association, recently wrote to teams advising them that drivers competing in categories such as BRDC British F3 (above) and British F4 could be deemed as professional sports people according to a Home Office definition and therefore non-EEA drivers may need a visa to race.

One of these teams has since sought a legal opinion on the issue and lawyer Dan Chapman has called into question the need for a visa.

"The key issue here is that fundamentally visas are about work," he said. "The first point to consider is whether or not a driver

even needs a work permit. A driver could come into the country from, say, Brazil on a visitor visa. Can that visitor then get into a car and race or is that work? The MSA aren't considering this question. Assuming it is work, and there are arguments both ways, you then need to look at work permits and determine what the definition of a professional sports person is.

"The MSA have quoted the part of the definition that says a professional may be paid or unpaid but they do not go on to address the part which excludes the person who is acting 'as an amateur'.

"I would say that in many cases – and it will be specific to each individual – an amateur is someone pursuing a hobby, which may or may not lead to professional

activity in the future and funding it themselves. In many cases, there are compelling legal arguments that someone who is paying for a drive is an amateur and therefore will not need the work permit.

"It has yet to go before an immigration judge but a judge might raise eyebrows at the suggestion that someone who has to pay a six-figure sum for just a few hours of racing in a season is a professional."

The MSA said it had relayed a Home Office concern and had stated from the outset that teams should "seek advice from an OISC (Offices of the Immigration Services Commissioner) immigration advisor, or someone who is otherwise exempt from such a registration requirement, for example a qualified solicitor".

## Ginetta announces driver line-up for HSF Team Karting Challenge

Ginetta will enter a line-up of factory drivers and Ginetta Junior stars into this year's HSF Team Karting Challenge at Brooklands in July.

Works drivers Mike Simpson and Charlie Robertson will be joined by Stuart Middleton and Will Tregurtha – who currently lead the Junior standings.

"I'm really looking forward

to returning to the Team Karting Challenge, and representing Ginetta whilst raising money for such a great and important cause," said Robertson, who will act as team manager and won the event in 2014. "It was a fantastic event last year and full of action all the way through. Not only that, but I'm looking to get our title back this year."

The two-hour race takes place in Surrey on July 5.

● Meanwhile, the HSF will hold an online fundraising auction, with several motorsport items among the lots. A Kimi Raikkonen and Sebastian Vettel signed Ferrari rear wing, a limited edition canvas print of a Ferrari in the 1964 Italian Grand Prix, and a lunch with John Surtees are open to bidders.



Robertson raced before

## KARTING REPORT

### Super Thompson takes a double MSA British Cadet win after Glan-Y-Gors thrillers

**On a blistering weekend in North Wales, Harry Thompson took a brace of MSA British Cadet wins. He passed Joseph Taylor in the closing stages of the opening final and then edged out Bray Kenneally in a titanic last-lap tussle to seal the double.**

After trading the lead with Taylor, Welsh champion Jonny Wilkinson and Alex Simmonds during a frantic opening five laps around the undulating GYG circuit, Thompson and Kenneally were able to break away with Kenneally pulling off an incredible last-lap pass around the outside of turn seven to seemingly seal victory.



Thompson took double

However, just two corners later Thompson managed to squeeze to the inside of Kenneally going into the Devils Elbow to retake the lead.

The weekend also saw the debut of the new for 2016 MSA KZ1 Championship, with wins for Scott Allen and local ace John Pike. Allen made a scorching start to final one, passing Pike on the opening lap but in the second final Pike was able to overhaul his rival and keep a safe distance to win at his home track.

The remarkable recovery of the TKM Extreme class continued with a monstrous 50-kart entry. Phil Smith looked to have secured a double win only to lose the second final when he came in underweight, which left defending champion Matt England to triumph.

In the Junior TKM races, there were half a dozen drivers contending for the win.

Bradley White won final one but he spun on the last lap of final

two while chasing down debut Super One winner Adam Sparrow.

Ben Kaspercak and Alex Eades shared the honours in two dramatic Cadet Honda finals, while Gordon Mutch and Matt Davies scored doubles in Junior X30 and Senior X30 respectively.

**Henry Beaudette**

#### Results

**Cadet IAME (16 laps)** 1 Harry Thompson (Fusion/Synergy); 2 Joseph Taylor (Fusion/Synergy) +0.14s; 3 Jonny Wilkinson (KMS/ZIP); 4 Alex Simmonds (AIM/ZIP); 5 Max Dadds (Fusion/Synergy); 6 Georgi Dimitrov (Fusion/Synergy). Heat winners Taylor/Barnard (AIM/ZIP), Taylor, Bray Kenneally (AIM/ZIP). Fastest lap Daniel Bolton (DWR/Synergy) 49.00s (50.30mph). Pole Kai Askey (Fusion/Synergy). Starters 41. **Final two (16 laps)** 1 Thompson; 2 Kenneally +0.29s; 3 Taylor; 4 Dimitrov; 5 Wilkinson; 6 Simmonds. FL Kenneally 49.08s (50.14mph). **KZ1 (19 laps)** 1 Scott Allen (Jade Karts/Gold); 2 John Pike (Privateer/NJR Octane) +1.22s; 3 Dan Kelly (AFR/Birel ART); 4 Josh Smith (Privateer/Birel ART); 5 Hannah Lang (MK Racing/Tonykart). HW Kelly, Pike. FL Allen 41.82s (58.85mph). P Pike. S 5. **Final two (19 laps)** 1 Pike; 2 Allen +1.60s; 3 Kelly; 4 Smith; 5 Lang. FL Pike 41.91s (58.72mph). **TKM Extreme (18 laps)** 1 Phil Smith (Precision Racing/Tonykart); 2 Matt England (Tal-Ko/Tal-Ko) +2.56s; 3 Kye Springfield (Privateer/Tonykart); 4 Kyle Sproat (Litchfield Motorsport/Tonykart); 5 Matthew Allnutt (TWM/Tonykart); 6 Matthew Taylor (Flex/Tonykart). HW Smith x2, Paul Monks (Flex/Tonykart). FL Harry Moore (Jade Karts/Jade) 43.69s (56.33mph). P Rob Wallace (Privateer/Intrepid).

S52. **Final two (18 laps)** 1 England; 2 Sproat +0.71s; 3 Allnutt; 4 Monks; 5 Gemma Golba (Privateer/DSG Marco); 6 Wallace. FL Wallace 43.78s (56.21mph). **Junior TKM (18 laps)** 1 Bradley White (Privateer/Tal-Ko); 2 Adam Sparrow (Tal-Ko/Tal-Ko) +0.15s; 3 Lee Whittingham (Tonykart); 4 Ian Sisson (Privateer/Jade); 5 Joe Fowler (Jade Karts/Jade); 6 Ross Deal (SJM/Tonykart). HW Sparrow, White. FL Abbi Pulling (Tal-Ko) 43.71s (56.30mph). P Fowler. S 20. **Final two (18 laps)** 1 Sparrow; 2 Pulling +0.14s; 3 Fowler; 4 Whittingham; 5 Sisson; 6 Kurt Roberts (Jade). FL Pulling 43.67s (56.35mph). **Cadet Honda (16 laps)** 1 Ben Kaspercak (BRK/BRK); 2 Archie Brown (Privateer/BRK) +0.06s; 3 Harry Thompson (CER/Synergy); 4 Archie Swinscoe (BRK/BRK); 5 Reggie Duhay (Privateer/Synergy); 6 Alex Eades (Global/ZIP). HW Kaspercak, Thompson, Duhay. FL James Walker (HTR/Synergy) 49.31s (49.91mph). P Eades. S 42. **Final two (16 laps)** 1 Eades; 2 Wesley Mason (Project One) +0.61s; 3 Thompson; 4 Duhay; 5 Swinscoe; 6 Kaspercak. FL Thompson 49.37s (49.85mph). **Junior X30 (18 laps)** 1 Gordon Mutch (Glan Racing/Mad Croc); 2 Ethan Pitt (Jade Karts/Gold) +0.68s; 3 Angus Fender (Jade Karts/Gold); 4 Oliver Greetham (S8 Racing/Alonso); 5 Harrison Smith (Privateer/MS); 6 Alicia Goundry (Goundry Girls/Kosmic). HW Mutch x2. FL Harry McQuillan (Protrain/Tonykart) 42.72s (57.61mph). P Mutch. S 16. **Final two (18 laps)** 1 Mutch; 2 McQuillan +1.49s; 3 Pitt; 4 Fender; 5 Greetham; 6 Dragan Pinent (DKR/Tonykart). FL McQuillan 42.82s (57.47mph). **Senior X30 (18 laps)** 1 Matt Davies (Privateer/Tonykart); 2 Brett Ward (MLC/Mach 1) +2.46s; 3 Jack Partridge (Mellisport/Gold); 4 Scott Mackrell (Coles/Tonykart); 5 Sam Marsh (DHR/Alonso); 6 Charlie Turner (Protrain/Tonykart). HW Davies x2. FL Davies 42.29s (58.19mph). P Ward +0.41s; 3 Marsh; 4 Turner; 5 Mackrell; 6 Josh Collings (DHR/Alonso). FL Ward 42.46s (57.96mph).

## EDITOR

# KEVIN TURNER

**"Is now the time  
for a historic  
superlicence?"**



**H**appily, there was a live stream of the Monaco Historique – a biennial highlight on the historic racing calendar – last weekend. That meant I could catch the action in between the increasingly dramatic events unfolding in Barcelona.

There were some exquisite moments too. Andy Middlehurst's handling of the Lotus 25 he now races regularly was superb, smashing his previous best lap from 2014. And he completed his Monaco hat-trick, somewhat ironic given Lotus hero Jim Clark's failure to score a Monaco success during his illustrious career.

From the same era, there was a fine Porsche F1 demonstration by Jacky Ickx and Brendon Hartley, even if the appearance of a pre-war Bugatti and Bentelys during the same run seemed a little odd.

Seeing Alex Caffi put the underrated Ensign N176 on pole for the later DFV-engined F1 split was also fantastic. The Italian never really had the chance to show his best in F1, though he did score a fourth in the 1989 Monaco GP for Scuderia Italia.

He duly won last Sunday's race. Throw in a great fight between Katsu Kubota (March 761) and Joe Twyman (Shadow DN8), and Emanuele Pirro's fourth in a glorious Ferrari 312B3 and the quality at the front was clear.

One the downside, however, driving standards further back were once again called into question. The number of cars involved in incidents – particularly in the later F1 machines – was pretty high, causing red flag and safety car periods. Perhaps it is not surprising, seeing as F1 aces through the decades have described Monaco as one of the great driver challenges, that some amateurs find it difficult to keep their 500bhp racers off the walls...

Given the serious accidents at Goodwood in March, it got me thinking once again about the need for a unified superlicence for historic racing. The problem is nothing new of course, but historic cars aren't getting any slower. Or cheaper. Or all that much safer.

Previously, I had thought the licence system should be based purely on the machinery involved; drivers should gain experience in lower-powered categories before stepping up to the cars from the history of the sport's pinnacle. But now I wonder if certain circuits need to be included. Handling a Historic Formula Ford on the Silverstone National circuit, for example, is not the same as driving a 1970s F1 car around Monaco, or a 1960s Can-Am machine at Goodwood.

One key problem to implementing this would be getting all ASNs and organisers to play by the rules, but another would be the competitors themselves. How many rich owners would be prepared to do the time to get up to speed, rather than pay to get into the most prestigious events? Some would, some would not, but I am not convinced that is a reason to leave things as they are.



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# HISTORICS

## DOWN THE PUB WITH DAN EAGLING

Age: 36 Lives: Norwich  
Racer and preparer

### He followed his father

"My dad Glenn was racing when I was really young and we were brought up on it. Dad helped me build my first Clubmans car and we moved on from there. Each time we built a car I learnt a bit more as an engineer and as a driver."

### He raced at a high level

"I moved up through Clubmans racing and got up to GT racing. I went to British GT for a couple of seasons and then the Le Mans Series and back into British GT again."

### GP2 engineering followed

"After the driving side of my career in British GT started to phase out I started to work in GP2 for iSport. I designed and developed a race simulator and then ended up on the engineering team. Then we started a family and decided that all the travel wasn't ideal."

### Historics beckoned

"My passion was really being involved in all of the car and I like to get my hands dirty. I'd always had an interest in historics so I set up Lifetime Racing. We started off running a few people we knew, including Andy Langridge. We restored a Lotus Europa for him and it just went from there."

### He's restored two Lotus Elans

"I built a Lotus Elan, which I raced at the Oulton Park Gold Cup and got second in class, and that got us noticed a bit. We restored another Elan, which we are now running for Will and Michael Goff in the Guards Trophy. I'm now restoring an Elva for Mark Halstead."

### He starred in a Lotus 61

"We restored the Lotus 61 Formula Ford for Andy Langridge and I raced it at Castle Combe last month. You always want to be at the front, but the 61 is not the most competitive car in Historic Formula Ford. I thought we'd be towards the front, but I didn't expect to lead at the end of the first lap and finish second."

### Historics is the focus

"If a car that is not expected to be at the front is doing well, then it shows that we're doing our job well. There is a good business model for us in historic racing. I can set-up the cars and show the owners that the car is right and they can jump in it with confidence and push to their limits."



Eagling is experienced

# EX-F1 RACER CAFFI STARTS IN MONACO

## Alex Caffi gave Ensign victory in the 10th Monaco Historique last weekend



Caffi won, while Assegai (inset) finally appeared

By Paul Lawrence

**Former Arrows and Footwork F1 driver Alex Caffi was one of the stars of the Monaco Grand Prix Historique when he made a winning debut in the Ensign N176 of Kessel Racing.**

Caffi's previous visit to Monaco ended in a massive accident during free practice in 1991, when his Footwork was broken in two by a violent

impact just after the swimming pool complex.

However, last Sunday the Italian, now 52 years old, drove the freshly restored Ensign to a narrow victory over the March 761 of Katsu Kubota in the Pre '77 three-litre F1 race. The Ensign was only just ready in time for the event and the Swiss GT squad drafted in personnel from Frank Lyons' team to help.

Several other F1 cars were restored in time for the big event on the historic racing calendar, including the unique 1961 1.5-litre Alfa Romeo-engined Assegai, which its restorer Iain Rowley raced to 12th in the race for Pre '66 Grand Prix Cars.

Fifty-five years after it was built, the South Africa F1 car finally made its international racing debut at Monaco. The Assegai was designed and built by Tony Kotze, and was due to contest the 1962 Rand Grand

Prix in Kyalami but did not qualify.

After several changes of ownership, the car was bought by enthusiast and former F1 team member John Carpenter from Oxfordshire and entrusted to Rowley at Delta Racing for a complete restoration.

Kotze died just three weeks ago so was not able to see his car, named after a Zulu spear, finally race in Europe.



Moss raced Aston DB3S

## Ex-Moss Aston Martin DB3S to go under the hammer this weekend

One of the rarest Aston Martin sports-racing cars of the 1950s is expected to sell for more than £6million during auction at the Aston Martin Works in Newport Pagnell on Saturday.

The 1953 ex-works DB3S has a sensational period history, having been driven by Stirling Moss, Tony Brooks, Peter Collins, Roy Salvadori and Reg Parnell in races like the Mille Miglia and

the Nurburgring 1000Km.

The car will be offered for sale at the Bonham's Aston Martin auction. It is one of only 11 such cars built for use in the world sportscar championship.

## New Goodwood race for early GTs

A new evening race for the Goodwood Revival Meeting will bring out a field of valuable historic GT cars.

The Kinrara Trophy will be a 60-minute, two-driver race into the dusk on Friday evening (September 9), for GT cars of a type built before 1963. The grid is sure to include Ferrari 250GT SWBs and GTOs, Aston Martin DB4 GTs and Zagatos, and steel-bodied Jaguar E-types. It should have a total grid value of more than £50million.

The new race is intended to complement the RAC TT Celebration, for slightly later GT cars, which will continue in its traditional Sunday afternoon slot. The new race is billed as the most glamorous addition to the race line-up since the Revival started in 1998.



## Beltoise Jr honours father in Matra at Monaco

French sports car ace Anthony Beltoise honoured the memory of his father Jean-Pierre by racing a 1970 Matra MS120 at Monaco.

The car was raced in period by Jean-Pierre, who went on to score his only world championship F1 win at Monaco in 1972 with BRM. He died in January 2015

"My father was an example to me and I really wanted to pay tribute to him," said Anthony, a double French GT champion. "It was really moving to drive that car on such a legendary track.

"I wanted to follow his footsteps and to become a driver, which I have now been for 20 years."

## No more single-seaters for Bond

Stephen Bond, who escaped major injury in an accident at the Goodwood Members' Meeting in March, says that he will not race single-seaters again but does plan some races in his 1955 Lister-Bristol sportscar.

Bond's Lotus 18 flipped after contact with another car and dropped down into the spectator tunnel. He suffered injuries to his shoulder and right ankle and noone else was hurt.

He reported to the HGPCA that he continues to make a good recovery but has decided not to return to racing grand prix cars. However, he will enter his ex-Stirling Moss Lotus 18 in some events for a suitable driver.

## IN BRIEF

### Mike Stripe

The death of Mike Stripe at the age of 64 after an illness has shocked the Vintage Sports-Car Club fraternity. Stripe joined the VSCC in 2000 and served as the club secretary from 2006 until he retired in 2014. His drive and determination was of enormous benefit to the club and his outgoing personality ensured that he made many friends across the sport.

### Stan Sproat

Motorsport News is sad to report the death of Stan Sproat, chief mechanic at Ecurie Ecosse during the 1950s and 1960s. Sproat died in his native Edinburgh at the age of 92. After the Le Mans-winning team was disbanded, Sproat was often called upon to provide advice and expertise on Jaguar D-types and used his detailed period notes.

### John Griffiths

John Griffiths, the Hereford-based rally driver and co-driver, died earlier this month at the age of 77. Griffiths first came to prominence as co-driver for Barrie 'Whizzo' Williams when they won the first Welsh International Rally in 1964. Griffiths enjoyed success in both seats and drove his own Mini Cooper on club rallies throughout the 1960s.

### Allard power

Patrick Watts raced his mighty Allard J2 at Monaco after a late rush to complete an engine rebuild. His crew took the 1950s sportscar off the trailer on the run through France to put some miles on the new engine and the former BTCC racer completed running it in along the coast road near Monte Carlo. He went on to finish fifth in the race for pre-1956 sportscars.

### Leo gets Wolfe

Leo Voyazides will contest four races at Silverstone on Sunday but will be without his regular co-driver Simon Hadfield who is away in the US at his daughter's wedding. Voyazides will team up with Andy Wolfe to race his AC Cobra twice and Lola T282 and will then finish the day with a solo run in his Ford Falcon.

### Rookies for VSCC

The VSCC's annual visit to Oulton Park on Saturday will feature a new short scratch race aimed at novice racers in pre-war sportscars. The Hawthorn Memorial and Spanish Trophies race for pre-1961 racing cars tops a programme that also includes Morgan Three-Wheelers, 500cc F3 cars and HRDC encounters for Allstars and the A-Series Challenge.

### Moss at Monaco

Sir Stirling Moss attended the Monaco Grand Prix Historique on behalf of sponsors and was reunited with the Maserati 250F he took to victory there in 1956. Friday was 60 years to the day of the 1956 race, when Moss led every one of the 100 laps in the three-hour race after starting from the middle of the front row.



# RALLY NEWS

Photos: mcklein-imagedatabase.com and Jakob Ebrey



Wales Rally GB is current WRC event...



...Circuit is part of the European Championship

## RALLY GB AND THE CIRCUIT OF IRELAND COULD ROTATE IN WRC

### Interest from world events could pressure British counters into a rotation

By David Evans

**Britain's best hope of securing a long-term future in the World Rally Championship could lie with rotating a mainland British event with the Circuit of Ireland.**

WRC Promoter is reporting unprecedented demand for calendar slots, placing current rallies under greater pressure than ever before to keep hold of their world championship status.

Thirteen countries are working on proposals for a WRC round, empowering the Promoter to dictate terms to the rallies more than ever. Sources within both the FIA and promoter have admitted calendar changes are coming, with the message that no event's position can be taken for granted.

One of the issues the world championship faces is the restriction on the number of rallies. While the calendar has included as many as 16 rounds in previous seasons, a commitment has been made to keep that number capped at 14 in an effort to contain costs for the manufacturers.

FIA rally director Jarmo Mahonen told *Motorsport News*: "I would love to be

in the situation that Bernie [Ecclestone] is in with 21 [F1] events, but then we wouldn't have any competitors. At the moment, it's very simple that the investment and the return on investment [required for more rallies] they don't meet. The number of events today will be [the same] for a few years."

Aside from kicking out the so called 'weaker' rallies, the other way to introduce new events is through the process of rotation – a policy roundly and understandably castigated by incumbent events.

