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# EXCLUSIVE: TIM HARVEY

Touring car champion and ITV commentator under the MN spotlight, P16



THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS



■ AUGUST 27 2020 ■ EVERY THURSDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

After 43 years in private hands, Sir Frank's iconic squad has new ownership structure

# WILLIAMS F1 TEAM SOLD TO AMERICAN INVESTMENT FIRM



Williams has been bought by Americans

By Matt James

**Williams F1 has been sold to a US investment firm, ending Sir Frank Williams' time at the helm of the team.**

Frank Williams, now 78, founded the team in 1977 and it became a constructor in its own right in 1978. Since then, it has gone on to take seven drivers' championships, including famous titles for Nigel Mansell and Damon Hill, and it has also lifted the constructors' title on nine occasions.

Deputy team principal Claire Williams, Frank's daughter, said she hoped the move would allow the team, which has struggled for performance in recent seasons, the drive to return to the front of the grid.

"This is the end of an era for Williams as a family-owned team, but we know it is in good hands," she said. "It ensures the team's survival, but importantly provides a path to success."

Full story, page 4

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**MOTORSPORT NEWS**

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## BIRD HEADS M-SPORT EVENT

Full report on Return to Rally, p24



INSIGHT



## STAGE FRIGHT WITH NIGHT FEVER

Why rallying in the dark is special, p20

REPORT

## THE TIN-TOPS HIT OULTON PARK

Honours even in Cheshire clashes p22



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# COMMENT



Photo: Motorsport Images

Clay Regazzoni set Williams on the path to glory with success at Silverstone in 1979

# NEW START FOR WILLIAMS IN F1

**T**he news that the Williams Formula 1 team has finally changed hands is bittersweet. While the team desperately needed some fresh impetus to allow it to begin the climb back up the pecking order to some form of competitiveness and ensure its financial future, it does feel like something of an end of an era.

If you were following Formula 1 from the late-1970s then it was impossible not to be moved by the story of Williams, and particularly its charismatic founder Frank Williams and engineering genius Patrick Head.

It was a rags-to-riches tale, which stretches back to Williams wheeler-dealing from a phone box just to keep his motor racing passion alive in the early 1970s. The team flourished in the late-1970s and went on a period of success which was unmatched. It had a no-nonsense attitude to racing, which pervaded the staff and the drivers. Its first drivers' championship came with Alan Jones in 1980, and if ever there was a driver handmade for the Williams team, it was the gruff Australian. He would pick a car up by the scruff of its neck and show 100% commitment, and that is the way Frank and Patrick liked to do their business too.

And that was a successful way of doing business which lead to armfuls of silverware and the highest accolades in motorsport, despite the terrible injuries which left Williams paralysed after a road crash in early 1986. Nothing made Sir Frank more proud than for his drivers to wave the Union flag from the top step of the rostrum. And that made the fans and supporters proud too. It will not be quite the same feeling if that flag brandishes the Stars and Stripes.

Elsewhere in this week's MN, we put the 1992 British Touring Car title-winner Tim Harvey on the rack with the Motorsport News readers' questions, and the ITV4 commentator reflects on some of the toughest on-track battles that the UK has ever seen.

Reporter Luke Barry quizzed national rally men on their passion for competing in the dark. That was before Barry pointed himself towards the Cumbrian forests to watch the M-Sport Return to Rally event. His report is on page 24.

There is all the national racing action from the weekend, plus a report from the BTCC at Oulton Park too. It is all here.

**Matt James**

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# MOTORSPORT NEWS

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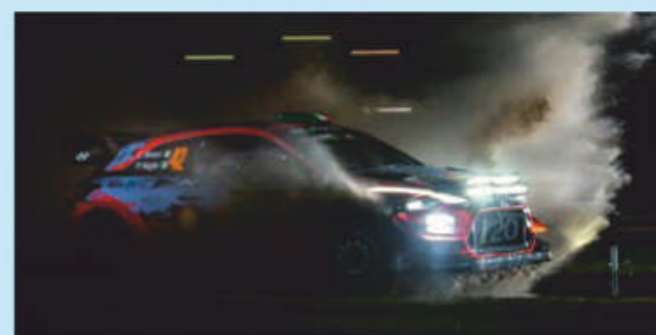
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Three winners, but Colin Turkington still holds sway in the 2020 title chase



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National rallying makes a return



# RACING NEWS

## F1 TEAMS IN UNISON OVER FRESH CONCORDE AGREEMENT

All 10 of the current Formula 1 teams have agreed to a new Concorde Agreement to cover the commercial aspects of grand prix racing, with the reworked document set to create a fairer distribution of F1's revenue.

World champion Mercedes had reached an impasse with F1 bosses and the FIA, but that has been unblocked and the firm signed up. Ferrari, McLaren and Williams were the first to confirm they had inked the document.

F1 boss of owner Liberty Media, Chase Carey, said: "This year has been unprecedented for the world and we are proud that Formula 1 has come together in recent months to return to racing in a safe way.

"We said earlier in the year that due to the fluid nature of the pandemic, the Concorde Agreement would take additional time to agree and we are pleased that by August we have been able to achieve agreement from all 10 teams on the plans for the long-term future of our sport."

Mercedes chief Toto Wolff had concerns that his team was set to be "the biggest victim in terms of revenue loss" but said talks with Carey produced a breakthrough on the clarifications he wanted.



Zanardi: now less critical

## Some positive progress for injured Zanardi

Italian hero Alex Zanardi's condition has shown significant improvements according to medical experts who are treating the ex-Formula 1 driver following a handbike accident in June.

The 53-year-old paralympic gold medal winner suffered potential brain damage and damage to most of the bones in his face following the collision with a lorry during a competitive event in Siena in Italy.

He has now been moved out of intensive care following what medics are saying are "significant clinical improvements". He is being treated in Milan.

A statement issued by the hospital last week reported that Zanardi's condition is improving.

It said: "After a period during which he underwent intensive care following hospitalisation, the patient has responded with significant clinical improvements.

"For this reason, he is currently being assisted and treated in semi-intensive care at the Neuroanimation Unit, directed by Professor Luigi Beretta."

# NEW AMERICAN OWNERS SNAP UP WILLIAMS F1 TEAM

## Sir Frank's team has changed ownership after 43 years on the grand prix grid



Williams has had its future clarified



Claire Williams: pleased

By Matt James

**Williams Formula 1 has been sold to an American investment firm which the team's bosses say will enable it to move forward when new regulations are introduced to grand prix racing in 2022.**

The team, which is based in Grove, Oxfordshire, was put up for sale in May as it aimed to stem financial losses and cope with the impact of the global health crisis.

Deputy team principal Claire Williams said: "This is the end of an era for Williams as a family-owned team, but we know it is in good hands. It ensures the team's survival, but importantly provides a path to success."

A further statement from the team added: "[This] new owner is well positioned to capitalise upon the sweeping rule changes coming into Formula 1 with the new Concorde Agreement."

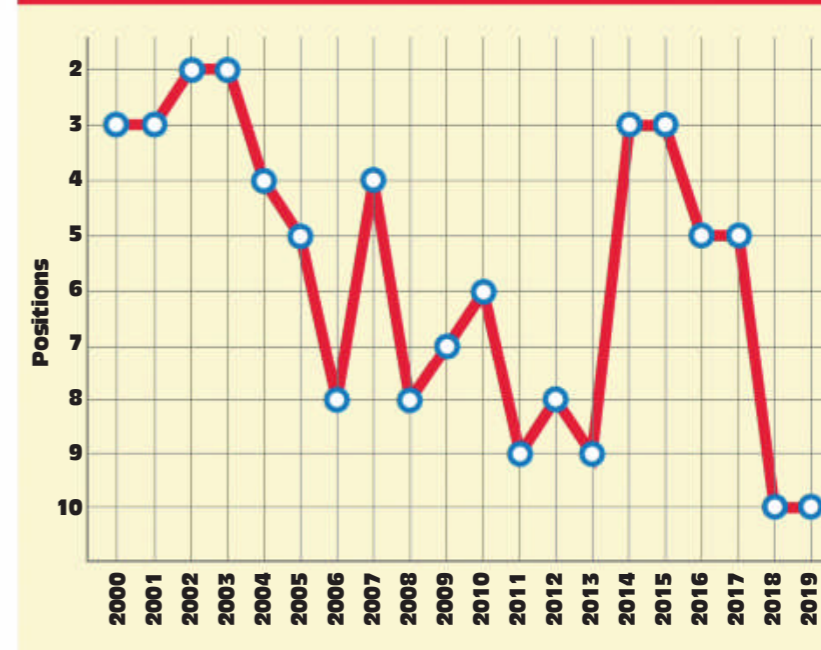
Williams was formed in 1977 by Frank Williams and has entered over 700 races as a constructor in its own right. The team has taken 114 race victories and carried Alan Jones, Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve to the F1 drivers' title.