Mahonen added: "I think we have to find some kind of solution. Personally I think the rotation is destructive, but that is talking about yearly rotation – maybe we find a solution where the rally is three years here and three years somewhere else. It would give you time to invest in the rally, have longer sponsorship deals and so on, maybe this is the way.

"Maybe rotating is the future, otherwise it comes quite difficult and nothing changes, we just stay where we are. We have to find a solution. The solution Max Mosley first suggested [rotation], when it came I was working on Rally Finland, I was on the other side of the fence and I was against it. It was

impossible, totally impossible to rotate; I had six people working full-time for the rally when I was in Finland. I could not survive like this. To have longer-term rotation, maybe it is the answer."

And rotation within the UK and Ireland, sources suggest, could be Britain and Ireland's best hope for a sustainable future. WRC Promoter is keen to see Rally GB moving out of Wales and closer to major population centres, but at the same time the major rallying fan base across the Irish Sea holds significant appeal too.

WRC Promoter chief Oliver Ciesla told *MN*: "Rotation would be



Ciesla: Rotation could occur

a convenient tool to raise the reach of the World Rally Championship by delivering more events and this can only be a good thing from the point of view of promotion. At the same time, we understand that rotation has been tried and tested already in the championship and it doesn't work for the events."

Ciesla accepted that Rally GB and the Circuit of Ireland could come under a specific set of circumstances, with both events using the MSA as the organiser. This is quite different to the potential for Rally Australia and Rally New Zealand rotating every three years.

"If there is a proposal to take the championship to Ireland then we are interested in that," said Ciesla. "Like I said, we know about the fan base there. If the MSA can rotate this with Rally GB then that could be a good proposal. We would like to see more of the UK: we would like to be closer to the major cities and the major areas of population in England as well – this is also very important."

Ciesla added that running the Circuit of Ireland alongside Rally GB was all-but impossible.

"When we are trying to look outside of Europe to make the World Rally Championship global it would be very

hard to justify Ireland, especially as it is an asphalt rally and we really are not looking for any more Tarmac in the calendar," he said.

Rally GB managing director Ben Taylor said safeguarding Britain's WRC future remained his priority.

"Continued fantastic support from our partner, the Welsh Government, keeps the rally in Wales until the end of 2018. Who knows what the future may hold after 2018, but we are absolutely committed to retaining a round of the WRC in the UK. We will spend the next couple of years exploring what the options might be and we will do this in conjunction with the FIA and WRC to ensure that the UK is an integral part of the World Rally Championship. Wherever we end up, I have no doubt that it will take this great event to the next level."

Circuit of Ireland event director Bobby Willis added: "We've never hidden our desire to take the Circuit of Ireland to the World Rally Championship, but such a decision would lie with IMS [commercial arm of British motorsport's governing body]. It goes without saying, we'd be happy to work with the FIA, WRC Promoter and Ben [Taylor] on this."

PRYCE TARGETS VITAL DMACK FIESTA TROPHY VICTORIES

PAGE 19



The Strength of Experience

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Photos: mcklein-imagedatabase.com

Paddon wants to fight the champion

# PADDON READY TO FIGHT OGIER ON A LEVEL PLAYING FIELD

Hayden Paddon says he will relish the chance to take Sebastien Ogier on a level playing field at this week's Rally of Portugal.

Paddon beat the reigning world champion on a final-stage thriller last time out in Argentina and says he has no fear of running second on the road right behind the Frenchman.

Paddon started the first two days of Rally Argentina a favourable fifth on the road, with the four cars ahead sweeping loose gravel clear for his Hyundai i20 WRC. In Portugal, he and John Kennard will be right behind Ogier.

While the Kiwi's experience of

sweeping stages is limited at World Rally Championship level, he's no stranger to the kind of knife-edge driving required on loose gravel from his time at home in the New Zealand Rally Championship.

Paddon's quick to point out that running higher up the order is not all bad.

The Hyundai star said: "I really enjoy being first on the road. Yes you are sweeping the gravel, but at the same time you are controlling things and you get to drive to the line that you want to drive, rather than having that line dictated by who has gone and swept the

road before. I don't have a problem with being further up on the road.

"It's a challenge, but it's a good challenge: if you're there it means you're doing something right, it means you've scored a lot of points in the championship – that can't be a bad thing!"

While there's no forecast for significant rain, Paddon said the weather can play its part.

He added: "If it does rain then we'll have the advantage being closer to the front – it's the same if we get a lot of dust. OK, we'll have Seb's dust to deal with, but it's not the accumulation

hanging you get if you're further back [on the road]."

Paddon and Ogier clashed over their different opinions on the running order regulation in Argentina and the New Zealander says his stance isn't about to change.

"Obviously, I have a lot of respect for Sebastien as a driver – he's the ultimate benchmark," said Paddon. "But he's also a human being and we're all the same: no better and no worse. I stand up for what I believe in and I always will, I'm not prepared to just follow if I don't agree and feel strongly about something."

Paddon added that the psychological side of the sport was an important part of the battle.

He added: "I enjoy the mind games side of things, but that's all put to one side when the helmet comes on."

Paddon said his South American success didn't raise expectations any higher within the Hyundai camp.

"The objective is to challenge for the podium," said Paddon. "We still have some work to do. The short-term goal is to be as close to Sebastien as possible and is reasonable given the position on the road. We're looking to challenge, this is the position we want to be in."



Neuville crashed on Rally Mexico (above) and shunted in testing last week

## Neuville crashes again in testing for Rally Portugal

Thierry Neuville's difficult start to the season continued last week, when he crashed Hyundai's test i20 WRC ahead of the Rally of Portugal.

After a season-opening third place in Monte Carlo, Neuville has struggled with a mixture of mechanical problems and crashes – the latest of which cost him valuable running time ahead of this week's Porto-based event.

Neuville said: "We have had a few tough rallies recently after our strong start to the season in Monte Carlo.

"We are keeping positive, though, and

our expectations for Portugal are high."

The Belgian is not nominated to score points for Hyundai Motorsport for the next two gravel WRC rounds in Portugal and Sardinia – a move which he says will free him from pressure and allow him to chase the sort of result team-mate Hayden Paddon scored, when he won with the new generation i20 WRC in Argentina last time out.

● One man who won't be making the start in Portugal this week is Lorenzo Bertelli, who tore tendons in his left ankle playing football last Sunday.

## DMACK will bring British produced covers to WRC

DMACK will bring two new tyres to this week's Rally of Portugal – marking the first event where all of its products are made in Britain.

The Cumbrian-based company has previously produced its UK-designed tyres in China, a process that has been streamlined in time for the first European gravel WRC round.

Managing director Dick Cormack said: "Producing tyres here makes everything flexible. Before, after we'd finished testing, the tyres would be produced in China, flown back over

here, tested, then if we wanted to make some small adjustments we had to go through that whole process again."

The new gravel product represents DMACK's single permitted change to its homologated tyre for loose surfaces this season and Cormack is confident in the potential for the new compound. "We know what these compounds can do," said Cormack. "We're confident we've got it right."

Tyres will prove crucial on this week's Rally of Portugal, with a limited supply of hard covers.



Tanak will use the new WRC tyre



Meeke: back in WRC competition

## Portugal win out of the question for Kris Meeke

Kris Meeke has ruled himself out of the fight for victory on this week's Rally of Portugal – his first WRC outing since Sweden in February.

Meeke has missed the last two WRC rounds, focusing on the development of Citroen's C3 WRC, which he was testing in Portugal again last week.

"I'm definitely not short on mileage," Meeke told MN. "But you do miss the competition. Getting back into the rally

environment is something I'm very much looking forward to, it's been a long time since Sweden in February."

Meeke says switching between the C3 and DS3 is no problem.

"I don't think people need to be worrying too much about what I'm doing this week," he said. "OK, we have a good place on the road, but I'm here to stay sharp and get the mileage, that's all. I have no championship fight to think about."





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Photo: RallySport Media





*'Field dominates at Snetterton  
as champions are crowned'*

**MN Circuit Rally Championship report, p30**

Photos: Jakob Ebrey, FIA ERC



# PRYCE: WINS ARE VITAL



Pryce is at a crucial point

**Greensmith:  
Competed in BRC**



Drive DMACK Fiesta Trophy newcomer Osian Pryce starts a must-win season at the Rally of Portugal this week

The 23-year-old has told *MN* his future career hangs on success in this year's world championship-based Ford Fiesta series.

Welshman Pryce contested last year's Junior WRC and led the first two rounds before hitting mechanical trouble aboard his DS 3 R3T. A repeat of last year will spell the end of Pryce's aspirations of turning professional.

"We're putting a hell of a lot into this year again," he said.

"We need to make it happen this time. My co-driver Dale [Furniss] and my family have all agreed that we give it our best shot again this year and if it doesn't happen, if we don't get something out of it then we have to accept that it's going to be a hobby."

The winner of the Drive DMACK Fiesta Trophy will earn the right to tackle seven rounds in WRC2 in 2017.

Pryce admits he's in a very different position to that which he was in 12 months ago when he flew to Portugal to make his overseas World Rally Championship debut.

"I'd been doing the British Rally Championship for a long time then," he said. "And that was all good – we'd won some rallies and come close to the title. But I had no idea at all where my pace was on a WRC round. A year ago, I was so nervous about everything. This time we're going to Portugal having been there before and with a bit more confidence."

Pryce is one of three British drivers competing in this year's DDFT, with Northern Irishman Jon Armstrong and England's Gus Greensmith the others.

Greensmith won last year's DDFT rookie award and admits

2015 taught him a lot. Twelve months ago he wasn't able to complete the recce for Portugal – because he was revising for his A levels. His preparations are different this time. The 19-year-old said: "I couldn't have done any more to be ready. I've not left any stone unturned and I've done every single thing that needs to be covered."

Greensmith's preparations included a two-day test in the Fafe area last week.

British co-drivers Phil Hall and Andrew Edwards are also competing in DDFT, working with Karan Patel and Dillon Van Way respectively.

## Sousa aiming to rejuvenate his rallying career with Drive DMACK Trophy challenge

Bernardo Sousa starts this year's Drive DMACK Fiesta Trophy looking to breathe new life into his career.

The experienced Portuguese, a former World Rally Championship support series frontrunner, struggled to make

an impression with limited WRC outings last season. He is hoping five rallies in a Ford Fiesta R2T will help get his career back on track.

Sousa said: "My plan is to fight for the win in all events, but I haven't driven since Sardinia

last year and the last time I drove a two-wheel-drive car was 2006. The Trophy is very important to try and relaunch my career so I need to learn as fast as possible."

As well as the experienced Sousa, there are two famous sons also competing. Max

Vatanen is back for his third season in DDFT, while Oscar Solberg – son of Henning – starts his first WRC campaign. Both are expected to be frontrunners in the series.

Ten DDFT Fiestas are set to start in Portugal.

## GROUP RALLYING EDITOR

# DAVID EVANS

**"The jury's out  
on extra grunt  
in WRC cars"**



New Golf was rolled out for the first time in Banbury

**L**et's be honest, genuine, first-hand, coal face experience is a pretty rare thing in this column.

I've been on the telephone to Tommi Makinen fairly regularly in the last couple of months and not once has he asked me if I'd like to pop to Puuppola to drive the Yaris he's been working on.

Doesn't happen. Which is why last week's email from Banbury was so welcome. It came from Prodrive's long-standing PR star Ben Sayer, who was inquiring if I'd like to shakedown the Golf SCRC for them?

For those of you not familiar with Prodrive's current rally programme, the Golf is contesting (dominating's probably a much better verb) the Chinese Rally Championship with Chris Atkinson right now. The latest chassis is headed east at the end of the month and needed a roll-out after being bolted together at Prodrive's shiny, new Banbury home.

I didn't need asking twice. The full story of the car and what exactly a shakedown involves will be found on these pages in the coming weeks. But for now, two things struck me as I departed the test.

The first is the same feeling I get every time I drive up or down the M40: how much poorer the World Rally Championship is without Prodrive. The second consideration centred on being in the presence of at least 350 horses.

For the Golf's two-litre motor, 350bhp is no bother (this being the same base engine as Mattias Ekstrom's Audi S1 EKS RX rallycross car...), which gave me a glimpse into what might be beneath Sebastien Ogier's right foot next season. Granted, there weren't many trees, sheer drops, Armco barriers or 50-metre-plus jumps on this particular Oxfordshire airfield, but the car and the power felt perfect to me.

The jury's out on necessity for extra grunt at the moment, but to be able to hold the Golf in a fourth-gear drift on the throttle for as long as I wanted was a pretty special moment. Power brings majesty and spectacle and a brief taste made me wonder if those lobbying for less power are being a bit too health and safety.

Like I said, I had half a county to play with. My opinion might change on engaging stage mode at the start of Dyfi.

In the name of research, I'm game if you are, good people of Banbury...

## OBITUARY

### Peter Baert 1963-2016

*MN* is sad to report the loss of motorsport commentator and TV producer Peter Baert.

Baert had become the regular voice of the European Rally Championship, having moved from Formula 1 coverage to first the IRC then the ERC with Eurosport in 2008. A fitness fanatic, Peter was at home in a commentary booth, the service park or in a production office.

His engaging personality enabled him to strike an instant rapport with big names and emerging talents.

The 52-year-old recently lost his fight with cancer. He'll be missed by all who knew him.

## Marshall and Abbring to return to WRC

British World Rally Championship co-driver Sebastian Marshall will return to competition this week, when he and Kevin Abbring compete at Rally of Portugal.

The Anglo-Dutch crew will compete in a 2015-specification Hyundai i20 WRC and will be hoping their maiden 2016 outing last longer than their final rally last year, when an overheating engine ruled them out on Rally GB's third stage.

Abbring and Marshall are working as Hyundai's test crew, having completed much of the running in the 2016 car last year before moving onto the R5 and 2017 WRC development this season.



Duo are back for more

Abbring said: "I am very excited to be returning to competitive WRC action. As a test driver, it's good to get competitive kilometres under your belt as well as all the development work, so I can't wait to get started. It feels a bit like I am starting again but I just have to focus on my driving and do the best job I can for the team."

## Folb hoping for Loeb help in Junior WRC

Frenchman Terry Folb will look to turn his association with nine-time World Rally Champion Sebastien Loeb to his advantage in this year's Junior WRC, which starts with this week's Rally of Portugal.

Folb, 25, drives for Loeb's team this season and was the JWRC paceman in the second half of last season, ending the year with three successive podiums. This year's Citroen one-make series is the first full season of rallying Sebastien Loeb Racing has undertaken.

Folb will face stiff competition this season, with Ole Christian Veiby rated among the favourites. The 19-year-old won the final Junior round in Wales last season and took the WRC3 class on January's Monte Carlo for a season warm-up.

## Pieniazek adds Junior WRC to ERC Junior and ERC3 campaigns

European Rally Championship junior leader Lukasz Pieniazek will dovetail his campaign with a Junior World Rally Championship bid.

In only his third year of rallying, the Pole opened the season with class victory on the

Circuit of Ireland Rally. He beat the Opel team in his privateer Adam R2, impressing onlookers at the event with his pace.

"We plan to do the ERC Junior and JWRC series, and a few ERC3 rounds," explained Pieniazek. "WRC is amazing for us."

Having run a Peugeot 208 R2 last year in his first ERC junior year, he now has two new cars to get accustomed to, with the Adam and the Citroen DS 3 R3 MAX he'll campaign in Portugal this weekend where this year's JWRC gets underway.



Pieniazek impressing in Adam



**AGREE/DISAGREE?**  
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# RALLY NEWS

Photos: Jakob Ebrey, Writtle Photographic

## AHLIN SKIPPING RALLY FINLAND TO FOCUS ON BRC TITLE PUSH

Swede is hoping asphalt testing will give him an edge in the British title battle



Swede won the Pirelli Carlisle



Ahlin (r) and Evans (l) have been locked in a tight battle in the BRC

By Jack Benyon

**British Rally Championship leader Fredrik Ahlin will forego his Rally Finland WRC2 entry in order to concentrate on beating Elfyn Evans to the 2016 BRC title.**

After leading the championship opening Mid Wales Stages before being reeled in by Elfyn Evans, Ahlin took many by surprise on the Circuit of Ireland Rally – the second round of

the series – when he produced competitive times all morning on his first Tarmac rally for four years. He led the BRC contingent on the event before a small mistake put him out of the rally on Sunday. With two and a half of the four rounds remaining on asphalt, the Swede has identified where he needs to improve.

“The plans have changed a bit,” admitted Ahlin, winner of the latest BRC round in Carlisle. “If we hadn’t been in this position of

fighting for the championship I would have gone to Finland for sure. But we’re going to put everything into preparing myself as best as possible. I know it will be incredibly hard: Elfyn has the chance to drive the car almost every week, which I don’t have. If you look what we did on the Pirelli Rally, considering he’d been to Rally Argentina [the week before], I had not been on gravel for two months and we could still go up there and be quickest on the first stage.”

The Swede is hoping he can challenge for the title after his win on the Pirelli Carlisle was boosted by playing his double points joker on the event. Evans played his on the Mid Wales Stages.

Ahlin – along with his other CA1 Sport team-mates David Bogie, Alex Laffey and Tom Morton – will undertake asphalt warm-ups before Ulster and the Isle of Man, but it’s yet to be decided whether they will be in the form of tests of competitive events.

### Edwards gets R5 Fiesta for one-off BTRDA event

British Rally Championship Group N leader Matt Edwards will drive a Ford Fiesta R5+ on the DMACK Carlisle Stages, the next round of the BTRDA.

The Welsh driver has been given the chance after impressing in the BRC, with DMACK, M-Sport and Peter Smith [one of Edwards’ sponsors] all involved in the deal. He’ll drive an R5+ on the June 11 event.

“I got a very nice phone call last week to start the day,” said Edwards. “It’s

unbelievable after over 10 years of effort to get to where we are now. It’s an amazing opportunity but the only pressure for me is what I put on myself. I don’t know much about the deal and it’s all low key but we’ll go there and do our best.”

The Mitsubishi Lancer E9 driver is leading the BRC 2 category having won his class in two out of three rounds so far, finishing as high as seventh overall in Mid Wales.



Edwards (r) gets his big chance

### Scottish title leader Pearson hoping to challenge BRC crews on Scottish Rally

Scottish Rally Championship leader Garry Pearson is hoping to show his pace against the fellow R5s of the British Championship when it rolls into Scotland next month.

Pearson – in his first season in his Fiesta R5 – has taken a fifth, joint first and an overall win after three rounds of the series despite campaigning unfamiliar machinery. He is now hoping he can benchmark his pace against the best the BRC has to offer on the RSAC Scottish Rally.

“Those guys will be receiving the stages beforehand which obviously is a major disadvantage if we’re comparing times,” he said. “But yes it will be good to see where we are without having the recce and just having the DVD and safety notes. It will be good to be at the same rally

as those guys.”

Pearson says the pace he’s shown early on has been a surprise, but that there’s more to come from him and co-driver Ross Whittock.

“We’re starting to get nearer the pace where we’d like to be,” he added. “We’ve done about 90 miles on the gravel now. We’re encouraged that we can keep building on that, we’re just ironing mistakes out and improving the pace.

Pearson won Border Counties



The Rally4Wales campaign, which is a scheme set up to highlight the plight of rallying in Wales and the threat to its future with the governing body, the MSA, and Natural Resources Wales at loggerheads, hit top gear at last weekend’s Plains Rally. Vital Equipment – fuel and equipment supplier – printed two stickers per car, while Rally Marketing sold T-shirts and stickers with some of the proceeds heading to the Welsh Air Ambulance. Drivers and crews were encouraged to add pictures of the money they’d spent on food, hotels and other costs to social media in order to show the benefit rallying has to the economy.

**TOM CAVE WINS BTRDA PLAINS RALLY**

**PAGE 28**



**'Cave wins in Welshpool'**  
BTRDA report, p28

Photos: Kevin Money, Mark Writtle, FIA ERC, Flat Shift Media



Sharrock/Faulds:  
have a new build



## MN TITLE WINNERS TO IRISH ASPHALT

Inaugural Motorsport News Circuit Rally champions James Sharrock and Stuart Faulds are hoping their success will give them the grounding to take on the best Ford Escort Mk2 drivers in Ireland.

Sharrock, a former Caterham circuit racer, fought off the front-wheel-drive Renault Clio of Steve Quigley/Tom Hutchings and the Darrigan of Ashley Field, the only car in the top three to win an event.

Now Sharrock will look to take a new car over the Irish Sea for select events, while a return to the Motorsport News series is also likely.

"We're building another car

at the minute as a Tarmac car," explained Sharrock. "This one [the one used to lift the MN title] was originally built for gravel.