The squad has claimed nine constructors' titles, but the last was in 1997. The team has been on a downward spiral, despite

some peaks, since the start of the century. Williams' last grand prix victory was when Pastor Maldonado succeeded in Spain in 2012.

Dorilton Capital is a US investment firm based in New York that owns a range of companies in various arenas including food, healthcare and engineering. Founder Matthew Savage said: "We look forward to working with Williams in carrying out a detailed review of the business to determine in which areas new investment should be directed. We also recognise the world-class facilities at Grove and confirm that there are no plans to relocate."

### WILLIAMS IN THE CONSTRUCTORS' CHAMPIONSHIP



## FORMULA 1 TO RETURN TO ISTANBUL IN 2020



Turkey will be back on the Formula 1 calendar this year

Turkey is set to return to the Formula 1 schedule for the first time since 2011 as F1 bosses seek to fill race slots towards the end of the reworked schedule.

The track was used seven times between 2005 and 2011 and has been lined up to fit in to the roster in November, before the campaign concludes with two races in Bahrain and the finale in Abu Dhabi.

Drivers have applauded the move to return to the track, which features the unique quadruple-apex left-handed Turn 8. Only

four drivers on the current grid – Sebastian Vettel, Lewis Hamilton, Kimi Raikkonen and Sergio Perez – have contested world championship F1 races at the venue.

Red Bull's Alex Albon said he was looking forward to the fresh look to the 2020 Formula 1 calendar.

The London-born Thai said: "It looks really cool, I'm excited. I think [F1 owners] Liberty and Formula 1 are doing an amazing job choosing these kind of circuits. "I don't know if it's coincidence or if they're just choosing them

### CALENDAR

#### Remaining F1 races

DATE	RACE	TRACK
Aug 30	Belgian Grand Prix	Spa-Francorchamps
Sept 6	Italian Grand Prix	Monza
Sept 13	Tuscan Grand Prix	Mugello
Sept 27	Russian Grand Prix	Sochi
Oct 11	Eifel Grand Prix	Nurburgring
Oct 25	Portuguese Grand Prix	Portimao
Nov 1	Emilia Romagna Grand Prix	Imola
Nov 15	Turkish Grand Prix	Istanbul
Nov 29	Bahrain Grand Prix 1	Bahrain
Dec 6	Bahrain Grand Prix 2	Bahrain
Dec 13	Abu Dhabi Grand Prix	Yas Marina

because they're the ones that are open to races. But it's going to be a proper circuit. Mugello, Imola, Turkey, we're going to some of the best circuits in the world. I'm all for it."

## SATO TAKES INDY – AGAIN

Japanese ace Takuma Sato became a two-time Indy 500 winner when he won the race at the Brickyard on Sunday.

The Rahal Letterman Lanigan Racing man was fighting with the Chip Ganassi car of Scott Dixon for the lead, and overtook his rival with 28 laps remaining. The competitive action in the race was halted with four laps remaining when Spencer Pigot, Sato's team-mate, suffered a huge crash on the exit of Turn 4

and smote the pit wall. That brought out the safety car and the 500 finished under caution.

Dixon held on to second from Graham Rahal and Satino Ferrucci. The top British runner in the race was Jack Harvey, who brought his Meyer Shank Racing machine home in ninth spot. Fernando Alonso's second attempt at the race was a lacklustre effort, and he finished in 21st position.



Ex-Formula 1 driver Sato sealed a second Indy 500 win

## Revolution gets Portugal F1 slot

The Sports Prototype Cup's Revolution Trophy class has bagged two support races during Formula 1's Portuguese Grand Prix weekend at the Algarve circuit on October 23-24.

The Sports Prototype Cup started in the UK last year with classes for the new Revolution A-One, for Radical SR3s as well as occasionally for other prototypes. It supported World Endurance at Spa recently.

Radical co-founder Phil Abbott, who devised the Revolution, said: "It's the perfect car for such a demanding circuit."





Photo: Jakob Ebrey

Caldarelli is due for more rounds

# DEBUT WINNER CALDERELLI SET FOR MORE BRITISH GT OUTINGS

## Champion due for more British GT races after victorious 11th-hour Donington showing

By Graham Keillon

**Multiple Blancpain champion Andrea Caldarelli is set for more British GT outings this year with WPI Motorsport in a Lamborghini Huracan after winning on his debut at Donington Park.**

Caldarelli had it finalised only a few days before the Donington meeting that he would be driving instead of Dennis Lind. Then in the damp

opening race he helped seal his, the WPI team's and his co-driver Michael Igoe's first British GT victory.

WPI boss Alyn Roberts told Motorsport News: "We were due to have Franck Perera for most of the [2020] rounds and then Andrea for the two clashes Franck had. Then when Covid and everything came, with the clashes Franck had that's why we ended up with Dennis [at Oulton Park's round one]."

"The next one [Brands Hatch]

unfortunately he [Andrea] can't do because he has a clash, so we've got Franck Perera in the car for that one, and then hopefully Andrea will be finishing the season off with us."

Caldarelli told MN: "I plan to do more [in British GT]. There are a couple of races which I'm still waiting to see the other championship if they confirm, like Intercontinental [GT Challenge], if not then definitely you will see me back here."



Caldarelli (r), paired with Igoe (l), claimed a debut win



Jamie Caroline still awaits his first British GT victory

## CAROLINE AND LOGGIE RUE LOST WINS

Jamie Caroline and Ian Loggie both felt British GT race wins were lost at the recent Donington Park round, in Caroline's case due to a clash between the pair.

Caroline, paired with Dan Vaughan in his TF Sport Aston Martin, led race one's opening stint in GT4 but finished second after he and Loggie's RAM Mercedes collided at the Old

Hairpin. Caroline told MN: "I got fired off by a GT3 Am [Loggie], out of nowhere just drove straight into the back of me. [It was] nothing to do with me. [It] lost me 10 seconds and then because of the damage we were losing another second a lap after that. Bitter pill to swallow."

Loggie held his hands up, telling MN: "I tried to tee him up for the exit, I got on the kerb on

the way in, the rear-left locked up and I had a little bit of a love tap with him. I'm on my way to apologise."

Loggie finished that race third overall but also felt an win for him and partner Yelmer Buurman was lost, in their case with a pitstop delay. "That should have been our first win of the season; [we had] a bit of an issue getting the fuel in."



Barnicoat: hopes for GT drive



2 Seas is in its debut season

## NEW SPEEDWORKS TOYOTA SUPRA SURPASSES EXPECTATIONS

Speedworks Motorsport boss Christian Dick has admitted surprise by how quickly the team's new Toyota GR Supra GT4 has joined the frontrunners in British GT's GT4 category.

The 2010 GT4 champion squad, and BTCC outfit, has returned to British GT this year with Sam Smelt and James Kell driving, and qualified second in

GT4 for three of the four races.

Dick told Motorsport News: "We wouldn't have got involved if we didn't think that it was going to be a competitive proposition; we're pleasantly surprised at how quickly it's a competitive proposition."

"The car is good out of the box, we've done well with it to improve and get it dialled in, the

team's knitting and gelling well. We knew it was going to be good; it's better than we thought it was going to be at this stage."

"The outright pace is there, we're pretty confident of the car's ability over a race distance. We've got to be looking at race wins and from that seeing where we can shuffle out in the championship."



The Speedworks Supra has got on the GT4 pace quickly



Dick (l): happy with progress



Chequered flag was shown a lap late in Donington F3

## 'DISAPPOINTING' ERROR CAUSED EXTRA BRITISH F3 LAP

Organisers have said they are "disappointed" after an extra lap was added to the first race of BRDC British Formula 3's meeting at Donington Park due to a timekeepers' error.

The race was due to run for 20 minutes, or 12 laps, but 13 laps

was published on the grid sheet in advance of the race and no-one spotted the discrepancy.

MotorSport Vision group operations manager Giles Butterfield said: "Had there been a [official] change to the race distance there would have

been a bulletin sent to all the team managers. It's not good enough and we're pretty disappointed by it but human errors do happen sometimes."

As per Motorsport UK regulations, the final classification was based

on the originally-intended 12 laps.

This proved fortunate for championship leader Kaylen Frederick as he crashed on the 13th lap but was reinstated to eighth place in the final results, claiming 13 points with it.