This year we were at a loose end so we thought we'd give this championship a whirl. We'll do a couple [next year] but we're also looking to get over onto the roads in Ireland to see how we get on. Those guys are quick, if you don't put yourself against them you don't really know in a Escort Mk2 how quick you are."

Field had been favourite to take the title after a win at Anglesey with two rounds to go, but a broken driveshaft on the next round effectively ruled him out of the running.

Sharrock's fourth-placed finish last weekend was more than enough to secure him the crown.

"It's been hard work to win the title! That last stage at Snetterton was all stress," added Sharrock. "I'm pleased that the car held on. It's been a cracking championship and it's interesting to have such a variety of cars on the podium.

"There's no shortage of cars in the championship and I think that's a testament to Darren [Spann, championship co-ordinator] and his team, all the hard work they've put in. The variation of circuits has been excellent too."

### Cunningham eyes 1600 move

Joe Cunningham is eyeing a switch to a 1.6-litre car for next year's MN Circuit Rally Championship after sealing the Class A title last weekend.

Cunningham and Marc Fowler won the Class A honours after going into the last stage tied on times with rivals Justin Lawson and Paul Hargreaves after seven rounds.

They were second and third in class overall but the winner on the last stage would decide who took the trophy home.

"You couldn't write the script, could you!" said Cunningham. "It was a cracking year.

"We pushed and pushed going into the last stage level. It was brilliant, we chucked the clipboard out, socks off... There's nothing else we could do we just had to go for it."

The duo thought they were out after the fourth stage when the Vauxhall Corsa was stuck in gear, but speedy repairs at service solved the problem and allowed them to continue.



Cunningham/Fowler

### Impressive Currie heading for Scottish

Alasdair Currie will make his gravel rally debut after a dominant class win on the Manx National earlier this month.

The 18-year-old overcame mechanical trouble on his Peugeot 106 to win the B10 class by over three minutes despite being on three cylinders and having to restart the car on multiple occasions mid-stage.

Now the youngster will debut on the Scottish Rally, with the hopes of entering next year's Ford Fiesta ST Trophy that supports the BTRDA.

"What we do next year depends on how this year goes," said the Mull youngster. "The pace has been there on events but we just need a bit of luck."

Currie competed in Junior formulae in Scotland before two Mull appearances and the Manx earlier this month.

He had been running 20th on Mull Rally last year before he lost the headlights and hemorrhaged time.



Currie topped Manx class



ST Trophy has proved popular in its first season in 2016

### ST Trophy does Vital Equipment prize deal

The Fiesta ST Trophy will benefit from the backing of Vital Equipment for the remainder of 2016.

The new link means the championship, which is part of the BTRDA Series, will reward one crew with a race suit, gloves and underwear as part of a prize package for a selected driver and co-driver.

A panel of judges – to be announced in the coming weeks – will select "the driver and co-driver that have been deemed to demonstrate outstanding ability over the course of the series".

Founder of the ST Trophy John Pritchard said: "We really appreciate Vital Equipment's support and it

demonstrates our continued commitment in developing the series for experienced and young drivers.

"It is going to be a tough call selecting a winner, as so many drivers are showing their improvement in pace and ability with each round."

Vital Equipment Director Alistair Roberts added: "We are pleased to be supporting the new ST Trophy and have been impressed with how it has developed in such a short time."

The series – which is new for 2016 – also boasts a tie-up with DMACK offering free tyres to the champion should they progress into the British Rally Championship.

### BRC driver Slaughter to Severn Valley

Former historics and current BRC driver James Slaughter will compete on the Severn Valley Stages in his Ford Fiesta R5.

As well as competing himself, James' father Dick will compete in his final event in a Category K FIA-spec Ford Escort Mk2.

"For me it's purely for seat-time," said Slaughter, who's next BRC round is the Nicky Grist Stages in July in the same area of Wales. "I need to get as much time as I can get in the new car. I like the Severn Valley, it's great that it is going ahead with everything that's going on in Wales."

The event had been in doubt as it falls after the master agreement between Natural Resource Wales and the Motor Sports Association for the use of NRW forest land runs out on June 1. With a deal yet to be signed, the two bodies reached a one-off reprieve for the June 4 event to go ahead.

BRC crews have been given special dispensation to compete in the event without breaking the rules on competing or recceing stages before an event.



Slaughter's Ford Fiesta R5

## REVELLING IN HISTORIC RALLYING

# PAUL LAWRENCE

**Historic gravel rallying – what is the future?**



**W**hat a difference a year makes. The 2015 Pirelli Carlisle Rally was a bad day for historic gravel

rallying. Road conditions deteriorated dramatically and the majority of crews arrived at the finish questioning the enjoyment of driving their cars over such rough stages.

Most were simply steering around the holes and boulders to try and preserve their cars sufficiently to get to the finish.

Fast forward a year and the response to the 2016 event could not have been more different. There were big smiles all round at the Carlisle finish and fulsome praise for the event and the quality of the roads.

So what changed? Well, the return of the British Rally Championship allowed the Pirelli organisers to radically alter the event format and run the historics first on the road as a separate entity on Saturday morning. No double usage was the icing on the cake. It was far and away the best British Historic Rally Championship gravel event since the new running order rules kicked in last spring.

This was an event that has set down a new marker for the BHRC. What is clear is that 22 miles of double usage, with the historics interspersed with moderns in a 120-car field, cannot be the future. If it is, historic rallying on gravel will surely die. It is already badly wounded as more and more drivers either walk away or turn to asphalt.

The Pirelli organisers had some significant advantages, not least a two-day format. But what we really need now is some leeway from the MSA on running order for 2017 and some creative thinking from organisers.

At the core of the issue is the question of the MSA Safety Delegates and their ability to travel through the stages ahead of the first car to check on spectator safety. To fit the blueprint I have described above, it will require two delegates and a sensible time separation between events. But these are far from insurmountable issues.

A little anecdote from the Pirelli is, I think, apposite. I settled into my chosen super-safe location in Kielder about 45 minutes before the first car, MSA media tabard on and camera ready to go. I had the entire corner to myself. The Safety Delegate duly came past and I got a cheery wave of acknowledgement, so all was well. Then, 15 minutes before the first car was due, six spectators arrived. They, too, were totally responsible, chose very safe locations and, like me, stayed until after the closing car. But the fact remains that they arrived well after the Safety Delegate had gone by, as do the majority of spectators.

Unfortunately, the current deadlock over rates for using the forests managed by Natural Resource Wales now hangs over everything. If a resolution is not possible, everything will change and none of us will be going gravel rallying.

**AGREE/DISAGREE?**  
mn.letters@haymarket.com



# CLIO CUP AT 25

Stephen Lickorish

**M**ore than 20 Clios stream into Redgate corner all jostling for position off the line.

It could be a scene from the Donington Park rounds of the Renault UK Clio Cup last month. But instead the race in question happened 25 years ago.

This year marks a quarter of a century since the first Clio contest, with the series introduced to coincide with the launch of the French marque's new hatchback.

It was April 1991 and a 1.8-litre 16-valve Clio car instantly caught the attention of the racing community with 25 lining up on that inaugural grid in Leicestershire.

Steve Waudby has the honour of winning the first ever race, with the ex-Formula Ford, XR2 and Honda CRX driver switching to the series after a year racing Renault 5s.

"It was a bit of a shock going from 5 Turbos to Clios," recalls Waudby. "I expected Clios to be like the 5 just with a 16v engine in. Instead it was a different animal. It looked sporty and did everything that you wanted it to.

"We did our homework on the car and for the first race we were experimenting with oils. We used a particular oil and it increased the power of the engine."

This gave Harlow Motorsport driver Waudby an advantage over his rivals and he soon built up a lead when the lights went out.

"I started on pole and pulled out a good lead and everything was comfortable," he says. "Then the engine changed note about three or four laps from the end and I thought it was going to go. Luckily I had such a lead I could give up a bit of ground and I still won."

Such drama and unpredictability has become a key facet of the championship over the years. As for that first race, Mark Fish and John Wadsworth joined Waudby on the podium.

But it took Waudby another four months and seven races before he triumphed again, although he still became the first Clio champion.

"It was hard, very difficult to win the championship," he says. "The first race was an easy one but we knew everybody was going to get faster and I said to the team 'this is when the work starts'."

"I think I had to finish in the top five in the final race at Thruxton to win the title and I didn't particularly want to lead as I knew it would be difficult with the tow there. But we did what we needed to."

Waudby may have the title of being the first Clio champion, but he was far from the first Renault one-make series winner as the manufacturer's

racing links to Britain go back much further than April 1991.

"Renault had been interested in one-make racing since the 1970s and before that with the Renault 8s but the continual progression of Renault in one-make racing started with the Renault 5 TL," recalls Tim Jackson, who helped set up the Clio series. "We then progressed to the TS and the 5 Turbo and when the Clio was launched in 1991, it was natural progression to switch to that."

Progress is a word regularly used in connection with the series and Jackson is certain it was a step up from the old 5s.

"It felt like it was the start of something bigger than the Renault 5s – and they were a real delight in their day – but the Clio took one-make sport to a completely different level," he says. "It was a really good option for drivers and we wanted to create a home from home."

Jackson picks out one Bank Holiday weekend meeting for the 5s in the mid-1980s as a case in point. "It was very wet and everyone stayed in their cars," he says. "There was no talking, no cups of tea together and I thought something must change."

So by the time the Clios came along, proper hospitality was provided for drivers and their entourage. It was not only the drivers who were impressed, as the category quickly caught the interest of motorsport fans.

"We always got a round of applause before the start of the first race of the season," recalls Jackson, "which is unheard of in motorsport."

Fast forward 25 years and the category is still going strong. Twenty-four cars funnelled into Redgate at Donington last month and the racing is as good as ever.

While it's still a Clio that is used, the car has come a long way since the first generation model of the 1990s.

After a difficult period when the Renault Spider made a brief appearance (see sidebar), the new second generation Clio Renaultsport 172 model was introduced in 2000.

Then further advances came in 2002 with the 182 model, in 2007 with the 197, mid-way through 2009 with the 200 and finally 2014 when the current fourth generation car was brought in.

And it's no surprise that spin-off series have emerged over the years to make use of the older cars. The British Automobile Racing Club runs the Michelin Clio Cup for the 200s, while the 750 Motor Club has a very popular category for the 182s, showing the enduring impact the cars have had.

Despite needing to reinvent itself with each new model, the series has consistently gathered good entries – although there was briefly a drop-off when the current car was first released.

"It's interesting how the Clio has evolved," says John Millett, who has been a part of Renaultsport's technical team since the 1980s.

"Renault always look to improve on what they've got. We were badgering them for a sequential gearbox and they came up with that."

"It's got better and better and the latest Clio is the best car when it comes to one-make championships. I don't really know where they go from here!"

Regardless of what happens on the technical front, the series has the long-term security of being part of the TOCA bill until at least the end of



## TOP 10 WINNERS

Most successful Clio drivers

POS	DRIVER	WINS
1	Paul Rivett	45
2	Jonathan Adam	18
3	Stefan Hodgetts	17
4	Daniel Buxton	14
5	Tom Onslow-Cole	13
=	Dave Newsham	13
7	Ed Pead	12
8	Lee Brookes	11
=	Phil Glew	11
10	Ben Winrow	10

2019, after an agreement was signed during the winter. It has been part of the BTCC undercard since the TOCA package was created in 1993.

It's proving as popular as ever and therefore it's no wonder that Millett still enjoys working with the series after all these years. "I still get a great kick out of it and watching the racing," he says. "I think the crowds enjoy it – everybody used to watch the Formula Ford races and now people watch the Clios as it's good fun."

The series is still proving popular with drivers too, and Jackson attributes this enduring popularity to two key factors: the consistency of the team working on the series and the full backing of Renault.

"It meant something to a racing driver to be part of a manufacturer family and we have also done our racing as a family," he states. "To that extent it's easier to sort problems out and it's easier to make progress."

And we're back to making progress. Waudby also acknowledges the developments the category has made since the days when he competed in it.

"It's lovely to see a manufacturer carry a championship through so many years and their commitment to get started," he says. "It's turned now into a proper little touring car and is a really good proving ground for all the up and coming drivers."

There's no doubting that the roll call of previous champions is impressive. There is an array of title-winners who have gone on to achieve success in other categories – most notably British Touring Cars. Both Jonathan Adam (2005) and Tom Onslow-Cole (2006) have starred in GTs after BTCC stints, while Jack Goff (2012) and Ashley Sutton (2015) are among the next generation of tin-top stars.

Sutton's story is particularly significant as his battle with Ant Whorton-Eales and Ash Hand for

last year's crown helped reignite interest in Clios. The trio were inseparable for much of the season, with the title fight going down to the wire. That Sutton became the first rookie winner of the championship since Jonathan Fildes triumphed in 2003 was also a major milestone.

Besides the past champions, the list of Clio race winners also includes some notable names. Touring car stars Mat Jackson, Sam Tordoff, Aron Smith and Josh Cook are all race-winning graduates.

The BTCC links are becoming stronger still with the involvement of top teams BMR and Ciceley Motorsport, while Cook maintains a close association with Clios through his own Cooksport squad, proving just how significant the series has become.

It's no coincidence that those involved in that first race have fond memories of their time in Clios. Waudby is still connected to the series



Mat Jackson was a winner in 2000





Waudby (right) won first race at Donington

# F ACTION



Series started in 1991 with Clio 1.8 16V model

## Rivett: A man for all seasons

Out of the hundreds of drivers who have contested the Renault UK Clio Cup over the past 25 years, one stands out as easily the most successful: Paul Rivett.

He made his debut in the series in 2001 and, aside for a couple of years out in the mid-2000s, has been part of the championship ever since. He's won three titles (2002, 2004, 2011), secured 45 victories, taken 100 podiums and started close to 200 races.

"It's such a great series," he enthuses. "Renault has produced great car after great car. For me it started with the second generation Clio in 2001 – that was a fantastic car and then it got even better with the third and there was another step forward with the fourth.

"It's such a good product – it makes great racing and always has done. It's very cost-effective – it's not cheap to go racing but it's not bad when you look around at everything else – and it's a great place to be. With everything Renault put into it, except possibly touring cars, there couldn't be anywhere better for me."

Unsurprisingly, Rivett says his three titles are the highlights of his time in the category. "It's not really until I sit and look back that I realise what success I've had in it," he says. "Taking my 100th podium at Donington Park really brought that home."

In recent seasons, Rivett has been more involved in the championship than ever before after becoming team manager of the WDE Motorsport outfit that he currently races for.

"It means I'm so, so busy on a race weekend," he admits. "I have more to focus on than just driving the car but I really enjoy it and couldn't do what I do without the rest of the team."



The regular sight of Rivett leading

Photos: Renault Sport UK, Jakob Ebrey



Touring car legend Plato was first Spider champion

## 1996-1999: The Spider Cup years

The Clio Cup may now be 25 years old but it hasn't run throughout the last quarter of a century. Between 1996 and 1999 it had a brief hiatus and was replaced by the Renault Spider Cup.

However, it was far from a smooth transition from the hatchback to the roadster. Tim Jackson, who was in charge of Renault's motorsport programmes in the 1990s, says it was probably a mistake to make the change.

"Switching to the Spider, in hindsight, possibly wasn't the best decision," he says. "It took us into a completely different area financially and we were creating something from scratch as cars were two or three times more expensive than Clios."

There were also a few teething issues with the new car, with the suspension among the problem areas. "It was more of a baptism of fire than the start of any Clio season," recalls Jackson. "But we produced some excellent drivers like Andy Priaulx and Jason Plato."

Plato was the inaugural champion in 1996 in a dominant display during which he won nine of the 13 races. But Priaulx was even more successful, winning every single event in the final year of the Spiders in 1999.

In between, Bryce Wilson triumphed in 1997 while touring car race winner Dan Eaves won the title in 1998.

### LIST OF CLIO CUP CHAMPIONS

#### Renault UK Clio Cup title winners

YEAR	DRIVER	CLIO
2015	Ashley Sutton	Renaultsport 220 Trophy
2014	Mike Bushell	Renaultsport 200 Turbo EDC
2013	Josh Files	Renaultsport 200
2012	Jack Goff	Renaultsport 200
2011	Paul Rivett	Renaultsport 200
2010	Dave Newsham	Renaultsport 200
2009	Phil Glew	Renaultsport 197/200
2008	Ben Winrow	Renaultsport 197
2007	Martin Byford	Renaultsport 197
2006	Tom Onslow-Cole	Renaultsport 182
2005	Jonathan Adam	Renaultsport 182
2004	Paul Rivett	Renaultsport 182
2003	Jonathan Fildes	Renaultsport 182
2002	Paul Rivett	Renaultsport 182
2001	Daniel Buxton	Renaultsport 172
2000	Jim Edwards Junior	Renaultsport 172
1995	Lee Brookes	1.8 16V
1994	John Bintcliffe	1.8 16V
1993	Alastair Lyall	1.8 16V
1992	Matt Johnson	1.8 16V
1991	Steve Waudby	1.8 16V



GT ace Adam was a Clio champion

... through his SWR Motorsport company, which is specialist in Sadev transmissions currently used in the series, while Millett says: "I had some great memories and worked with some great drivers who have gone on to bigger and better things. It gives a sense of satisfaction hopefully guiding the team in the right direction."

Tim Jackson adds: "It is one of the highlights of my time being involved in motorsport and the continuing appeal of Clios is something to be proud of. The success of the high performance road cars came on the back of the series – the UK is the greatest marketplace for Renaultsport high-performance cars. It was because of the way we used racing to promote the road cars." And given how successful the championship has proved to be, it's likely we will see a pack of Clios racing into Redgate for many years to come. ■



Then and now: Current drivers and past stars



# RACING REPORTS

**SILVERSTONE GP: BLANCPAIN ENDURANCE SERIES BY JAMES NEWBOLD**
**MAY 14/15**

Photos: Blancpain Series

## MERC TRIUMPHS AS BUHK HOLDS OFF VANTHOOR AUDI



HTP Mercedes squad beat the WRT Audi

**Stellar pitwork and impressive fuel conservation from the number 1 WRT Audi crew of Laurens Vanthoor, Frederic Verusch and Dries Vanthoor was not enough to deny the HTP Mercedes of Maximilian Buhk, Dominik Baumann and Jazeman Jaafar a first victory of the year in the Blancpain Endurance Cup at Silverstone.**

Running a low key seventh in the opening stint after qualifying outside the top 10 for the first time this season, the Audi truly came into contention after some classic WRT strategising.

New-for-2016 pit regulations introduced to improve safety and nullify spending on fast-flowing fuel rigs specify that all cars must complete their stops within two time brackets – less than 70 seconds or over 90 seconds – leaving teams with the choice of short-fuelling and saving 20 seconds against their rivals, or filling their

tanks to the brim and running flat to the finish. WRT rolled the dice and it paid spectacular dividends, with Dries Vanthoor returning to the track in second after spending just 69.3s in the pits.

That put the teenager into battle with the polesitting Grasser Lamborghini, which Rolf Ineichen had taken over from Mirko Bortolotti, benefiting from a 20kg weight break after a tough weekend at Brands Hatch.

After a few laps sizing him up, Vanthoor made the move stick into the Loop, but didn't hold the lead for long. Jaafar had quickly followed the Audi past Ineichen and took advantage of Vanthoor's hesitation in traffic with a robust move on the exit of Club.

Afterwards, Vanthoor focused on saving fuel before handing over to his older brother for a final-stint showdown with Buhk that promised much, but ultimately delivered little. The pair traded fastest times for a

while, but the Audi proved simply unable to live with the pace of the Mercedes over a long run. A safety car period to recover Nyls Stievenart's stranded Ferrari afforded Vanthoor some hope, but having lost out to the Garage 59 McLaren by just 0.3s at Monza, Buhk wasn't going to settle for second again and made sure Vanthoor never got close enough to attempt a move.

"I think we were good in the first couple of laps on new tyres, but we've seen this season that over a long run they are really consistent and can carry on with their pace where we drop a bit, so that's something that we need to work on," Laurens Vanthoor said. "But if you had asked us yesterday to be P2 we would have signed immediately, now we're back on the right track."

For Malaysia's Jaafar, it was a first win since making the permanent switch to GTs and a memorable one at

that, which sees the HTP team take over the lead in the Endurance point standings.

"It's an incredible feeling to win in only my fifth GT race," he said. "I'm still learning this form of racing because everything is judged by traffic and how you plan things ahead. I saw an opportunity as soon as Dries was stuck behind the Lambo and I went for it. It was a very risky move and there was slight contact, but we managed to pull a gap from there."

Jeroen Bleekemolen took over the Lamborghini in the final stint to score a first podium of the year ahead of the battle for fourth between Philipp Eng's ROWE BMW and the second HTP Mercedes of Indy Dontje, who were separated by 0.12 seconds at the line.