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## RACING NEWS

# EATON MAKES MAZDA MX-5 SUPERCUP APPEARANCE

The 2014 champion stepped in for an old friend at Donington last weekend in a one-off outing

By Graham Keilloh

Abbie Eaton raced in the Mazda MX-5 Supercup round at Donington Park last weekend, stepping in as a one-off for friend George Grant in the Rob Boston Racing-run entry.

Eaton won the MX-5 Supercup championship in 2014, and since has raced in a variety of categories including British GT as well as is due to race in W Series next year. Grant, who led the category's Masters standings heading into the meeting, intends to return for the season's remainder.

Eaton first met Grant when she returned to MX-5 Supercup as a one-off at Croft in 2015. Ahead of the Donington weekend, Eaton said: "He [Grant] is a lovely character and was willing to help me out with my racing, so I'm hopefully going to give back by stepping in for him at Donington Park.



Eaton: seeking track time

"You do get plenty of track time over the weekend, so it should allow me to get back into the groove. Last time I drove these cars they were different, and Donington has been altered.

"The times are about two seconds quicker now and you can carry a lot more speed into the Old Hairpin. I've been out of a proper race car for a while, so it's just about getting back on the track and having some fun."



Eaton (44) claimed the MX-5 crown in 2014

Photos: Jakob Ebrey, Jon Elsey, Neil Brownlee



Krayem: Bikesports bow

## GT racer Krayem joins Bikesports grid

Experienced GT and touring car racer Dave Krayem is among the new faces bolstering 750 Motor Club's Bikesports grid this year.

Krayem is racing a Radical Prosport alongside customers with his SpeedTec Motorsport team, and Krayem intends to continue in the category next season among other competition. Krayem started with a Group N Ford Sierra Cosworth in 1988.

Krayem told Motorsport News: "We were running a Viper GT3 in GT Cup and Combe; we decided it's too valuable and getting more valuable and the best thing is to put it away. We built a very quick Jade but that was a bit too quick. We also built a Prosport for customers, so I just took that over. Also we have a couple more customers in Bikesports and we run a Ginetta GT4 in the 750 meetings as well. So it all seemed to be quite handy. It's got its attractions because no-one can really buy pace."



F1000 has increased its grids from 2018's 11-car low

## F1000 CONTINUES TURNAROUND WITH BIG SILVERSTONE ENTRY

F1000 had one of its highest-ever entries for the 750 Motor Club's Silverstone International meeting last weekend, with 24 cars down to compete.

The single-seater championship's grid dropped to 11 in 2018. F1000 championship manager Frazer Corbyn told Motorsport News:

"It [the turnaround] all started when we rebranded [from Formula Jedi] in 2017, we wanted to give it more of a serious edge. Then I got Sarah Fraser on board to do the marketing and social media side. We upped everything.

"Then [for 2019] we moved to the 750 Motor Club from BRSCC, and with that came

a small influx of drivers who were already racing with 750 Motor Club. It was several different things that came together.

"The car for bang for your buck there's not much out there that can match it. We wanted to keep the rules and the cars stable. So if you buy a car and come into the

championship your investment's protected."

Race day coordinator Fraser added to MN: "It's all about the drivers. The people who try the quick fixes have the quick losses. It's hard work. You have to start with a great product. The Jedi racing car has to be one of the great single-seater products there is."

## BIKESPORTS GETS BIGGEST-EVER ENTRY

The 750 Motor Club's Bikesports championship had a 32-car entry for its Silverstone International meeting last weekend, the biggest in the category's history.

Bikesports' grid numbers have grown in recent years with newcomers joining championship regulars in the contest for bike-engined sports-racing cars.

Bikesports coordinator Giles Groombridge told Motorsport News: "Thanks to Radical there

is a significant pool of cars out there.

"We've developed a two-class structure: one for cars in essentially the spec that they left the Radical factory and a second class for tuned engines, and both classes there's a sliding scale of weight limits depending on engine capacity, which allowed lightweight Radical Prosports and PR6s which had been exiled from Radicals' own championship to find a home.

"And with the demise of OSS the few remaining bike-engined cars that were racing with them naturally found a home with us.

"Also at the moment you're seeing a function of a lot of pent-up demand to go racing.

"In the past we've had a few grids that have come close [to being the biggest ever] but it's usually early season where some of the Radical competitors are trying to get in a race.

"To have a 30-plus car grid mid-season is really pleasing."



The 750 Motor Club's Bikesports championship attracted cars from other categories

Higgins: came to rival's assistance



## YOUNG KARTER HIGGINS STOPS TO HELP FLIPPED RIVAL

Karting youngster Matthew Higgins showed fine sportsmanship when competing in the recent British Kart Championships Rowrah event, by stopping mid-race to help a rival who had flipped his machine.

Fifteen-year-old Higgins, the son of British rally champion

David Higgins, was battling near the front of his Junior X30 contest and saw that rival Kanato Le had been flipped and was trapped underneath his kart, so Higgins stopped to assist him.

No-one was seriously hurt and both drivers were able to resume racing for the rest of

the weekend. Higgins also won a heat the following day.

Higgins told Motorsport News: "To be honest I didn't really know what I was doing! The adrenaline just led me to do it! I was the kart behind him and I seen that he was flipping so I just pulled off to the side then got the kart off him and

then carried on. I knew there wasn't going to be any marshals there any time soon so I was able to get the kart off him and check he was OK. He was wedged under the kart, he couldn't move. Once I got it off he was alright. Him and his family thanked me and were very grateful."



# RALLY NEWS

## BELGIAN TO HOST FIRST WRC EVENT IN PLACE OF JAPAN

As predicted in last week's Motorsport News (August 20), Belgium's Ypres Rally will take over Rally Japan's season-finale slot from November 19-22 after the Asian event was cancelled as a result of restrictions put in place to enter the country in response to Covid-19.

Belgium has never previously hosted a WRC event but it will become WRC country number 34, with the event having taken place for the first time in 1965.

Jan Huyghe, who along with Hyundai team manager Alain Penasse is part of the Ypres Rally organising committee, said: "It's a tremendous honour to reach the highest level."

While there is no confirmation of the length of the agreement between organiser Club Superstage and WRC Promoter, Motorsport News has learned that event bosses are keen on a lengthy global stint, an ambition shared by bosses of Rally Estonia, which hosts the WRC restart from September 4-6.

For Club Superstage, a WRC slot had been unthinkable a few months ago, but a world round is seen as a saviour for a rally seemingly struggling for a clear identity.

The event was a European Rally Championship fixture until 2016 when Club Superstage decided it would no longer pay the event promoter fee to Eurosport Events concerned by a drop-off in entries.

Under Penasse's direction, Club Superstage replaced the ERC with the lower level Tour European Rally (TER) series and the British Rally Championship, but the move backfired when TER struggled and the ERC's revival began in 2017.

Had a deal to join the WRC not been reached, this year's Ypres Rally would have counted on entrants from the Belgian championship after the British championship was cancelled.

Although the Ypres Rally's new November date rules out the planned tie up with the Spa-Francorchamps World Rallycross round from 2-4 October, the Belgian Grand Prix track will remain the setting of Ypres's deciding leg on Sunday November 22.

A rally route of approximately 300 kilometres is planned with some stages set to take place in the dark.



Ypres has a long-term hope



Latvian rally was on verge of WRC deal

# LATVIA WAS 30 DAYS AWAY FROM WORLD RALLY ROUND

## Organisers say they were on the brink of top-flight showdown

By Graham Lister

**Latvia was "really close" to joining the World Rally Championship, Motorsport News has discovered.**

The country's flagship Rally Liepāja had stepped in to offer WRC Promoter a ready-made solution to its Covid-19 calendar conundrum, with a joint August event incorporating its existing European Rally Championship round.

Although government funding was a formality and the event format agreed between WRC Promoter, ERC promoter Eurosport Events and the FIA, when unanimous agreement from the teams wasn't forthcoming, discussions were brought to a halt.

**Joint approach**

"I was reading on social media that WRC was looking for some options," event promoter Raimonds Strokss told Motorsport News. "I sent them an email asking them what they were looking for. They told me our rally was on their list."

"It was really close because inside the teams Latvia was already in the calendar and some teams had started booking hotels."

**Backing in place**

The reported £620,000 Rally Liepāja needed to join the WRC was days away from being secured, according to Strokss.

"It was just a matter of time. Our government didn't have a meeting in the time that we were

talking about it. When the meeting would come [the decision] would be positive. We would have [the answer] in a few days, [then] WRC told me they would stop our discussions."