A Mercedes also took the honours in Pro-Am, as Maro Engel passed the ISR Audi that had led the class from the start and Jonny Adam's Motorbase Aston Martin in the final two laps.

### RESULTS



Grasser Lambo's lead didn't last long

**Blancpain GT Series Endurance Cup (83 laps)** 1 Maximilian Buhk/Dominik Baumann/Jazeman Jaafar (HTP Mercedes); 2 Laurens Vanthoor/Frederic Verusch/Dries Vanthoor (WRT Audi) +0.963s; 3 Jeroen Bleekemolen/Mirko Bortolotti/Rolf Ineichen (Grasser Lamborghini); 4 Philipp Eng/Maxime Martin/Alexander Sims (ROWE BMW); 5 Clemens Schmid/Indy Dontje/Luciano Bacheta (HTP Mercedes); 6 Shane van Gisbergen/Rob Bell/Come Ledogar (Garage 59 McLaren). Class winners Maro Engel/Miguel Toril/Oliver Morley (Black Falcon Mercedes); Stef Vancampenhoutd/Pierre Ehret (Rinaldi Ferrari). Fastest lap Vanthoor 2m01.602s (109.05mph). Pole Bortolotti. Starters 52.

**Lamborghini Blancpain Super Trofeo (24 laps)** 1 Dennis Lind (Raton Racing); 2 Vito Postiglione (Imperiale Racing) +5.178s; 3 Martin Kodric (Bonaldi Motorsport); 4 Nicola Larini (Petri Corse); 5 Patrick Kujala/Adrian Amstutz (Bonaldi Motorsport); 6 Loris Spinelli/Enrico Fulgenzi (Antonelli Motorsport). CW Kujala/Amstutz; Rik Breukers (GDL Racing). FL Spinelli 2m02.078s (108.12mph). P Lind. S 43. **Race two (23 laps)** 1 Postiglione; 2 Spinelli/Fulgenzi +2.863s; 3 Kodric; 4 Christopher Zochling (Konrad Motorsport); 5 Kujala/Amstutz; 6 Larini. CW Kujala/Amstutz; Breukers. FL Lind 2m01.607s (108.49mph). P Lind. S 43.

**Formula Renault 2.0 Northern European Cup (13 laps)** 1 Max Defourny (R-ace GP); 2 Dorian Bocciaacci (Tech 1 Racing) +4.571s; 3 Will Palmer (R-ace GP); 4 Ferdinand Habsburg (Fortec Motorsports); 5 Jehan Daruvala (Josef Kaufmann Racing); 6 James Allen (JD Motorsport). FL Defourny 1m58.757s (111.10mph). P Defourny. S 23. **Race two (13 laps)** 1 Lando Norris (Josef Kaufmann Racing); 2 Palmer +4.124s; 3 Bocciaacci; 4 Daruvala; 5 Defourny; 6 Julien Falchero (R-ace GP). FL Norris 1m59.136s (110.79mph). P Norris. S 24.

**SEAT Leon Eurocup (11 laps)** 1 Niels Langeveld (Baporo Motorsport); 2 Mikel Azcona (PCR Sport) +2.987s; 3 Stian Paulsen (Stian Paulsen Racing); 4 Lourenco Beirao da Veiga (PCR Sport); 5 Alex Morgan (Wolf Power Racing); 6 Lucile Cypriano (Lucile Cypriano). FL Azcona 2m12.891s (99.30mph). P Langeveld. S 12. **Race two (11 laps)** 1 Paulsen; 2 Beirao da Veiga + 4.818s; 3 Morgan; 4 Cypriano; 5 Facundo Della Motta (Baporo Motorsport); 6 Azcona. FL Morgan 2m13.860s (98.61mph). P Julien Briche (Julien Briche). S 12.



Engel/Toril/Morley won Pro-Am class



Norris used fresh tyres to take a comfortable race win

### Mixed weekend for Norris as he wins second FR NEC race after gearbox issues in opener

It was a weekend of mixed fortunes for Lando Norris in the **Formula Renault 2.0 Northern European Cup**. The 16-year-old scored a dominant lights-to-flag win in race two after a gearbox failure had prevented his participation in race one.

With Norris sidelined, polesitter Max Defourny escaped into a lead he would never lose in race one. The main action unfolded behind him in the battle for second. Will Palmer held the

position for the duration of the race, but massive tyre graining in the closing laps allowed championship leader Dorian Bocciaacci through on the final lap at Copsé.

Norris' DNS in race one meant he had fresh tyres to use in race two and he duly made the most of them to leave the field trailing in his wake. This time, Palmer was able to fend off Bocciaacci to make it a British 1-2, with Jehan Daruvala executing a daring

move on Defourny for fourth around the outside of Club on lap five.

Dennis Lind was the fastest driver all weekend in the **Lamborghini Super Trofeo**, but a costly error in race two prevented him from making it a perfect double. The Dane was unchallenged in race one, with Vito Postiglione recovering from a bad start to take second. However, Lind hit a backmarker in race two and suffered a puncture that dropped him

to an eventual eighth place finish. Postiglione was the beneficiary, heading home Loris Spinelli and Enrico Fulgenzi's Antonelli Motorsport entry. Martin Kodric finished third in both races.

Stian Paulsen won the most entertaining race of the weekend in the **SEAT Leon Eurocup**, as Lourenco Beirao da Veiga held off a jostling four-car pack. Niels Langeveld won the first race before being eliminated by contact in the second.



# AND THE WINNERS ARE...

'Stanford led lights-to-flag'  
Pre '93 touring cars



'Sparrow was under pressure'  
Citroen 2CVs



CADWELL PARK: BARC BY IAN SOWMAN

MAY 14/15

Photos: Steve Jones

## HARRISON POWERS HIS WAY TO VICTORY OVER PRIMETT'S FORD



Harrison and Primett had great lead battle

**Andrew Harrison's Jaguar XJS won enthralling contests with Stephen Primett's Ford Escort Mk1 in the CTCRC Pre '83 Touring Car double-header.**

The Jag's extra grunt told along Park Straight on the opening lap of Saturday's stanza, but an audacious move into Hall Bends on the next tour put Primett back in front. "I've never been overtaken like that before," shrugged Harrison.

An increasingly ragged Primett lost the lead two laps later, a wheel on the grass at Charlies eventually costing him the place approaching Park. Next time around, it was a full-on excursion, cutting yards off the apex of Charlies, and Primett's challenge was blunted.

Traffic threw him a lifeline, but Harrison won by a second. Third place (and Pre '66 spoils) went to Paul Pheysy, who pounced when Stuart Caie (Capri) was delayed by backmarkers at Coppice.

Harrison won again on Sunday, with Primett trying everything he could to oust his rival's wide Jag. "I can't try any harder, I am at 10-10ths," he said. With

less traffic to worry about, Caie took third.

The star of the Pre '03 Touring/Classic VW double-header was AJ Owen, who climbed from 10th on the grid, after ECU issues on his Honda Civic in practice, to third in race one and victory in race two. Ken Lark was comfortably in front in Saturday's race when his VW Corrado suffered driveshaft failure. That handed Danny Cassar (Honda Integra) the overall honours; he had passed Steve Barden's Civic at Park on lap one. Owen battled with Simon Beament's Escort on his way to the podium.

Barden passed Cassar for the lead on the run from Mansfield in Sunday's race, then Owen – who reverted to 2015 set-up after off-season developments hindered him at Rockingham – got a run on him coming out of Barn that carried him into the lead by halfway round lap six. From the rear of the grid, Lark climbed to fourth by lap seven – passing Saturday winner Tony Harberman (Beetle) – to be top VW.

Dave Cockell was leading the first

Classic Thunder race when it was red-flagged after David Margalies, in Mark Fowler's BMW M3, landed atop the Mountain Armco. In Sunday morning's rerun Cockell's Escort Cosworth led throughout, but the second race went the way of Vaughan Fletcher's Subaru Impreza. "I made it hard for myself when I threw it off at Park in the restarted race," he said, after driving around Cockell at Coppice to take the lead.

Jack Stanford took a lights-to-flag win in Pre '93 Touring Cars, but fellow front row starter Kirk Armitage spun off the line, wiping out the top Pre '05 Production Peugeot of Gary Parkes and Paul Waterhouse. In their absence, Wil Arif (Alfa 145) took divisional honours.

Stanford led home an identical Pre '93 podium on Sunday, with Paul Bellamy and David Hickton also M3-mounted. Having lashed up his 206, Parkes produced a stirring drive from the back to lead the Pre '05 section within the first three laps.

The Northern Saloon and Sports

Car races were dominated by Leicestershire driver Joe Spencer in his Stuart Taylor Locosaki. The 20-year-old streaked away from his rivals, cutting near 90-second laps as he won the two races by a combined margin of more than a minute. Michael Cutt grabbed second from fellow BMW M3 pilot Paul Brydon on the first lap of the opener, while, after stalling on the line, Andy Robinson climbed back to fourth in his Ford Falcon, aided by the retirement of Andrew Morrison's SEAT.

In the second race, Brydon headed first Cutt, then Robinson, for second until he limped into a smoky retirement.

Championship leader Peter Sparrow headed the 2CV opener throughout, in spite of occasional pressure from Thomas Perry. Ex-Renault 5 ace Sandro Proietti overcame Alec Graham through the woodland section on the penultimate lap for third before Graham spun fourth place away exiting Gooseneck on the final lap.

Graham started race two from pole but briefly lost out to Mick Storey on the

## Davies and Deegan are double Mini winners

Ashley Davies and Shayne Deegan took double victories in the Mini Se7en and Mini Miglia contests at Cadwell Park.

Poleman Charlie Budd led the fast-starting Spencer Wanstall in the Se7en opener but, after a caution period, found the run out of Mansfield his Achilles heel. He lost places there to Wanstall, Davies and Andrew Deviny in successive laps, but then an incident climbing the Mountain ruled out Wanstall and Deviny.

Budd emerged back in front, but Davies was ahead by the time the safety car was deployed. Graeme Davis picked through the broken cars to take third.

Deviny got sideways exiting Charlies on the first lap of Sunday's contest, allowing Budd and Davies through by Park. Davies capitalised on the tow along Park Straight on lap two to take a lead he

would not relinquish, with Deviny driving around Budd for second at Park two laps later. From the back of the grid, Lewis Selby and Max Hunter climbed to fourth and fifth.

Double Stock Hatch champion Deegan amassed an enormous Miglia lead after a clash at Park delayed Bill Sollis and Kane Astin. "I looked in my mirrors and saw them spinning off," he said. While Astin had to pit, Sollis was able to charge back from outside the top 10. Aided by Colin Peacock's grassy excursion, he was able to claim third on the final lap after demoting Sam Summerhayes at Gooseneck. Ahead, Aaron Smith was a distant second to Deegan.

Astin kept Deegan honest in a tougher race two. After a sluggish start, Sollis bounced back, claiming fastest lap as he grabbed Astin's coat-tails by the end.

Deegan profited from Astin and Sollis' crash



## RESULTS

**Mini Se7en (9 laps)** 1 Ashley Davies; 2 Charlie Budd +0.739s; 3 Graeme Davis; 4 Tom Sanderson; 5 Robert Pearson; 6 Lewis Selby. Class winner Justin Cooper. Fastest lap Davies 1m50.558s (71.21mph). Pole Budd. Starters 25.  
**Race two (10 laps)** 1 Davies; 2 Andrew Deviny +4.959s; 3 Budd; 4 Selby; 5 Max Hunter; 6 Sanderson. CW Josh Collins. FL Deviny 1m49.168s (72.12mph). P Deviny. S 23.

**Mini Miglia (10 laps)** 1 Shayne Deegan; 2 Aaron Smith +9.313s; 3 Bill Sollis; 4 Sam Summerhayes; 5 Colin Peacock; 6 Daniel Wheeler. CW James Burrows. FL Deegan 1m39.823s (78.87mph). P Deegan. S 15.  
**Race two (10 laps)** 1 Deegan; 2 Kane Astin +2.905s; 3 Sollis; 4 Summerhayes; 5 Tony le May; 6 Rob Howard. CW Burrows. FL Sollis 1m39.628s (79.02mph). P Deegan. S 15.

**Pre '83 and Pre '66 Touring Cars (9 laps)** 1 Andrew Harrison (Jaguar XJS); 2 Stephen Primett (Ford Escort Mk1) +1.236s; 3 Paul Pheysy (Ford Lotus Cortina); 4 Stuart Caie

(Ford Capri); 5 Neil Bray (Ford Capri); 6 Tim Hayes (Alfa Romeo Alfasud Sprint). CW Primett; Pheysy; Caie; Hayes; Tony Crates (Ford Lotus Cortina); Andy Messham (Austin Mini 7); Steve Kirtan (Ford Anglia); Tony Preston (Morris Minor). FL Harrison 1m42.562s (76.76mph). P Primett. S 22.  
**Race two (9 laps)** 1 Harrison; 2 Primett +1.684s; 3 Caie; 4 Pheysy; 5 Bray; 6 Phil Manser (Austin Cooper). CW Primett; Caie; Pheysy; Manser; Hayes; Crates; Kirtan; Luc Wilson (Austin A40). FL Harrison 1m42.252s (76.99mph). P Harrison. S 17.

**Pre '03 Touring Cars and Classic VW (9 laps)** 1 Danny Cassar (Honda Integra); 2 Steve Barden (Honda Civic) +2.116s; 3 AJ Owen (Honda Civic); 4 Simon Beament (Ford Escort RS2000); 5 Tony Harberman (VW Beetle); 6 Nick Sanderson (SEAT Leon). CW Owen; Harberman; Benjamin Smith (VW Golf); Ant Anstead (VW Golf). FL Owen 1m40.308s (78.49mph). P Ken Lark (VW Corrado). S 16.  
**Race two (9 laps)** 1 Owen; 2 Barden +3.733s; 3 Cassar; 4 Lark; 5 Sanderson; 6 Luke Allen (Honda Civic). CW Barden; Lark; Smith; Anstead. FL Lark 1m40.214s (78.56mph). P Cassar. S 16.

**Classic Thunder (7 laps)** 1 Dave Cockell (Ford Escort Cosworth); 2 Andy Robinson (Ford Falcon) +1.874s; 3 Andrew Wilson (Holden Monaro); 4 Andrew Robey (BMW M3); 5 Vaughan Fletcher (Subaru Impreza); 6 Ian Froggatt (Subaru Impreza). Class winners Robinson; Robey; Marcus Reynolds (BMW E36 Turbo). FL Fletcher 1m33.360s (84.33mph). P Cockell. S 10.  
**Race two (10 laps)** 1 Fletcher; 2 Cockell +0.275s; 3 Wilson; 4 Robinson; 5 Froggatt; 6 Robey. CW Wilson; Robey; Reynolds; Paul Bellamy (BMW M3). FL Cockell 1m32.378s (85.22mph). P Cockell. S 24.

**Pre '93 Touring Cars, Pre '05 Production Touring Cars and Blue Oval Saloons (8 laps)** 1 Jack Stanford (BMW M3); 2 Paul Bellamy (BMW M3) +3.827s; 3 David Hickton (BMW M3); 4 Kevin Wills (BMW M3); 5 Simon Ward (Vauxhall Astra GTE); 6 Roger Stanford (BMW M3). CW Bellamy; Andrew Sheraton (BMW 325i); Brian Long (Ford Fiesta); Wil Arif (Alfa Romeo 145); Andrew Busby (Peugeot 206); Jeffrey Windsor (Ford Puma); Andrew Smith (Honda CRX). FL J Stanford 1m39.728s (78.94mph). P J Stanford. S 24. **Race two (9 laps)** 1 J Stanford; 2 Bellamy

+8.430s; 3 Hickton; 4 R Stanford; 5 Wills; 6 Ward. CW Bellamy; Long; Gary Parkes (Peugeot 206); Arif; Damon Craig (Ford Puma); Smith. FL J Stanford 1m38.987s (79.61mph). P J Stanford. S 22.

**Northern Saloons and Sports (11 laps)**

1 Joe Spencer (Stuart Taylor Locosaki); 2 Michael Cutt (BMW M3) +29.550s; 3 Paul Brydon (BMW M3); 4 Andy Robinson (Ford Falcon); 5 Andy Wilson (Porsche 911); 6 Matthew Kirkby (Caterham C400). CW Cutt; Kirkby; Stephen Kell (Ford Sierra XR4i); Scott Hubel (Peugeot 205); Martin Whitehouse (BMW 328); Steven Craggs (Ford Fiesta). FL Spencer 1m30.196s (87.28mph). P Spencer. S 26.  
**Race two (11 laps)** 1 Spencer; 2 Robinson +40.180s; 3 Cutt; 4 Andrew Morrison (SEAT Leon); 5 Wilson; 6 Kirkby. CW Robinson; Kirkby; Daniel Irving (Mazda MX-5); Whitehouse; Hubel; Craggs. FL Spencer 1m30.007s (87.47mph). P Spencer. S 25.

**2CV (10 laps)** 1 Peter Sparrow; 2 Thomas Perry +2.005s; 3 Sandro Proietti; 4 Steve Walford; 5 Matthew Hollis; 6 Nick Crispin. FL Sparrow

2m04.056s (63.46mph). P Sparrow. S 20.  
**Race two (10 laps)** 1 Crispin; 2 Mick Storey +0.297s; 3 Lien Davies; 4 Kris Tovey; 5 Alec Graham; 6 Jim Henshaw. FL Henshaw 2m05.336s (62.81mph). P Graham. S 20.

**Mighty Minis (11 laps)** 1 Alex Comis;

2 Adrian Tuckley +0.239s; 3 Steve Maxted; 4 Steven Rideout; 5 Stuart Coombs; 6 Sam Tomlinson. CW Coombs. FL Tuckley 1m50.803s (71.05mph). P Tuckley. S 19.  
**Race two (11 laps)** 1 Comis; 2 Tuckley +0.177s; 3 Maxted; 4 Rideout; 5 Coombs; 6 Greg Jenkins. CW Coombs. FL Tuckley 1m50.398s (71.31mph). P Rideout. S 19.

**Hyundai Coupe Cup (9 laps)**

1 Ian Goodchild; 2 Jon Winter +4.546s; 3 Alex Cursley; 4 Joe McLaughlin; 5 Matthew Plumb; 6 William Tayforth. FL Goodchild 1m50.189s (71.45mph). P Goodchild. Starters 10.  
**Race two (9 laps)** 1 Goodchild; 2 Winter +4.870s; 3 Cursley; 4 Tayforth; 5 McLaughlin; 6 Eddie O'Kane. FL Goodchild 1m49.766s (71.72mph). P Goodchild. S 10.



Owen was star of Pre '03 contests



Cockell won in Classic Thunder



# RACING REPORTS

**BRANDS HATCH: MSVR BY CHARLIE EUSTICE**
**MAY 14/15**

Photos: Gary Hawkins

## JONES TAKES DOUBLE AS KELLY AND WATTS STRUGGLE

**Daryl Jones bounced back from a trying weekend in Donington Park to claim the first two race wins in the F3 Cup, the first of which was helped by a poor start for Shane Kelly and a non-start for Robbie Watts.**

The pressure was relieved for Jones in race two when Tony Bishop spun out of second place at Clearways and, though the safety car would neutralise the field, neither Kelly nor Watts would genuinely trouble Team Fox man Jones.

In race three, however, he could only hold his lead as far as lap three, when triple Donington winner Kelly slipped past at Druids to take the victory.

After winning the Lotus Cup races at Snetterton and Donington Park, Adam Mackay's perfect start to the start of the season was dented with a DNF at Brands, and Jason Baker took full advantage, winning by just over 10 seconds from Adam Knight.

Baker's good form seemed to continue in the Elise Trophy category as well, but post-qualifying scrutineering found his car to be underweight, and so his fourth-place grid slot became 13th, with an added 10-second penalty. That left Freddie Hetherington and Stuart Ratcliff – who set identical qualifying times – to do battle with Alex Ball, and the trio were separated by barely a second at the chequered flag. Hetherington, in front, resisted Ball's pressure all race.

With no penalty applied for race two, Baker was able to streak clear, aided by an off for Hetherington as he tried to pass Ball for second place.

Toby Bearne took his maiden win in

the VAG Trophy's first race of the weekend after polesitter Paul Ivens slumped to fifth, but a controversial incident in the second race would see Bearne stripped of his win, and excluded from the meeting altogether. Darrelle Wilson passed both Bearne and Darron Lewis during race two, but Bearne made contact with Wilson at Paddock Hill Bend, and both ended up in the barrier, ending the race after just five minutes and handing Lewis victory. Race three's mixed grid led to a shuffle of the pack, and Daniel Clark took his first win of the season in his VW Golf Mk5, holding off the feisty Passat of John Stevens.