**Baltic no-go**

Motorsport News understands a no vote from Hyundai proved the planned joint-event's undoing. Strokss, however, is less forthcoming when asked why he believed the WRC didn't come to the Baltic country.

"I'm afraid I don't know all of the reasons but what can I do, I tried. I am a guy who lives by a rule that everything happens for a reason. It was a great honour they noticed us, they saw us as a good candidate."

But I believe truly in the ERC and we have a great relationship with Eurosport so there's nothing to be sad about."

**Now or never**

Strokss admits Rally Liepāja joining the WRC was a case of now or never. "When you think with your head you realise it's not a realistic scenario. There are so many big events, so many big markets looking to get into the WRC. And suddenly a small country like Latvia, it would only have been an unexpected situation, a crisis situation to make this possible. But I would talk about it [again]."

"We were ready to organise a WRC event in 30 days," Strokss insisted. "I had a list with all the reasons why we shouldn't do that and I asked everybody in

my team to sign yes or no, but nobody signed to say we shouldn't do it. Everyone was ready to go flat out."

**Format agreed it**

"For 10 days we worked on a combined event and everyone was very excited. I found it amazing, two promoters, two different companies and FIA in between, the common language and the way things were agreed were just fast and efficient," said Strokss.

"We had already the stages, we had already the scenario. I believe all of us could have benefited from that, even the WRC because they would have had a 'safe' rally and one more in their calendar that is already done because nobody knows what will happen later on."

## MORE EVENTS UNCERTAIN AS WRC MIGHT ALTER AGAIN

There could be further changes to the 2020 World Rally Championship calendar following the cancellation of Rally Japan and Turkey's move to a new September 18-20 date.

Motorsport News understands that the format of Rallye Deutschland, which is set to take place behind closed doors at the Baumholder military training area, has placed doubts over the event's financial viability.

Meanwhile, sources have told Motorsport News that Rally

Italia Sardegna is to move back one week to November 5-8 to avoid a clash with the Emilia Romagna Grand Prix at Imola on November 1.

However, the possibility also remains that if Germany's round falls, Sardinia could take over its October 16-18 slot to satisfy calls from local organisers for more daylight hours.

To counter the threat of the calendar falling below the required seven rounds, it is understood discussions

between WRC Promoter and Croatia Rally boss Daniel Saskin remain ongoing following confirmation from WRC Promoter last month that "talks with the Croatian Automobile & Karting Federation will also move forward".

There is also uncertainty over the venue of the fourth round of the ERC with discussions to add the Fafe Rally Montelongo still not concluded. The Tarmac event in Portugal is due to run from October 3-4.



A question mark still surrounds the likely fate of Rally Germany this season



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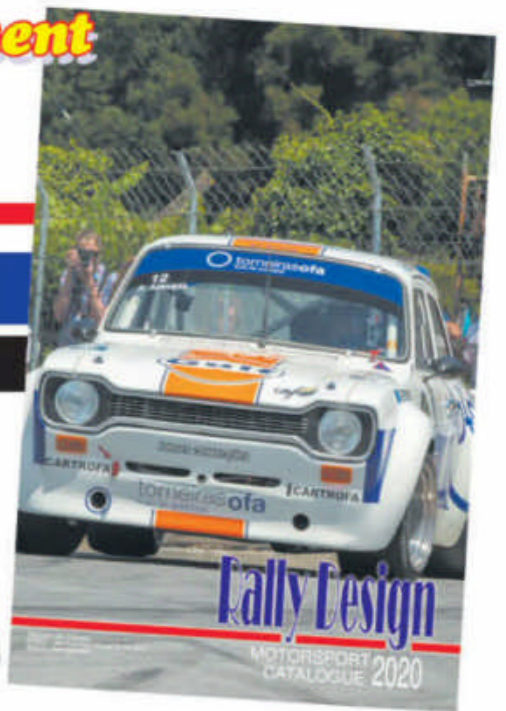
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Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41  
Wilwood brakes kit, 247x20, Midilite caliper **£468.49** £562.19  
Wilwood brakes kit, 285x21, Midilite caliper **£571.40** £685.68  
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Wilwood master cylinders **from £29.50** £35.40  
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Wilwood proportioning valve, lever **£57.50** £69.00  
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8x13 **£99.00** £118.80