Matt Swaffer got past Production BMW polesitter Harry Goodman at the start of the race, but a daring pass by the latter at Druids on lap seven returned the pair to their starting positions, and there they remained until the chequered flag of not only race one, but race two as well. Goodman has now accrued five out of six wins so far this season, but Swaffer sits just 14 points adrift.

Nigel Innes took pole and both race wins in Racing Saloons. Stuart Waite had dominated the first two rounds at Oulton Park and Donington with a second place, two poles and three wins, but he had to play second fiddle to Innes in the first race, and finished third behind Stephen Pearson in the second race.

Jack Lang got off to the best start in the first Radical Challenge race, leading from pole position. A three-lap safety car for Lewis Gee and David Simpson's second-lap excursion did not perturb the ex-BRDC 4 man, and he

held his own against chasing drivers Brian Caudwell and Steve Burgess, the latter of whom passed Tony Wells with one lap to go.

Race two also featured an early safety car, and Bradley Smith took top step on the podium, with Burgess and Wells in tow, and Lang down in 11th after a disastrous start. Lang recovered to win the 40-minute final Radical race, but more impressive was Joe Stables' drive from 11th on the grid to finish second.

James Taylor resisted pressure from Oliver Barker all race long in the first Radical SR1 Cup race, but failure to observe waved yellow flags for Christian Olsen's stricken car on the very last lap got Barker excluded from the race. Taylor doubled on his win in race two, with Barker third, just behind Kye Wheatley.

Jeremy Timms hit the pit wall very early during qualifying for the Monoposto 1800, 1600 & Moto 1400 & 1000 race, but was able to scorch past all 19 drivers in his way during the race; winning ahead of cousin Jason Timms, who had taken pole. Jeremy Timms also took victory in race two, this time over 20 seconds ahead of Craig Hurrant.

Contact between front row-starters Ben Cater and Tony Bishop on the first lap of Monoposto F3, F2000 and Classic race one dropped both down the order and gave David Gillett victory. However, both found their feet for the second race, finishing just over a second apart with Cater at the fore.

Oliver White was named Champion of Brands in the final event of the weekend, holding off Luke Williams in the one-off Formula Ford 1600 event.



Jones took advantage of a poor getaway from Kelly and a non-start for Watts



Bearne (r) won first race but was later excluded after clash with Wilson

### RESULTS



Baker (r) had a mixed weekend at Brands Hatch

**F3 Cup (18 laps)** 1 Daryl Jones (Dallara F308); 2 George Line (F308) +1.145s; 3 Shane Kelly (F308); 4 Mark Harrison (F305); 5 Jacopo Sebastiani (F311); 6 Daniel Tapinos (F311). Class winner Geoffrey Hoodless (March 813). Fastest lap Kelly 43.023s (101.07mph). Pole Jones. Starters 11.  
**Race two (21 laps)** 1 Jones; 2 Kelly +1.257s; 3 Robbie Watts (F308); 4 Line; 5 Sebastiani; 6 Stuart Wilshire (F308). CW Hoodless. FL Jones 42.710s (101.79mph). P Jones. S 11.  
**Race three (28 laps)** 1 Kelly; 2 Jones + 4.179s; 3 Watts; 4 Line; 5 Sebastiani; 6 Tony Bishop (F310). CW Hoodless. FL Kelly 42.919s (101.32mph). P Jones. S 11.

**Lotus Cup (65 laps)** 1 Jason Baker (Elise S2); 2 Adam Knight (Exige V6 Cup) +10.414s; 3 Steve Train (2-Eleven); 4 Adam Balon (Exige V6 Cup); 5 Rob Myers (Exige V6 Cup); 6 Ian Fenwick (Exige S1). CW Knight; Stuart Ratcliff/Anthony Dunn (Elise Cup R). FL Baker 50.413s (86.25mph). P Baker. S 17.

**Elise Trophy (22 laps)** 1 Freddie Hetherington (Elise S1); 2 Alex Ball (S1) + 0.212s; 3 Stuart Ratcliff (Cup R); 4 Jason Baker (S1); 5 Danny Holland (111R); 6 David Alexander (S1). FL Ball 54.093s (80.39mph). P Ball. S 13.  
**Race two (22 laps)** 1 Baker; 2 Ball +6.777s; 3 Seth Walpole (111R); 4 Simon Oakley (Cup R); 5 Ratcliff; 6 Holland. FL Ball 54.246s (80.16mph). P Baker. S 13.

**VAG Trophy (17 laps)** 1 Darrelle Wilson (VW Scirocco TDI); 2 Darron Lewis (VW Golf GTI R) +1.627s; 3 Paul Ivens (VW

Scirocco); 4 Kenan Dole (VW Golf GTI); 5 John Stevens (VW Passat); 6 Tommy Knight (VW Golf). CW Simon Tomlinson (VW Golf Mk4). FL Ivens 52.645s (82.60mph). P Ivens. S 27.  
**Race two (5 laps)** 1 Lewis; 2 Ivens +0.850s; 3 Knight; 4 Stevens; 5 Daniel Clark (VW Golf Mk5); 6 Simon Walton (VW Golf GTI). CW Tomlinson. FL Lewis 52.924s (82.16mph). P Wilson. S 27.  
**Race three (16 laps)** 1 Clark; 2 Stevens +0.390s; 3 Knight; 4 Lewis; 5 Ivens; 6 Alex Dziurzynski (VW Scirocco). CW Amy Dziurzynski (VW Golf Mk2). FL Dole 53.003s (82.04mph). P Clark. S 23.

**Production BMWs (16 laps)** 1 Harry Goodman (320i); 2 Matthew Swaffer (320) +0.243s; 3 Rob Cooper (320i); 4 Andy Gay (E30 320); 5 Sam Strong (BMW E30); 6 David Graves (320i Cab). FL William Davison (E30) 58.223s (74.68mph). P Goodman. S 25.  
**Race two (16 laps)** 1 Goodman; 2 Swaffer +0.262s; 3 Gay; 4 Strong; 5 Graves; 6 Gregor Pryor (E30 320i). FL Davison 58.126s (74.76mph). P Goodman. S 25.

**Racing Saloons (14 laps)** 1 Nigel Innes (BMW E36 M3); 2 Stuart Waite (BMW M3) +2.227s; 3 Stephen Pearson (BMW E36 M3); 4 Darren Stamp (BMW E36 M3); 5 Peter Osborne (Vauxhall Astra VXR); 6 Brian Jones (BMW E36 M3). CW Cliff Pellin (Ford Fiesta ST150). John Willcocks (BMW E30 M3); Chris Boon (Jaguar XJS); Mark Palmer (BMW 320i); Andy Gay (BMW E30 320i); Karl Graves; (BMW 120d); Kieron Lehane (Citroen Saxo). FL Karl Catliff (BMW

E36 M3) 53.891s (80.69mph). P Innes. S 29.  
**Race two (17 laps)** 1 Innes; 2 Pearson +1.138s; 3 Waite; 4 Stamp; 5 Jones; 6 Willcocks. CW Willcocks; Pellin; Boon; Sam Strong (BMW E30); Graves; Lehane. FL Pearson 53.766s (80.88mph). P Innes. S 24.

**Radical Challenge (19 laps)** 1 Jack Lang (Radical SR3 RSX); 2 John Caudwell (SR3 RSX) +1.587s; 3 Steve Burgess (SR3 RSX); 4 Tony Wells (SR3 RSX); 5 John Macleod (SR3 RSX); 6 Mark Richards (SR3 RSX). CW Joe Stables (Radical SR3 RS); Andy Chittenden (SR1). FL Lang 45.811s (94.92mph). P Lang. S 29.

**Race two (18 laps)** 1 Bradley Smith (SR3 RSX); 2 Burgess +1.349s; 3 Wells; 4 Brian Murphy (SR3 RSX); 5 Richards; 6 Stables. CW Burgess; Chittenden. FL Smith 45.542s (95.48mph). P Lang. S 29.  
**Race three (48 laps)** 1 Lang; 2 Stables +6.374s; 3 Burgess; 4 Wells; 5 Murphy; 6 Stuart Maloney/James Abbott (SR3 RSX). CW Maloney/Abbott; Chittenden. FL Mark Hinget/Ollie Hancock (SR3 RSX) 45.574s (95.41mph). P Lang. S 28.

**Radical SR1 Cup (20 laps)** 1 James Taylor; 2 Ron Elice +5.482s; 3 Kye Wheatley; 4 Peter Brookes; 5 Tony Barwell; 6 Andy Chittenden. FL Taylor 49.658s (87.57mph). P Oliver Barker. S 15.  
**Race two (21 laps)** 1 Taylor; 2 Wheatley + 3.044s; 3 Barker; 4 Spencer Bourne; 5 Barwell; 6 Sam Moores. FL Barker 49.673 (87.54mph). P Taylor. S 15.

**Monoposto Moto 1800, 1600, 1400, 1000 (19 laps)** 1 Jeremy Timms (Dallara F399); 2 Jason Timms (Dallara F311) +3.518s; 3 Craig Hurrant (Jedi Mk6); 4 Andrew Gordon-Colebrooke (Dallara); 5 Dan Levy (Jedi Mk6); Jonathan Reed (Jedi Mk 6); CW Hurrant; Richard Fors (Van Diemen RF97); Geoff Fern (Van Diemen RF89). FL Jason Timms 45.727s (95.09mph). P Jason Timms. S 20.

**Race two (17 laps)** 1 Jeremy Timms; 2 Hurrant + 21.362s; 3 Levy; 4 Gordon-Colebrooke; 5 Reed; 6 George Fowler (Reynard SF84). CW Hurrant; Fowler; Fern. FL Jeremy Timms 45.789s (94.97mph). P Jeremy Timms. S 20.

**Monoposto F3, 2000 & Classic (20 laps)**

1 David Gillett (Dallara F302/4); 2 Chris Hodgen (F304) +0.300s; 3 Simon Tate (F302); 4 Tony Bishop (F302/4); 5 Richard Purcell (F302); 6 Ashley Dibden (F301). CW Kevin Otway (Van Diemen F4); Chris Lord (Formula Vauxhall). FL Bishop 44.607s (97.48mph). P Bishop. S 20.

**Race two (17 laps)** 1 Ben Cater (Dallara F301); 2 Bishop +1.239s; 3 Hodgen; 4 Gillett; 5 Purcell; 6 Tate. CW Otway; Lord. FL Cater 45.101s (96.41mph). P Cater. S 19.

**Champion of Brands (18 laps)** 1 Oliver White (Van Diemen); 2 Luke Williams (RFR16) + 1.577s; 3 Andy Charsley (Ray GR15); 4 Richard Taring (Ray GR13); 5 Lucy Wardrop (Van Diemen); 6 Jason Down (Getem Mygale). FL Charsley 50.185s (86.77mph). P White. S 13.

### ZANDVOORT: FF1600 BY NELSON VALKENBURG

**MAY 14/15**

Niall Murray took away two wins from the National Formula Ford 1600 championship's outing at the Dutch Zandvoort circuit to further strengthen his bid for a first British title.

The Irishman enjoyed an easy lights-to-flag victory in the first race as local racer Melroy Heemskerk fought off Stephen Daly and James Raven for second.

The second race of the weekend saw the same set of characters battle it out for the lead all race long. Heemskerk, who as a guest driver wasn't eligible to score points, looked to have the race under control after Murray dropped back to fifth mid-race before the Van Diemen driver shot back into the lead with just a lap to go and held on for his second victory of the weekend.

Meanwhile, Murray's nearest points rival Chase Owen fought back to ninth in race two after failing to finish the first race and thus lost ground in the title contest.

The British National races formed part of the third running of the Marcel Albers Memorial Trophy which enjoyed a major growth spurt since being conceived in 2014, with a quality entry of more than 60 cars

from all over Europe turning out.

Stephen Daly took victory in an action packed final as he saw off challenges from Murray, Heemskerk, Owen and the surprisingly rapid Finn Patrick Pasma. With Murray dropping back after a drivethrough penalty for a jumped start, Daly consolidated his lead and stayed ahead of Pasma and Heemskerk to take a well-earned win.

### RESULTS

**National FF1600 (11 laps)** 1 Niall Murray (Van Diemen RF99); 2 Melroy Heemskerk (Mygale GV15-K) +6.140s; 3 Stephen Daly (Ray GR11); 4 James Raven (Ray GR15); 5 Chris Middlehurst (Van Diemen RF03); 6 Tom McArthur (Van Diemen LA10).

CW Daniel O'Beirne (Swift SC95); Jaap Bijlveen (Reynard FF88); Mike Todd (Mondiale 84S). FL Murray 1m50.867s (85.79mph). P Murray. Starters 28.  
**Race two (11 laps)** 1 Murray; 2 Heemskerk +0.252s; 3 Daly; 4 Raven; 5 McArthur;

6 Middlehurst. CW Murray; O'Beirne; Bijlveen; Todd. FL Murray 1m51.072s (85.48mph). P Murray. S 27.

**Marcel Albers Memorial Trophy (14 laps)** 1 Daly; 2 Patrick Pasma (Mygale SJD8) +0.613s; 3 Heemskerk; 4 McArthur; 5 Murray; 6 Jake Byrne (Ray GR13). CW Daly; Nicolas Belloou (Van Diemen RF90); Roel Mulder (PRS RH02). FL Daly 1m51.088s (85.47mph) P Murray. S 32.



# AND THE WINNERS ARE...

'Gooding made surprise attack' Fiesta Juniors



'Porter took two victories' Mk2 GTis



## ROCKINGHAM: BRSCC BY DOM D'ANGELILLO

MAY 14/15

Photos: Mick Walker

# STYRIN TREBLE ROCKS HIS PORSCHE RIVALS

**Richard Styryn's dominant start to the season continued as he took a hat-trick of Porsche Championship victories at Rockingham, making it five out of six in 2016.**

Styryn remained relatively unchallenged, finishing ahead of James Coleman in all three races.

It looked set to be a tantalising race one when Ed Hayes claimed pole, ahead of Coleman and Styryn, but the moment the lights went out, Styryn slid through the gap between them and never looked back. Hayes remained in contention for the final podium place, only losing out to Andrew Hack when a rattle developed into full-blown engine failure. Though the 2015 champion made it into race two, it was a case of déjà vu, suffering from the same fate. By race three, Hayes had jumped into a reserve car to try to keep Styryn within touching distance, and although he started from the rear of the reversed grid, he salvaged a worthy third place, six seconds behind the eventual winner.

There was better luck for Linda Warren in the 924s as she took her maiden victory in race one, following it with a brace of second places,

making an impressive statement in the class.

With Class C given its own grid due to its increasing size, it meant there were four races in the **Quaife Fiesta Championship**. It was a routine two victories for Alastair Kellett from pole in classes A, B and D, while in Class C it was a day of mixed emotions for the Specialized Motorsport team. It looked like a simple 1-2 going the way of Sam Priest in race one, until team boss and second-place man Simon Horrobin was given a 10-second time penalty for exceeding track limits, demoting him to fourth behind Nick Sanderson and Kevin Stirling.

Horrobin made amends in race two, taking the victory after forcing Priest wide at Deene. Just as another 1-2 looked in their grasp, lady luck thought otherwise, pulling the power from Priest's car, forcing him to retire as Myles Baker and Alfonso Skrziczka completed the podium.

Bradley Burns earned his first victory in the **Fiesta Junior Championship**, on a weekend that saw the title fight blown wide open. With a surprising second place qualifying result, Burns never looked back as he cruised to a race

one victory. It looked to be going his way yet again in race two, until a surprise attack from Harry Gooding out of Pif-Paf and onto the Steel Straight caught Burns off-guard. He lost another place to Jam Sport's Callum Hawkins-Rowe, and was forced to settle for third.

The vast **BMW Compact Cup** grid was, as usual, split into three groups, each racing twice. Samuel Carrington Yates, took victory in the A and B race from pole, ahead of British GT champion James Gornall. Gornall then made it a first and second for the weekend, winning the A and C race, with Jim Benson storming to victory in the B and C event ahead of Joe Wiggins and Steven Dailly. Missing from the top end of the grid was points leader Richard Miles, having to settle for ninth and 10th after his qualifying times were excluded due to a fuel pressure regulation breach.

Nick Porter took two victories in the **Mk2 GTi Championship**, both times finishing ahead of Chris Webb and Peter Milne, while the **Mk5 GTi Series**, taking to the track for the first time in 2016, warranted two winners: Andy Baylie and former Mk2 star Josh Johnson.



Styryn was unstoppable at Rockingham, winning all three races from Coleman (00)



Compact Cup attracted another large entry that required grids to be split

## RESULTS



Kellett was in control of the Class A, B and D Fiesta races, winning both

### Porsche Championship (12 laps)

1 Richard Styryn; 2 James Coleman +0.572s; 3 Andrew Hack; 4 Richard Avery; 5 Garry Goodwin; 6 Alex Stocker. Class winner Linda Warren (924). Fastest lap Styryn 1m40.037s (73.77mph). Pole Ed Hayes. Starters 20.

**Race two (12 laps)** 1 Styryn; 2 Coleman +1.768s; 3 Hack; 4 Avery; 5 Goodwin; 6 Garry Lawrence. CW Karl Rossin (924). FL Coleman 1m40.498s (73.43mph). P Styryn. S 20.

**Race three (12 laps)** 1 Styryn; 2 Coleman +0.873s; 3 Hayes; 4 Nick Hull; 5 Stocker; 6 Kevin Molyneux. CW Nizar El-Chamaa (924). FL Styryn 1m40.139s (73.69mph). P Stocker. S 20.

### BRSCC Quaife Fiesta Championship - Classes A, B and D (12 laps)

1 Alastair Kellett; 2 Jamie White +1.274s; 3 John Cooper; 4 Jessica King; 5 Stuart Robbins; 6 Jack Youhill. CW Tim Bennett (S); Derek Robinson (Fiesta).

FL Kellett 1m46.557s (69.25mph).

P Kellett. S 15.

**Race two (9 laps)** 1 Kellett; 2 Cooper +0.845s; 3 White; 4 King; 5 Robbins; 6 Dana Freeman. CW Bennett; Robinson. FL White 1m46.808s (69.09mph). P Kellett. S 15.

### BRSCC Quaife Fiesta Championship - Class C (10 laps)

1 Samuel Priest; 2 Nick Sanderson +0.528s; 3 Kevin Stirling; 4 Simon Horrobin; 5 Nathan Edwards; 6 Joshua Watkins. FL Priest 1m44.311s (70.74mph). P Priest. S 16.

**Race two (9 laps)** 1 Horrobin; 2 Myles Baker +5.976s; 3 Alfonso Skrziczka; 4 Edwards; 5 Sanderson; 6 Aaron Thompson. FL Horrobin 1m43.872s (71.04mph). P Priest. S 15.

### BRSCC Fiesta Junior Championship

(12 laps) 1 Bradley Burns; 2 Harry Gooding +4.881s; 3 Callum Hawkins-Rowe; 4 Lochlan Bearman; 5 Sikhander Hussain; 6 Nicholas

Reeve. FL Burns 1m45.845s (69.77mph).

P Cameron Pugh. S 18.

**Race two (12 laps)** 1 Gooding; 2 Hawkins-Rowe +0.778s; 3 Burns; 4 Caritto Miracco; 5 Bearman; 6 Hussain. FL Miracco 1m46.501s (69.29mph). P Burns. S 18.

### BMW Compact Cup - B and A (9 laps)

1 Samuel Carrington Yates; 2 James Gornall +1.360s; 3 Simon Walker-Hansell; 4 Owen Hunter; 5 Neil Roche; 6 Declan McDonnell. FL Gornall 1m48.729s (67.87mph). P Carrington Yates. S 27.

**C and B (9 laps)** 1 Jim Benson; 2 Joe Wiggins +2.290s; 3 Steven Dailly; 4 Owen Hunter; 5 Jon Watt; 6 Walker-Hansell. FL Watt 1m49.031s (67.68mph). P Wiggins. S 27.

### A and C (9 laps)

1 Gornall; 2 Wiggins +3.745s; 3 Dailly; 4 Watt; 5 Ben Pearson; 6 Darren Ball. FL Wiggins 1m48.947s (67.73mph). P Gornall. S 26.

### Production GTi Mk2 Championship

(12 laps) 1 Nick Porter; 2 Chris Webb +0.376s; 3 Peter Milne; 4 Adam Hance; 5 David Parris; 6 Dan Gibbs. CW Matthew Potts. FL Porter 1m47.543s (68.62mph). P Porter. S 16.

### Production GTi Mk5 Series (12 laps)

1 Andy Baylie; 2 Josh Johnson +4.118s; 3 Simon Gusteron; 4 James Howison; 5 Martyn Walsh; 6 Charlie Cudlipp. FL Johnson 1m42.880s (71.73mph). P Baylie. S 9.

**Race two (9 laps)** 1 Johnson; 2 Gusteron +8.602s; 3 Baylie; 4 Walsh; 5 Howison; 6 Paul Blackburn. FL Baylie 1m42.865s (71.74mph). P Baylie. S 9.

## PEMBREY: BARC BY PETER SCHERER

MAY 14/15

Nick Dunn consolidated his lead in the **Max5 Racing Championship** by taking his fourth win of the season.

George Grant made a lightning start in race one but couldn't hold off the challenge from John Munro and Dunn for long. Munro led from the lap two and gradually pulled clear of Dunn, while the duel for a distant third place finally went to Chris Webster after a race-long battle with Ian Loversidge.

Although Grant was still fifth on the road, he received two track limit penalties, which left Jeremy Shipley and Andrew Pretorius to complete the top six.

Munro started the second race from pole and it soon developed into a four-way scrap with Dunn, Webster and Loversidge. But four into one didn't go at Hatchets and, after contact, Munro was stationary in the track and the

race was red flagged. At the restart, Dunn took charge from the opening lap but had Webster as a constant shadow.

He held on just to take the flag with only 0.129s in hand, while Loversidge looked on from a solitary third. Pretorius, Grant and Lee Hollin rounded off the top six.

Grant got a win in the non-championship finale, heading Shipley from the start, but a terrific fight for third finally went to Pretorius with a lap to go, over Hollin.

Jason Davies' Ford Sapphire Cosworth managed to shake off Keith White's BMW Z4 from the start of the first **Welsh Sports Saloon** race, as Chris Everill's Ginetta G50 held a distant and racelength third.

The second race looked like being a repeat until Davies slowed on lap 10 and White

went ahead to seal the win. Despite his reducing pace, Davies held onto second for another six laps, before Everill came by, but by the flag Fabio Luffarelli's Mini and Ken James' Loco Hornet had followed too.

No one got near Nerijus Zabotka after he unleashed his Subaru Impreza in the combined **Nippon Challenge/Deutsche Marques/Tricolore Trophy** race. He won both races at a canter, with the Renault Clios of Tony Hunter and Nick Gwinnett joining him on the podium after a professional first race.

The second race was somewhat closer as Gwinnett's initial pursuit faded after the second lap and left Hunter chasing. But as Gwinnett continued to slide down the order, Andrew Roberts' Honda Civic came to the fore and had almost caught Hunter as the flag came out.

It was a three-way fight for supremacy at the start of the first **MR2** race. Dave Hemmingway led poleman Aaron Pullan and Adam Lockwood, before Pullan took charge on the fourth lap. They remained close and, as Pullan managed to keep his nose ahead, Hemmingway and Lockwood swapped and changed repeatedly, with Lockwood finally sealing the place a lap from home.

Pullan got a break early into the second race and was fairly comfortable for the first 10 laps. Lockwood turned the tide back in his favour and, after scything past on lap 11, he went clear over the remaining laps.

Hemmingway had an early duel with Peter Highton for third, but once it was settled in his favour he drastically reduced the second-place cushion of the slowing Pullan.

## RESULTS

### Max5 Racing (18 laps)

1 John Munro; 2 Nick Dunn +4.873s; 3 Chris Webster; 4 Ian Loversidge; 5 Jeremy Shipley; 6 Andrew Pretorius. CW Tom Hotchkiss. FL Munro 1m08.913s (76.06mph).

P Paul Roddison. S 12.

**Race two (7 laps)** 1 Dunn; 2 Webster +0.129s; 3 Loversidge; 4 Pretorius; 5 George Grant; 6 Lee Hollin. CW Andrew Bayliss. FL Webster 1m10.336s (74.52mph). P Munro. S 12.

### Race three (non championship) (17 laps)

1 Grant; 2 Shipley +5.269s; 3 Pretorius; 4 Hollin; 5 Adrian Baker; 6 Sam Moody. CW Hotchkiss. FL Grant 1m10.103s (74.86mph). P Dunn. S 7.

### Welsh Sports & Saloons (16 laps)

1 Jason Davies (Ford Sapphire Cosworth); 2 Keith White (BMW Z4) +9.499s; 3 Chris Everill (Ginetta G50); 4 Ken James (Loco Hornet); 5 Fabio Luffarelli (Mini); 6 Andy Williams (Ford Sapphire). CW White; Tyrone Luffarelli (Peugeot 206 GTi); Dave Scaramanga (VW Polo); Roger Dowden (Davian Mk6); Andy Long (Honda Civic Type R). FL White 1m00.584s (85.51mph). P White. S 22.

**Race two (16 laps)** 1 White; 2 Everill +9.251s; 3 F Luffarelli; 4 James; 5 Davies; 6 Williams.

CW James; T Luffarelli; Scaramanga; Dowden. FL White 1m00.929s (86.02mph). P Davies. S 17.

### Nippon Challenge/Deutsche Marques/Tricolore Trophy (14 laps)

1 Nerijus Zabotka (Subaru Impreza); 2 Tony Hunter (Renault Clio) +8.040s; 3 Nick Gwinnett (Renault Clio 172); 4 Andrew Roberts (Honda Civic); 5 Ash Bruneau (Renault Clio); 6 George Grant (Mazda MX-5). CW Hunter; Roberts; Bruneau; Dave Hemmingway (Toyota MR2); Roger Pullan (Audi A3); Mat Smith (BMW Z3). FL Zabotka 1m06.341s (79.00mph). P Zabotka. S 16.

**Race two (14 laps)** 1 Zabotka; 2 Hunter +27.263s; 3 Roberts; 4 Bruneau; 5 Gwinnett; 6 Miles Hodgson (Toyota MR2). CW Hunter; Roberts; Bruneau; Pullan; Jon Lord (Toyota Celica). FL Zabotka 1m06.228s (79.14mph). P Zabotka. S 9.

### MR2 (13 laps)

1 Arron Pullan; 2 Adam Lockwood +6.551s; 3 Dave Hemmingway; 4 Daniel Bryant; 5 Peter Highton; 6 Philip O'Halloran. FL Pullan 1m10.145s (74.72mph). P Pullan. S 13.

**Race two (13 laps)** 1 Lockwood; 2 Pullan +2.795s; 3 Hemmingway; 4 Highton; 5 Merrill Readett; 6 Bryant. FL Pullan 1m10.629s (74.21mph). P Pullan. S 13.



# BTRDA ROUND FOUR: PLAINS RALLY

Cave wins but Payne still leads the championship. By **Simon Gronow**

Photos: Whittle Photographic, JMSPhotographic.com, Rallysportmedia.com

# CAVE EMERGES FOR PLAINS WIN



Dust proved no problem for local



Reynolds was top BTRDA finisher after only one gravel rally in the ex-Marcus Gronholm Rally GB-winning Focus



Francis couldn't match R5 and WRC pace in his B13 Lancer but scored more points in chase of leader Payne

**A** day's testing, putting into practice lessons learnt on the recent Pirelli Carlisle Rally, proved worthwhile for Tom Cave and James Morgan as they set fastest time on six of the seven stages to win the Plains Rally in their Ford Fiesta R5.

At the end, they were 27s ahead of Julian Reynolds/Patrick Walsh, the driver delighted with second place on only his second outing in his Ford Focus WRC. Luke Francis/John Roberts continued their recent good run with third place in their Mitsubishi Lancer E9.

Cave was in the rally for seat time both in the car and with new co-driver Morgan on the notes for the first time this year. However, the Welsh pairing showed no sign of taking it easy to begin with as they were nine seconds faster than the opposition on the first test through Gartheiniog.

After dropping a couple of seconds to Reynolds in the first Dyfi test, where they struggled with the dust, they extended their lead by four seconds with fastest on the second Dyfi test. "The stages are good and we are sticking to our plan," said Cave as they arrived at the Dolgellau service area. He added: "We are happy to be leading. The tyres are holding up well in the warm weather."

In second place at Dolgellau were Reynolds/Walsh, the Narberth driver content with second place in his Focus WRC. "It's all fine, we backed off in some of the fast bits in the dust, but the car's fantastic to drive," said Reynolds after being Cave's nearest challenger on stages one and three and topping the timesheets impressively on SS2.

"The tyres are okay, I just need some more mileage in the car," he said.

"Things aren't too bad," admitted Somerset Stages winner Luke Francis, after setting three third fastest times. "I'm very pleased with our times after a rubbish choice of tyres," he said as he and John Roberts held third in their Mitsubishi Lancer E9. "It's so loose everywhere. We will take new tyres and keep pushing this afternoon," he added.

Championship rival Charlie Payne, wasn't so happy with his morning's run. "I'm just not on it. I can't get into the groove, though there's nothing wrong. I've only had one moment, I'm obviously not going quick enough," he said. Nonetheless, he and Carl Williamson held fourth place, ahead of fellow Ford Fiesta crew Stephen Petch/Michael Wilkinson, who were pleased to reach service for once.

They had taken a couple of fifth fastest times on the opening two tests, before dropping a little time on SS3 with shredded front tyres. A change to harder rubber was planned for the afternoon as Petch's aim was "to get to the end of the event," after a 2016 filled with attrition.

Too soft a choice hampered Steve Simpson/Mark Glennerster as the tyres on their Ford Fiesta S2000 went off halfway through Gartheiniog, but they were still well inside the top 10 on each stage to hold sixth ahead of Andy Davies/Max Freeman (Subaru Impreza). They were leading NR4.

Meanwhile, a misfire coming out of tight bends held back David Wright/Steve Pugh who had to be content with eighth in their Ford Focus WRC at this point despite dominating the Malcolm Wilson earlier this year before trouble struck them late on.

Following their third placed finish on the Somerset Stages, Karl and Guy



**'Ekstrom wins again as Loeb has breakthrough'**  
Mettet World Rallycross report, p32



## SILVER STAR

### Reigning champion Kershaw steals Plains Silver Star win

After a close tussle on the non-BTRDA Rally North Wales recently, battle resumed between the Rowlands brothers Ieuan and John, and Boyd Kershaw as they fought for two-wheel-drive and Silver Star honours.

Over the first two tests, Ieuan Rowlands/Emyr Hall opened up a healthy lead of 13 seconds over Boyd Kershaw/Bryan Hull, before retiring on SS3 with sheared wheel studs on their Ford Escort.

As a result, Kershaw held a three-second category advantage: "It's great out there, the stages are in perfect condition," he said as he opted for harder tyres for the afternoon and reviewed his notes.

John Rowlands had been fastest on SS3, despite losing some time as he passed his brother's stricken car.

Like Kershaw he too opted for harder tyres for the afternoon. Historic runners, Rudi Lancaster/Guy Weaver (Ford Escort) were next, ahead of Phil Burton/Mal Capstick who had made a "lethargic start" in their similar Ford Escort. "I'm enjoying it that much, a good result would be a bonus," stated Burton, though he would fail to complete the afternoon tests.

Kershaw/Hull pushed on the rerun of Gartheiniog, taking nine seconds out of Rowlands/Glenn Latham, before extending

the class advantage by a further five seconds on Dyfi East 2. Rowlands pulled back a second on Dyfi West 2, before setting a blistering time on the final stage, Pantperthog. However, it wasn't enough, as a relieved Kershaw made it to the finish with a three-second advantage, even though he had lost the rear brakes on the final stage.

A change of tyres felt better over the afternoon for Lancaster/Weaver as they took third Silver Star and first Historic Cup in their Escort, while Somerset Stage class winners Gavin Edwards/Caron Tomlinson had to settle for fourth as they struggled with a day-long misfire in their Escort.



Last year's title winner Kershaw is getting up to speed with new Ford Escort with ever reliable Bryan Hull

#### STAGE WINNERS

**SS1 Gartheiniog 1 (8.43 miles)**  
Tom Cave/James Morgan (Ford Fiesta R5) 8m19s

**SS2 Dyfi East 1 (4.16 miles)**  
Julian Reynolds/Patrick Walsh (Focus WRC) 4m16s

**SS3 Dyfi West 1 (5.83 miles)**  
Cave/Morgan 5m53s

**SS4 Gartheiniog 2 (8.43 miles)**  
Cave/Morgan 8m14s

**SS5 Dyfi East 2 (4.16 miles)**  
Cave/Morgan and Reynolds/Walsh 3m41s

**SS6 Dyfi West 2 (5.83 miles)**  
Cave/Morgan 5m46s

**SS7 Pantperthog (4.37 miles)**  
Cave/Morgan and Reynolds/Walsh 4m22s



1.6 Polo winners



Ka 1400S winners

#### CLASS WINNERS



Bayliss/Jones topped RF1.0 in a plucky Nissan

- RF1.0:** Thomas Bayliss/Joe Jones (Nissan Micra)
- RF1.4:** Emily Retallick/Eliot Retallick (Peugeot 205 XS)
- RF1.6:** Richard Wells/Calvin Houldsworth (VW Polo)
- 1400C:** Neil Andrews/Dom Adams (Nissan Micra)
- 1400S:** James Williams Paul Wakely (Ford KA)
- H1:** Robin Shuttleworth/Ronnie Roughhead (Ford Escort Mexico Mk1)
- H3:** Rudi Lancaster/Guy Weaver (Ford Escort Mk2)
- N3:** Cameron Davies/Lee Taylor (Ford Fiesta ST)
- NR4:** Andy Davies/Max Freeman (Subaru Impreza)
- B10:** Alun Roberts/Rhodri Evans (Ford Ka)
- B11:** Boyd Kershaw/Bryan Hull (Escort Mk2)
- B12:** Ashley Davies/Sam Fordham (Subaru Impreza)
- B13:** Luke Francis/John H Roberts (Mitsubishi Lancer E9)
- B14:** Tom Cave/James Morgan (Ford Fiesta R5)
- Silver Star:** Kershaw/Hull
- Production Cup:** Davies/Freeman
- Historic Cup:** Lancaster/Craig Simkiss (Ford Escort Mk1)
- Rally First:** Emily/Eliot Retallick (Peugeot 205 XS)
- ST Trophy:** Davies/Taylor
- MG ZR Rally Challenge:** Gordon Alexander (MG ZR)
- Junior driver:** Cameron Davies
- Junior co-driver:** Jim Lewis (Talbot Sunbeam)
- Senior driver:** Dominic Hodge (Nissan Micra)
- Senior co-driver:** John H Roberts
- Lady driver:** Emily Retallick (Peugeot 205 XS)
- Lady co-driver:** Abi Haycock (Fiesta ST)

#### RESULTS

##### REIS Ravenol BTRDA Rally Series, round 4/8, Plains Rally, May 14

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Tom Cave/James Morgan	Ford Fiesta R5	40m01s
2	Julian Reynolds/Patrick Walsh	Ford Focus WRC	+ 27s
3	Luke Francis/John H Roberts	Mitsubishi Lancer E9	+1m14s
4	Stephen Petch/Michael Wilkinson	Ford Fiesta R5+	+1m52s
5	Charlie Payne/Carl Williamson	Ford Fiesta	+2m00s
6	Stephen Simpson/Mark Glennerster	Ford Fiesta S2000	+2m05s
7	Andy Davies/Max Freeman	Subaru Impreza	+2m37s
8	Karl Simmons/Guy Simmons	Subaru Impreza WRC	+3m00s
9	Rory Young/Dai Roberts	Ford Fiesta R5	+3m00s
10	Wayne Sisson/Neil Shanks	Mitsubishi Lancer E10	+3m09s

11 Dylan Davies/Lion Williams (Impreza); 12 Sacha Kakad/James Aldridge (Lancer E10); 13 David Howells/Robin Hememan (Impreza); 14 Russ Thompson/Andy Murphy (Lancer E9); 15 Paul Benn/Richard Cooke (Ford Focus WRC02); 16 Paul Davy/Roger Allan (Impreza); 17 Wug Utting/Bob Stokoe (Impreza); 18 Boyd Kershaw/Bryan Hull (Escort Mk2); 19 Graham Coffey/Andrew Roughhead (Fiesta WRC); 20 John Rowlands/Glenn Latham (Escort Mk2).

Simmons weren't too keen on the dusty conditions and were unable to get into a rhythm. They were also flustered by the short notification to start SS3, although they felt the car was fine and nothing needed changing. They were just ahead of Wayne Sisson/Neil Shanks who felt they had made a slow start in their Mitsubishi Lancer E10. Unfortunately for Jamie Jukes/Dave Williams, their good start was negated when they put their Mitsubishi Mirage on it's side on 'Kubica's bend' - made famous by the Pole on Rally GB - on SS2.

In the Production Cup, Davies/Freeman held the lead, having set the quickest category time on stages one and three, though they had to give second best to Sacha Kakad/James Aldridge on the second test, the Mitsubishi crew were problem free on the mornings stages. Championship leaders Russ Thompson and Andy Murphy felt they were going OK, but the times didn't seem to agree. A change to harder tyres and a push in the afternoon was planned as they lay fourth in class behind the Impreza of Wug Utting/Bob Stokoe.

Following service, there was a repeat

of the morning stages, with a run through Pantperthog to round things off. On Gartheiniog 2, Cave/Morgan upped their pace, taking eight seconds out of Reynolds, with Francis/Roberts a further 14 seconds in arrears.

There was a tie on stage five when Reynolds equalled Cave, the pair setting a time six seconds quicker than Francis, with Wright jut one second further behind. Cave fought back on stage six, taking seven seconds out of Reynolds, before the pair tied again on the final test.

As a result, Cave/Morgan returned to Welshpool with a 27-second advantage to take a first BTRDA win. "The afternoon has been good and the changes have definitely worked, and we've shown extra pace," said Cave after crossing the finishing line.

Second placed Reynolds/Walsh were pleased with their day as they took maximum BTRDA points. "We've had no real problems, just some rear tyre wear so we backed off a bit," he said.

Luke Francis was "over the moon", as a string of third fastest times cemented the final podium position, even though he found the afternoon stages rougher.

Things didn't get any better for Payne. "We just got slower," he said. However, the Yorkshireman engaged in damage limitation finishing two spots behind fellow BTRDA pacesetter Francis.

Payne dropped behind Petch on the final stage. Petch was delighted to have taken fourth: "We haven't been checking times, just doing our own thing. A change of tyres worked well this afternoon."

Steve Simpson thought that a stage-six puncture had cost him sixth, but he retained the position as David Wright unfortunately dropped out of the top 10 following road penalties.

A happy Andy Davies maintained his Group NR4 lead to the end and seventh overall, while Karl and Guy Simmons took eighth in their Impreza beating Rory Young/Dai Roberts on a tiebreak.

Rounding off the top 10 were Wayne Sisson/Neil Shanks after a problem-free day.

At the half-way point of the season, the standings reflect well on Payne but a blown engine for Luke Francis skews the standings. He trails Payne by 22 points but will drop the MW Stages result, meaning the fight is on. ■

#### STAR OF THE RALLY



On the 2015 Plains Rally, Andy Davies was a stage rally newcomer and started at number 73 before finishing in 21st. Twelve months on, and the Lampeter driver has gained more experience on BTRDA rounds, taking 10th on both the Malcolm Wilson and Somerset Stages. He got off to a good start with fastest class time on SS1, before setting another five fastest times to finish seventh overall, taking his first production cup win in the bargain, having led the category all day.



Sisson/Shanks continue to impress with new MRF tyres and Lancer

**NEXT RALLY**

**BTRDA returns to Carlisle**

**CARLISLE STAGES JUNE 11**



# RALLY REPORTS

Photos: Kevin Money

# FIELD WINS BUT IT'S SHARROCK'S TITLE

Escort man takes first MN Circuit Rally crown. By **Jack Benyon**



Field was lightyears ahead of the Snett competition



Left to right: Quigley, Sharrock, Faulds, Field

**A**shley Field continued to show the dominance of his Darran T90+ to take MSVR Bolton Midnight honours, as James Sharrock and Stuart Faulds became the first Motorsport News Circuit Rally champions after a strong fourth-placed finish.

With the Bolton-le-Moors Car Club running the Snetterton event for the first time, the cars were greeted by a fast, flowing and dry circuit to start the day. That played into the hands of Field – with Janice Moore back on the notes – taking 20s out of their nearest rival on the first stage.

That rival was Martin Hodgson, who was in the top two for the first time this year after benefiting from a new engine – a Smith and Jones-prepared 2.5-litre as opposed to the Millington Diamond usually featured in Escorts.

Despite struggling to keep the car cool at times, he still managed to finish second to Field on every stage of the rally. But there was no stopping the Darran, which won by an eventual margin of 1m35s after a strong performance on the Manx earlier this month. It was a calculated and well-measured drive to get the car to the end after two successive

retirements with a driveshaft (Cadwell Park) and oil sensor (Manx). If it wasn't for the Cadwell result, the title would have been his.

While the top two were untouchable, third and fourth were closer together come the end. After winning two rounds of this year's championship, David Tinn was back with daughter Alice in their Mellors Elliot Motorsport-built Proton Satria Neo S2500. The duo were out at Cadwell Park last time, but their differential trouble meant they only had two-wheel drive. At Snetterton and around 70 miles from home, they had four-wheel propulsion and it was plain to see.

Battling with Tinn was title contender Sharrock, who had the most unnerving start to the day with brake issues. Sharrock doesn't start well in the mornings (which he admits himself) but after the brake issue was sorted and a brief shutdown inside the car was credited to a trip switch, the duo could relax for at least the middle section of the day.

Apart from stage four, the duo weren't separated by more than five seconds on any test. Sharrock's Ford Escort Mk2 set about the short ninth stage knowing simply reaching the end of it would be enough. They forced a smile at the stage start but the tension was clear. But they made it.

Rounding out the top five was the

ever-impressive Steve Quigley, who managed second in the championship with that result. The front-wheel-drive Renault Clio has been ably steered all year by Quigley, and reined in excellently by Tom Hutchings on the notes.

Quigley was also the Class C event winner and championship winner with that result, while the other classes featured plenty of drama.

Class A went the way of Anthony and Christopher Newton on only their second event after Brands Hatch. But behind, the title went down to the last stage. After heading into stage eight on the same time, Joe Cunningham/Marc Fowler (Vauxhall Corsa) and the Vauxhall Nova of Justin Lawson then tied on SS8 to set up a final stage decider after seven events. Cunningham came out on top to take the title (*see news*).

Class B went to Ben and Andrew Wilkinson while David Mairs/Martin Young took the title. Mairs had been out of the rally scene for around 40 years but his return this year has been well and truly rewarded.

Consistency has been key in the Motorsport News Circuit Rally Championship, and no one shows that better than Sharrock, who also wins the Michelin Cup.

The Wigan driver is hoping to be back for select events next year, but the series has been an astounding success.

## RESULTS

### MSVR Bolton Midnight, Snetterton Motorsport News Circuit Rally Championship, round 7/7, May 15

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ashley Field/Janice Moore	Darran GTR T90+	43m45s
2	Martin Hodgson/Tony Jones	Ford Escort Mk2	+1m35s
3	David Tinn/Alice Tinn	Proton Satria Neo	+2m14s
4	James Sharrock/Stuart Faulds	Ford Escort Mk2	+2m25s
5	Steve Quigley/Tom Hutchings	Renault Clio 172 Cup	+2m31s
6	Stephen Tilburn/Jack Tilburn	Ford Escort RS2500	+2m52s
7	Nigel Mummery/Fiona Scarrett	Ford Focus WRC05	+3m10s
8	Mike Taylor/Martin Hagggett	Talbot Sunbeam-Lotus	+3m32s
9	Michael Bayliss/Gawaine Clark	BMW Compact	+4m05s
10	Kevin Boyle/Irene Lewsey	Ford Escort	+4m37s

11 Stuart Cogger/Ade Summers (Ford Escort Mk2); 12 Anthony Newton/Christopher Newton (Vauxhall Nova); 13 Stuart Gilks/Michael Boyns (Talbot Sunbeam); 14 Petr Krizan/Jaromir Svec (Mitsubishi Lancer E9); 15 Ben Wilkinson/Andrew Wilkinson (Ford Fiesta); 16 Joe Cunningham/Marc Fowler (Vauxhall Corsa); 17 Justin Lawson/Paul Hargreaves (Vauxhall Nova); 18 Paul Baile/Loic Ditchburn (Subaru Impreza); 19 Lee Earchy/Louise Earchy (Lancer E7); 20 Alastair Flack/Gary Alan Johnson (Triumph TR7 V8). **Class winners** Field/Moore; Tinn/Tinn; Quigley/Hutchings; Wilkinson/Wilkinson; Newton/Newton.



## CHAMPIONS

**Overall champions:**  
James Sharrock/Stuart Faulds  
**Michelin Cup:** Sharrock/Faulds  
**Class A:** Joe Cunningham/Marc Fowler  
**Class B:** David Mairs/Martin Young  
**Class C:** Stuart Gilks/Michael Boyns  
**Class D1:** Mike Taylor/Martin Hagggett  
**Class D2:** Nigel Mummery/Fiona Scarrett

Sharrock/Faulds: Top hon-

## Sparrow and Pickard overcome squabbling drivers to win John Overend Memorial at Melbourne

### John Overend Memorial Rally

By Peter Scherer

**Organiser:** North Humberdale MC **When:** May 15 **Where:** Melbourne, nr York **Championship:** Roadrunner Phoenix Awards ANEMMC; Alexander Calder Financial EMAMC; Heck Sausages ANCC; ANWCC; Melbourne Challenge; Kick Start Junior 1000 **Stages:** 8 **Starters:** 65

It took three stages before James Sparrow and Phil Pickard got into their stride but, once ahead, the Subaru Impreza pairing proved unbeatable.

Dave Hornbrook/Matthew

Sample's Mitsubishi Lancer E4 had a seven-second lead on the opener, from Terry Pressdee/Mark Broadbent's Impreza, but mechanical maladies forced them to stop on stage two while Pressdee forged ahead.

Gary Wayne/Luke Tomkinson's Impreza took over the lead from Pressdee, but they were split by Sparrow on stage three as Wayne's lead reduced by two seconds.

From stage four, it was Sparrow all the way, easing himself clear as Wayne and Pressdee followed.

But it was any one from four for fourth place before Ian Tiffany/Graham White's Impreza sealed the position from stage four, with John Saunders' Metro 6R4 and Nick Stamper completing the top five after David Longfellow's Impreza suffered clutch failure with a stage to go.

In Junior 1000, Josh and Tommy McErlean's Peugeot 107 was never headed, finishing over a minute up on Peter Bennett/Arthur Kierans' Skoda Citigo.

## Results

1 James Sparrow/Phil Pickard (Subaru Impreza) 58m29s;  
2 Gary Wayne/Luke Tomkinson (Impreza) +21s;  
3 Terry Pressdee/Mark Broadbent (Impreza);  
4 Ian Tiffany/Graham White (Impreza);  
5 John Saunders/Tony Hart (MG Metro 6R4);  
6 Nick Stamper/Matt Daniels (Impreza);  
7 David Benson/Steven Benson (Honda Civic);  
8 Steve Adamson/Marcus Blenkinsop (Impreza);  
9 Chris Greenall/James Greenall (Vauxhall Nova);  
10 Kevin Franks/Craig Walley (Ford Escort).  
**Class winners**  
Luke Myers/Clive Escrert (Nissan Micra);  
Jonathan Williams/David Longhawn (Peugeot 205);  
Benson/Benson; Franks/Walley; Charles Wilson/Maurice Poak (Ford Escort Mk2); Josh McErlean/Tommy McErlean (Peugeot 107).

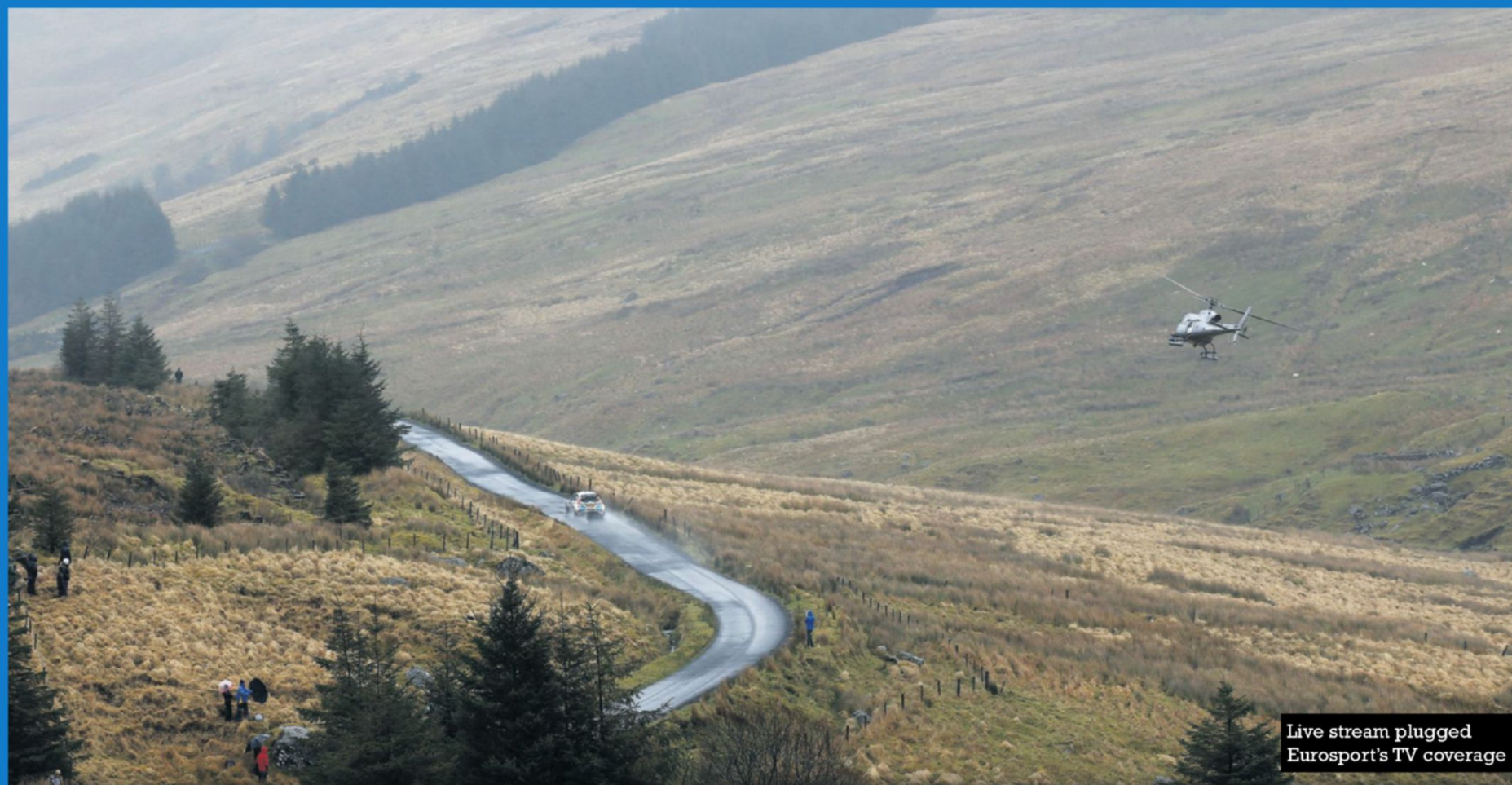


Sparrow took lead on SS4 and wasn't headed



# RALLY STREAMING

Photos: FIA ERC



Live stream plugged  
Eurosport's TV coverage

# SPREADING THE WORD

The Circuit of Ireland gambled on a pioneering idea for TV, and it worked. By **David Evans**

**T**here was a man – or a woman – sitting somewhere in Peru watching Sebastian Marshall in a hat and in the rain in Northern Ireland.

Our South American friend stayed tuned as Marshall introduced us to a timekeeper kitted out entirely in high-vis. Had it not been for the density of cloud cover and accompanying drizzle, the DayGlo orange outfit could probably have been seen from Lima itself.

The entirely pleasant chap explained his role before excusing himself to go and talk to the driver of a course car, leaving Marshall to fill some more. Which he did. Brilliantly.

And still we watched. And watched in numbers measuring in six figures.

The decision to beam last month's Circuit of Ireland around the world

live was genius. Not to mention a roaring success.

What it wasn't was rocket science.

Ten years ago (probably more like 15 now) then World Rally Championship rights holder David Richards talked about the potential for watching rallying on your mobile phone, wherever you might find yourself on planet Earth.

Rallying, DR reckoned, was tailor-made for the internet and the internet was tailor-made for telephones.

A decade and a half down the line, Bobby Willis (the Circuit of Ireland's event director) proved David Richards right.

For two days, co-drivers Marshall and Trevor Agnew and sports broadcasting gurus Jon Desborough and Lisa O'Sullivan fired colour, humour, insight, detail, news and, most importantly, pictures into the Circuit's corner of cyberspace.

As soon as the Belfast event was up

and running on the Friday morning, a studio on the outskirts of the city went live with Desborough and Agnew anchoring almost 24 hours of internet telly.

Out on the road, Marshall and O'Sullivan interviewed everybody and anybody from regroups, service and the end of stages. Between the chat, there was pre-recorded action from the stages and plenty of banter. It was rallying's very own, much-delayed eureka moment.

The upload ability has been around for years and camera technology's now cheaper and more accessible than ever before – which begs the question of why this kind of broadcast opportunity is missing at the sport's highest levels. The answer is a simple one: media rights.

There was day-long coverage from last year's Rally GB, brilliantly hosted by Steve Rider and Henry Hope-Frost – but it was only available in the service park and on big screens in the stages. Millions of folk around the world would have lapped up such a service.

Undoubtedly, Willis's plans would have caused consternation among the Eurosport types who promote the ERC and do so to sell television around the world. Willis comes at this from a different angle.

"I don't see what we did as being in competition with Eurosport's brilliant coverage of the Circuit of Ireland," he says, "of course it wasn't. What I think we did was drive people to the coverage. We plugged the Eurosport coverage and I think

people would have been more tuned in to the television coverage than ever after watching the live stream."

Willis is justifiably proud of what he and his team achieved last month.

"As far as I can see, we're the first rally at this [ERC or WRC] level to do this and it was a huge achievement," he says. "We've always been very well aware of the potential for streaming; in 2012 we streamed the Newtownards stage and planned more for the following year."

Heavy snow stopped the Circuit in its tracks in 2013, but the masterplan was always at the forefront of Willis' mind. Earlier this year, he decided to jump in and see what could be achieved.

"One of the things I'm most proud of," he says, "is the way we've pulled in local resources to make this work. We've worked with Northern Irish internet technicians and media experts. What we ended up with is, I believe, a fantastic product that everybody can be very proud of."

"At the time there were a few folk who asked if we needed to do this, couldn't we and shouldn't we focus the investment – both financial and time – into the running of the event? As far as I'm concerned, we've come out of the dark ages on the Circuit this year – we've finally given folk around the world the chance to really keep in touch with the rally. The radio service is fantastic, but what they say about a picture being worth a thousand words is exactly right. What the radio guys do is fantastic, truly fantastic, but

what we did was bring those words to life."

The response to the stream took even Willis by surprise.

"It was watched in more than 130 countries around the world," he adds. "In total, there were more than two million minutes of Circuit of Ireland coverage – that's 3.8 years of viewing watched over those two days. How good is that? And how good is that for Northern Ireland? People from so many countries saw the beautiful, stunning scenery we have on offer here for the first time. That's got to be a winner. And the best bit is, we can see that people were genuinely using their mobile phones and their tablets to watch. Heck, we were even doing the same – I had it on my phone every time I wasn't talking into the thing or in rally control or in a meeting. It was fantastic."

The next step is undoubtedly to bring live pictures from the cars into the coverage, but the cost of that is vast. Immediately it means flying a helicopter and a plane over the rally's footprint to capture and deliver the pictures. And that's if you can get permission from the rights holder.

One thing is for sure, Willis is working on that already.

Yes, there were some missed links and the odd awkward silence, but that's live television for you. And yes, the science has been simplified, but still it took the Circuit organisers to join the dots and make it happen. Good on them. ■



Circuit of Ireland pioneered the live streaming idea for 2016



# WORLD RALLYCROSS

Photos: fiaworldrallycross.com

## EKSTROM FENDS OFF LEGENDS

### Swede hammers home his advantage with win in Belgian WRX round



Ekstrom (l), Loeb and Solberg (r) celebrate



Ekstrom took his second win in a row

**M**attias Ekstrom doesn't like understeer: that was the multi-discipline Swede's answer to why he ran new front tyres on his Audi S1 in the first semi-final at the third round of the FIA World Rallycross Championship in Belgium.

For the third event in a row, the EKS owner and lead driver had qualified top at the Intermediate Classification, thanks to two fastest qualifying times and started on pole position for the first semi-final at the Mettet circuit.

There is a range of tyre strategies at play in WRX, where eight dry tyres are allocated to each driver at each round.

There are those who are generally unable to save a set of fresh rubber for the knockout stages, those who's driving style involves going sideways as much as forward: Petter Solberg and Robin Larsson among them.

The Peugeot-Hansen Peugeot 208s are usually good on their rubber and can save a set for the semis, as is Ekstrom's Audi. The rule of thumb is that if you have been able to save a fresh set of tyres for the semis, the thing to do is to run them there to secure the best possible grid position for the final.

In Belgium, things were slightly different. Some of those that had fresh rubber ran them all round, but Ekstrom had an eye on the long game. Such is the current pace of the EKS Audi that he knew a semi-final win was on the cards and he would need the same potential for the final.

Ekstrom won his semi with relative ease, followed throughout by nine-time World Rally champion Sebastien Loeb, and the Swede lined up in the same spot for the final with fresh new front boots bolted to his Audi.

The second semi-final was won by Solberg, who had used his second full set of tyres in Q3 to maximise his Intermediate standings position and won the second knockout race to join Ekstrom on the front row for the final.

Loeb started on the second row of the grid with fresh tyres all round but, without having beaten Ekstrom in the semi-final, that advantage was all but lost before the lights had gone out.

Ekstrom led into turn one while compatriot

Anton Marklund, who felt he had overheated his rubber in the semis, made an incredible launch from the back row of the grid to pull an impressive move around the outside of the pack at the first corner and climbed to second ahead of Solberg and Loeb.

Solberg was the first to take his joker on lap one, but was delayed when Marklund had a half-spin on lap two and dropped from second to fifth.

The VW Polo driver would have been demoted to sixth but for his team-mate, Johan Kristoffersson, retiring with a misfiring engine from the second row of the grid.

Up front, Ekstrom set a series of fastest lap times, allowing him to take his joker on the sixth and final tour and return to the lead of the race to score his second victory in seven days, while Loeb followed him into the compulsory alternative route, returning to the main circuit ahead of Solberg to score the first podium of his World RX career.

"The car was perfect all weekend long, I'm so happy because it drives so wonderfully. My guys work day and night for this," said an elated Ekstrom. "It feels a bit surreal, first Hockenheim and now I make it back-to-back here. It's really crazy. I know the other guys are pushing, we are pushing and I feel completely exhausted."

At the start of lap five Marklund overcame local star Francois Duval at the first corner to move up to fourth, Duval suffering a left-rear puncture on his one-off appearance in an OlsbergsMSE Ford Fiesta.

While Ekstrom took the championship lead – the first time Solberg has been headed in the series for 12 months – others who shone at Hockenheim a week earlier didn't have such a good time in Belgium.

Double Belgium World RX winner and two-time 2016 podium finisher Toomas Heikkinen failed to make the semi-finals, as did two-time finalist Robin Larsson and Hockenheim third-place finisher, American, Ken Block, who had a difficult weekend with the Hoonigan Racing Ford Focus RS RX.

Britain's Liam Doran didn't make the semi-finals for the first time in 2016 in the JRM Racing Mini. A range of issues, including twice breaking a driveshaft clean off the car, ended his hopes of making the top 12. ■

#### RESULTS

FIA World Rallycross Championship, round 3/12  
When: May 14/15 Where: Mettet, Belgium World RX Supercar (6 laps)

POS	DRIVER	CAR	TIME
1	Mattias Ekstrom	Audi S1	3m58.967s
2	Sebastien Loeb	Peugeot 208	+2.526s
3	Petter Solberg	Citroen DS 3	+3.189s
4	Anton Marklund	Volkswagen Polo	+10.868s
5	Francois Duval	Ford Fiesta	+18.972s
6	Johan Kristoffersson	Volkswagen Polo	-4 laps

Points after 3/12 rounds 1 Ekstrom 78; 2 Solberg 73; 3 Kristoffersson 58; 4 Loeb 54; 5 Toomas Heikkinen 46; 6 Robin Larsson 38.  
Teams points 1 EKS 124; 2 Volkswagen RX Sweden 83; 3 Team Peugeot-MSE 77; 4 Hoonigan Racing Division 43; 5 World RX Team Austria 39; 6 OlsbergsMSE 37.  
Euro RX Supercar (6 laps) 1 Kevin Hansen (Peugeot 208) 4m04.186s; 2 Jerome Grosset-Janin (Peugeot 208) +1.440s; 3 Tord Linnerud (VW Polo); 4 'Csucusu' (Ford Focus); 5 Tommy Rustad (Peugeot 208); 6 Joni-Pekka Rajala (VW Beetle).  
TouringCar (6 laps) 1 Magda Andersson (Ford Fiesta) 4m31.811s; 2 Fredrik Magnusson (Ford Fiesta) +0.198s; 3 Ben-Philip Gundersen (Ford Fiesta); 4 Daniel Lundh (Volvo C30); 5 Per-Magne Royras (Mazda RX-8); 6 David Nordgard (Ford Fiesta).  
RX Lites (All RX Lites) (6 laps) 1 Thomas Bryntesson 4m19.061s; 2 Simon Olofsson +1.506s; 3 Joachim Hvaal; 4 Sondre Eviyen; 5 Simon Wago-Syversen; 6 Cyril Raymond.



Loeb took his best WRX result

#### Hansen emulates his father with emotional win in European competition

Ex-British Junior Rallycross champion Kevin Hansen started in his fourth Supercar event at the opening round of the European Rallycross Championship in Belgium and won the final.

While Hansen had crashed out of the first qualifying race after contact, Albatec Racing's Jerome Grosset-Janin dominated. He set the fastest time in each of the four qualifying races to be top at the Intermediate Classification. Hansen recovered to fourth for the semis.

Both Grosset-Janin and Hansen won their semi-final races to line up on the front row of the grid for the

final. Grosset-Janin took the lead on the first lap with Hansen in second. The young Swede took his joker on lap four, Albatec responding a lap later to cover off the move but RX Lites Cup champion Hansen had put in the lap of the weekend and, as Grosset-Janin exited the joker, Hansen leapt into the lead to score his first Supercar win.

"I just tried to follow Jerome and pushed on the lap before he took the joker. On the last lap I realised that I was leading the final. I have seen dad leading so many times so I'm really pleased to win here," said Hansen, son of 14-time European champion

Kenneth. "I'm in a good position to keep challenging for the podium this year, the car is really strong."

Last year's World RX driver Tord Linnerud finished third in his VW Polo. Hungarian newcomer 'Csucusu' finished fourth, with reigning Euro RX champion Tommy Rustad fifth in a second Albatec Peugeot 208 and Joni-Pekka Rajala sixth in an Eklund Motorsport VW Beetle.

Irishman Derek Tohill finished 12th on his return to international Supercar competition, but Ollie O'Donovan and British drivers Kevin Procter and Andy Scott all failed to make the start of the event.



# ROOKE LANDS UK RX LITES DRIVE

## British points leader will step up to WRX's second division

By Hal Ridge

**British Rallycross Championship leader Dan Rooke will compete in the World Rallycross Championship at Lydden Hill next week, driving an OlsbergsMSE-run car in RX Lites.**

The reigning SuperNational champion, who switched to rallycross from autocross at the start of 2015, drove a Lites car at the MSA-backed RX Talent Search event at Lydden Hill last season and made the final four, beaten to the prize drive by BTCC race winner Tom Onslow-Cole.

The Lydden drive has been arranged by

OMSE team owner Andreas Eriksson, Rooke joining regular drivers Cyril Raymond and Tejas Hirani in the squad.

"I hope to be there mixing with the top guys but given that I've had next to no seat time in the car it will be tough," said Rooke. "Hopefully I can learn in practice. I know that being smooth is key with these things so I'll try not to be too ragged, just keep it tidy."

Rooke is racing an LD Motorsports Citroen DS3 in the British RX series this season and won at Lydden. He currently leads the series by 16 points over five-time champion Julian Godfrey.

"You could say the Lites is a step down

[from Supercars] but it is certainly a step up in terms of level of the event," he added. "Hopefully nerves won't get the better of me on the international stage."

"It's going to be a lot easier driving the car now compared to when I drove it last year when I had never even driven with a sequential gearbox before. I've now got left-hand drive, four-wheel drive and sequential gearbox experience."

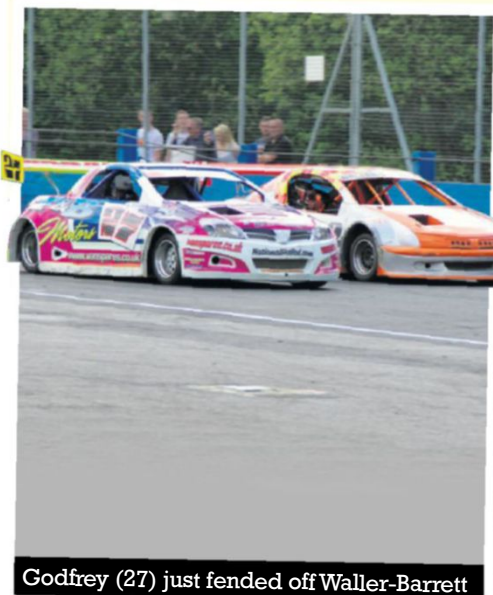
"It will help that I know Lydden, I've gone unbeaten there so hopefully I can carry that chain on."

The RX Lites Cup is led by Norwegian Thomas Bryntesson, who has won the first two events of the season.



Rooke will step up from UK rallycross to RX Lites class

## NATIONAL HOT RODS



Godfrey (27) just fended off Waller-Barrett

## HEAT AND FINAL WINNER GODFREY KEEPS HIS HEAD WHILE ALL AROUND HIM LOSE THEIRS

**Hot Rods: Aldershot**

By Graham Brown

Organiser: Spedeworth When: May 15 Starters: 22

On a day when trouble seemed to find most of the field, Mikey Godfrey managed to keep his head and find some clear air at the front of the pack as he raced to a well taken heat and final double.

Matters started out quietly enough with an orderly opening heat. Alistair Lowe led the first lap before getting hung out to dry as a freight train headed by Lee Pepper and Layton Milsom charged through.

Pepper then diced for the lead with Milsom and Shaun Taylor; Pepper getting relegated to third as Milsom hit the front and proceeded to march away. Taylor then defended second

against all comers, with Pepper staying right in touch and the pair being joined by Godfrey, Billy Wood and Aaron Dew in the closing laps.

Heat two was when it all went wrong. A first-bend collision that sent three cars spinning caused an immediate restart. The second attempt was yellow flagged almost before they'd got going, when Pepper stopped by the wall at the pit bend, Milsom copping a disqualification for putting him there. Following three further disqualifications for either passing under yellows or having bits of bodywork adrift, they tried again.

It was Godfrey who put his nose in front at this point, surviving another caution period when Dick Hillard and Jack Blood went spinning, and then drawing well clear of Lowe (subsequently disqualified for

spinning Wood) and the long duel for third between Chris Lehec and Dew. There were further disqualifications for Dave York and Hillard after their involvement in other incidents.

Taylor beat Godfrey away at the off in the final but Godfrey quickly redressed that situation to assume the lead again, chased by Dew, Chris Haird and Carl Waller-Barrett. But they were all brought up short when Jason Kew had a big crash at the start-finish, the car spinning backwards through the air before impacting the barriers hard. Kew was eventually able to walk away and to the ambulance.

It was Kew's pal Godfrey who got back to the business of winning when hostilities resumed, chased hard by Waller-Barrett once he'd outfoxed Dew to go second. The European champ was narrowing the gap every step of

the way after mid-distance, although attention was somewhat diverted from the leaders by a confrontation between Wood and Danny Fiske. This was a clash that led to both men getting disqualified, in Wood's case, from the entire meeting.

At the front, Godfrey had his mirrors full of orange and silver Tigra well before the five lap board, the leader just managing to fend off a last-bend sweep round the outside by Waller-Barrett.

### Results

**Heat one:** 1 Layton Milsom (Vauxhall Tigra); 2 Shaun Taylor (Tigra); 3 Mikey Godfrey (Tigra); 4 Lee Pepper (Peugeot 206cc); 5 Aaron Dew (Tigra); 6 Alistair Lowe (Tigra).

**Heat two:** 1 Godfrey; 2 Chris Lehec (Tigra); 3 Dew; 4 Chris Haird (Tigra); 5 Carl Waller-Barrett (Tigra); 6 Taylor.

**Final:** 1 Godfrey; 2 Waller-Barrett; 3 Dew; 4 Haird; 5 Milsom; 6 Rob McDonald (Tigra).

**Provisional points (after 14/15 rounds):** 1 Shane Bland 522; 2 Waller-Barrett 514; 3 Lehec 488; 4 Colin Smith 472; 5 Kym Weaver 469; 6 Jack Blood 467.

## BRISCA F1

### SCRIVEN STEERS CLEAR OF THE MULTI-CAR SCRAP BEHIND

**Brisca F1: Skegness**

By Colin Casserley

Organiser: Skegness Stadium  
When: May 15 Starters: 48

Third generation driver Neil Scriven chalked up the biggest win of his career last Sunday when he won the UK Open at Skegness.

Jon Horne took the early lead but Scriven quickly eased his way to the front and opened up a sizeable gap on the rest of the field.

As the race neared the halfway point, Todd Jones, Luke Davidson and Paul Harrison began to close in on the race leader. A yellow

flag bunched the field but on the ensuing restart Scriven was able to hold onto his lead.

Davidson nudged past Jones for second but, on the following lap, Jones barged back past Davidson.

That allowed Harrison, Danny Wainman, Mat Newson, Stuart Smith Jr, Michael Steward, Lee Fairhurst and Frankie Wainman to all join the battle for second place.

A monumental scrap between those nine drivers raged for several laps, allowing Scriven to break free for a comfortable win. Jones escaped from the battle to claim second, while Harrison somehow

kept the others at bay for third.

"I didn't want to see that yellow flag," said Scriven. "I thought to myself 'just get going on the restart, if I have a good one I might just hang on for a top five or 10 finish'."

"When I looked in my mirror and saw them beating each other up I thought this will help!" said Scriven.

Runner-up Jones made up for some bad luck in the heats. "I had six punctures this weekend, so this is a good result for me," said Jones. "When Davidson went by me I was in a good position so I wasn't going to give it up easy. I didn't know

who was behind me, I know there was a few of us mixing it but I was only looking forward, no point in looking behind you."

Harrison said: "I didn't need the yellow flag period. I was catching the leaders and making good ground before it came out, but on the restart it was a battle, we just slowed each other down, but it must have been great to watch and I think we put a good show on for the fans."

### Result

1 Neil Scriven; 2 Todd Jones; 3 Paul Harrison; 4 Mat Newson; 5 Stuart Smith Jr; 6 Dan Johnson; 7 Lee Fairhurst; 8 Rob Speak; 9 Michael Steward; 10 Ben Riley.



Scriven survived an early-race caution period to win

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# What Formula 1 needed

Spanish GP provided a tonic following predictable results

After all the grumbling in recent months, it was great to finally have an interesting grand prix. No disrespect to Mercedes, which has done a fantastic job in the hybrid turbo era, but the contretemps between Nico Rosberg and Lewis Hamilton truly made the Spanish Grand Prix last weekend.

Not only did the accident itself really set-up a fascinating dynamic for the rest of the season – it was by far the worst clash the duo has had so far – it also created an interesting contest for the win. A non-Merc success was overdue.

Red Bull and Ferrari were evenly matched around Catalunya. The SF16-H was probably a tad quicker than the RB12, but Red Bull (mostly) had track position and, in the end, a better strategy (though don't mention that to Daniel Ricciardo!). To see F1's newest star score his first win was the icing on the cake. Our congratulations to Max Verstappen.

But what of the title fight? As well as having to make up a lot of points, Hamilton will now have noticed another worrying sign in Spain. Rosberg's bold Lewis-like manoeuvre at the first corner shows the German may finally have a handle on the wheel-to-wheel side of things. Lewis really needs to strike back sooner rather than later.

**Kevin Turner, Editor (Twitter: @KRT917)**



## LETTERS



Motorsport News, May 11

### The FIA takes away

It seems on one hand we have Toyota making leaps and bounds with testing and having the nerve to introduce a young driver to the team with Kalle Rovanpera joining for testing soon, according to the encouraging report on page 18 of *Motorsport News* (May 4).

However, it seems that yet again the FIA will pull the rug, owing to Jarmo Mahonen stating quite clearly that they don't want 18-year-olds coming to the WRC in the new 2017 cars. Within the space of two pages of print the FIA managed to dash another thrilling prospect in its brave new world.

**Richard Weaver**  
Via email

### Take action now

Surely it is time for rallying and the governing body, the Motor Sports Association, to make a more proactive approach towards the issues with Natural Resource Wales in order to reduce damage to the roads and secure the use of these roads at an economic rate for the future. There are measures we can take now to limit the damage to the roads and the costs of repair.

Running four-wheel-drive cars at the front of the field with aggressive tyre patterns, clever differentials and torque destroys the top road surface very early in the running of the rally. Every subsequent car then causes more damage.

If lower-powered cars ran first, the road surface would remain intact for far longer. Then it would only be when the four-wheel drives and high powered two-wheel drives that run later that the surface would become disturbed. The roads would stay in better condition longer this way.

Rallying should take a lead from cross country events. They run four-wheel-drive cars with more than 400bhp on Category A forest roads at a third of the cost of the fee for rallies. Why? Because of a control tyre. It is a more eco-friendly tyre that does less damage to the road surface. These tyres are off-road tyres that are commonly found on four-wheel drive road vehicles.

Let's talk to NRW, work with it and introduce reverse seeding now to limit immediately the damage to the roads. The other upside is that your licence holders may enjoy the Cross Country rate, only having to pay £200 per mile rather than the current £680 per mile for Category A roads.

**Simon Wallis**  
Via email

## YOUR PICS



MN.LETTERS@HAYMARKET.COM

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

ART EDITOR MIKE STOKOE'S  
FAVOURITE OF  
THE WEEK!



James Lomax snapped this classic Peugeot ready to tackle a hillclimb run. Stokoe loves it



Justin Ward's Caterham photo from Snetterton



Gary Hill was in the right place at the right time for this GT drama from Brands Hatch



Brands Blancpain action, taken by Mark Owens



Richard Spedding, taken by Graham Lomax



Matt Brigden caught this flying Renault Clio

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## TV GUIDE

What better than a 50th anniversary to kick off the MNTV guide, with the **Historic Sports Car Club** celebrating the milestone at Castle Combe. The club recreated its first ever race held at the same circuit using cars that competed in the first race, with the other HSCC counters all competing on an emotional and brilliant weekend. Action is available on Motors TV (Saturday, 2100-2205hrs).

Sticking with circuits, there's plenty to catch up on in this week's guide. If you're an endurance fan, the second round of the **World Endurance Championship** (Thursday, 2235-2340hrs) and the latest round of the **Blancpain Endurance Series** (Thursday, 1240-1445, Motors TV) are a must watch. WEC visited Spa while Blancpain headed to Silverstone.

There's a club marathon also on Motors, with three Scottish championships gaining over two hours of action. The **Scottish BMW Compact Cup**, **Formula Ford 1600** and **Classics and Sports Saloons** were all in action at Knockhill (Wednesday, 1720-2000hrs, Motors TV).

On the loose, **Rally Portugal** takes



BRC is on the small screen

centre stage (see WRC TV) but there's plenty more on offer.

**British Rallycross** featured at Pembrey recently in what is turning out to be an exciting season in the popular championship. Kevin Procter and Julian Godfrey split the wins but rookie sensation Dan Rooke extended his championship lead (Wednesday, 2235-2340hrs, Motors TV)

Back to stage rallying and there are big reviews from both the **British** and **Irish Tarmac** championships back-to-back. The BRC visited Carlisle for 'bogeygate', while the ITRC visited the iconic Molls Gap included in the Killamey-based Rally of the Lakes (Thursday, 1300-1500hrs, BT Sport 1).

Finally, the BTRDA visited Welshpool for the **Plains Rally**, with some classic forest rallying through Wales on offer (Friday, 2100-2135, Motors TV).

## LIVE WRC TV

## BT Sport

## Thursday

■ **SS1**: 1900-2000hrs ESPN

## Friday

■ **SS8 and SS9**: 1900-2000hrs ESPN

■ **End of day review**: Friday 2200-2230hrs BT Sport 1

## Saturday

■ **End of day review**: Saturday 2200-2230hrs BT Sport 1

## Sunday

■ **SS17**: 0900-1000hrs BT Sport 1

■ **SS19 (PowerStage)**: 1200-1300hrs, BT Sport 1

\*Live stages, highlights and reviews available on WRC+ (plus.wrc.com)



Portuguese action

## LISTINGS



BriSCA F1 at Birmingham

## RACING

## SATURDAY

■ **Oulton Park, Cheshire**

**VSCC meeting** Vintage Racing Cars, Pre '61 Racing Cars, Pre-War Sports, Novices, 500cc F3s, Touring Greats, HRDC Allstars, Morgan three-wheelers **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £24, under 13 free **Web** msv.com **Contact** 0843 453 9000

## SATURDAY/SUNDAY

■ **Silverstone, Northants**

**HSCC meeting** Pre-1980 Endurance, Derek Bell Trophy, Classic Formula 3, Historic Formula 3, Historic FF2000, Historic FF1600, Formula Junior, Historic Touring Cars, Guards Trophy, Historic Road Sports, 70s Road Sports, Jaguar Classic, Classic FF2000, GT and Sports Car Cup **Starts** Saturday, racing from 1355hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 0900hrs) **Admission** £10 **Web** silverstone.co.uk **Contact** 08704 588260

■ **Croft, North Yorkshire**

**750 MC meeting** Clio 182, Formula Vee, Locost, Toyota MR2, RGB, Civic Cup, Sport Specials, MX-5 Cup, M3 Cup, Super Cooper **Starts** Saturday, racing from 1230hrs (qualifying from 0930hrs) Sunday, racing from 1245hrs (qualifying from 1200hrs) **Admission** adult £13, child free **Web** croftcircuit.co.uk **Contact** 01325 721815

## SUNDAY

■ **Donington Park, Leics**

**MSCC meeting** Morgans, Jaguar XK/Pre '66 Jaguars, BCV8, Thoroughbred Sports, FISCAR, Sports/Saloons **Starts** racing from 1300hrs (qualifying from 0915hrs) **Admission** adult £15 **Web** donington-park.co.uk **Contact** 01332 810048

## RALLYING SATURDAY

■ **County Armagh,**

**Northern Ireland Loughall Country Park Rally** **Starts** 0930hrs **Admission** tba **Web** namcc.com

## SATURDAY/SUNDAY

■ **RRH Portreath, Cornwall** **Subaru WRC Spares TSH Stages** **Starts** 1255hrs **Admission** tba **Web** shmc.co.uk

## SUNDAY

■ **Dale Airfield,**

**Haverfordwest Lawrence Landfill Dale Stages** **Starts** 0900hrs **Admission** tba **Web** teifivalleymotorclub.co.uk

## SPORTING SCENE SATURDAY

■ **Birmingham Wheels**

BriSCA F1 **Starts** 1830hrs **Admission** tba **Web** spedeworth.co.uk

Correct at time of going to press, but please check before travelling

## LIVE TV

## Formula E: Berlin ePrix

■ **Race**: Saturday 1400-1630hrs ITV4

## European F3:

## Red Bull Ring

■ **Race one**: Saturday 0935-1040hrs Motors TV

■ **Race two**: Saturday

1715-1825 Motors TV (delayed highlights)

■ **Race three**: Sunday

0815-0920hrs Motors TV

1445-1600hrs ESPN

## V8 Supercars: Winton

■ **Race one**: Saturday 0630-0815hrs BT Sport 1

■ **Race two**: Sunday 0415-0630hrs BT Sport 1

## Formula V8 3.5: Spa

■ **Race one**: Saturday 1200-1315hrs ESPN

■ **Race two**: Sunday

## BOOK REVIEW

## FORMULA 1

## ALL THE RACES

## The World Championship Story Race by Race 1950-2015

Roger Smith

**Evro Publishing RRP: £50**

One for the anoraks this. Those with the previous two editions will probably be familiar with the idea, which is to cover every round of the Formula 1 World Championship (including the 1950-1960 Indy 500s and the F2 era of 1952-53).

Each of the 935 races held up to the

end of 2015 has a brief summary, plus top six results, which include grid positions, number of pitstops and tyres used. There are also season overviews, which grow larger towards the present, and over 200 fine illustrations from Alain Baudouin.

This book does not give deep analysis of the races or behind-the-scenes insights (although Smith isn't afraid to express his opinion), but that's not the

aim. It provides a brief flavour of each event, ideal for jogging the memory or a starting point for further reading.

At nearly 700 pages, filled with tables and lists, this is a book to dip into rather than read from cover to cover. Nevertheless, it's certainly a worthy addition to any reference library and we applaud the added bonus of the list of non-championship F1 races between 1946 and the 1983 Race of Champions at Brands Hatch.

KT



## NEXT WEEK

# CAN PADDON KEEP THE MOMENTUM GOING?

## FULL REPORT FROM RALLY PORTUGAL



# McLAREN AT 50

## WE LOOK BACK AT FIVE DECADES OF BRITAIN'S TOP F1 TEAM

# THE BRC'S NEWEST STAR

WE DISCOVER WHO FREDRIK AHLIN IS



# THE WORLD COMES TO LYDDEN HILL

WORLD RALLYCROSS CHAMPIONSHIP ROUND PREVIEW



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