Classic Ford wheels from  
**£69.00 £82.80**

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Gaz, adjustable (3-way) front shocks **£67.60** £81.12  
Gaz, adjustable rate rear shocks **£299.50** £359.40  
Quick steering racks **£65.00** £78.00  
RH 2:4 ratio **£119.50** £143.40  
RH 2:4 ratio **£139.50** £167.40  
LH 2:4 ratio **£149.50** £179.40

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LH 2:2 ratio **£16.80** £20.16  
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Roller bearing plastic dust covers **pair £9.50** £11.40  
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Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk1 front screen rubber **£24.92** £29.90  
Escort Mk1 rear screen rubber **£23.92** £28.70  
Escort Mk2 front screen rubber **£29.08** £34.90  
Escort Mk2 rear screen rubber **£29.08** £34.90  
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Spedo cable bulkhead grommet **£5.20** £6.24  
Throttle pedal pad **£5.20** £6.24  
Brake and clutch pedal pads **pair £8.00** £9.60  
Shock absorber top caps **pair £13.90** £16.68  
Rear bumper side plugs, set of 4 **£9.90** £11.88  
Oil line bulkhead grommet **£5.10** £6.12  
Brake servo rod bellows **£5.20** £6.24



# RALLY NEWS

Photos: mcklein-imagedatabase.com, Hyundai Motorsport

## AZORES STILL ON DESPITE CONCERN

The Azores Rallye remains on, despite speculation late last week suggesting the event had been cancelled.

As Motorsport News went to press, discussions between event organiser Grupo Desportivo Comercial and local authorities regarding how a spectator ban could be enforced on mainly rural stages remained ongoing.

The archipelago's health department has approved a series of measures that have been implemented by the event's Covid-19 task force.

A special contingency plan has been adopted with a focus on testing, social distancing and general behaviour with competitors required to arrive with a negative Covid-19 test certificate and undertake a further test on arrival.

However, the planned Ponta Delgada city stage, previously run as a non-competitive section, has been axed, while fans won't be allowed on other parts of the route.

Tiago Lopes, the Azores government's health director, said: "Due to its importance for the Azores, the Azores Rallye deserved our total commitment and attention. The cooperation from everyone is very important so that the rally may occur without incidents that might prejudice its realisation."

The ERC's third-round rally is slated for September 17-19.

## EMERY RETURNS TO "MORE OPEN" SUPERNATIONAL

Supernational rallycross champion Stuart Emery will make his first start in the series in four years when the British Rallycross Championship 5 Nations trophy gets underway at Lydden Hill.

Emery, who won the two-wheel drive title in 2014, has made significant upgrades to his Peugeot 206, including suspension and transmission.

Emery told MN: "I'm a little bit rusty, but things were coming back fairly quickly in the test day at Lydden Hill a couple of weeks ago. The car's had a lot of work on it, a lot of changes, but that's all proven very good in testing. We've just been chasing a few little annoying problems, but that will be sorted for round one."

The Supernational series will be blown wide open this year with the departure of the dominant force of the class, Tristan Ovenden and his Renault Clio, which had won the title for the last three campaigns.



Japanese fans will have to wait

# RALLY JAPAN'S FATE THRASHED OUT BY COUNTRY'S TOP BRASS

## Fallen World Rally event was taken to the highest sources before the axe

By Graham Lister

**The fate of Rally Japan, the intended venue for the 2020 World Rally Championship finale in November that was called off last week, was discussed by senior Japanese politicians.**

In his blog, Keiji Furuya, a member of the Japanese Parliament, wrote: "At this time, no sports-related persons are allowed to enter the country. In the future, we will carefully

consider the infection situation and in the world.

"Chairman [Koji] Takahashi of the executive committee also said that the ticket sales and preparations will not be in time unless there is confirmation three months before the event.

"Although many opinions were given from the participating parliamentarians, considering that the health and safety of the people comes first, all teams are from the EU and the total number will

be several hundred people.

"It is practically difficult to decide from above. The Rally Japan executive committee understands that this is the situation and will consult with the board of directors to decide what to do in the future. It should be noted that Japan has a three-year window."

The FIA World Motor Sport Council confirmed Japan's 2021 WRC calendar slot when it met in June although a date has not been forthcoming.

## Boy racers could have put Japan in jeopardy

Rally Japan organisers had warned of a threat to the event – but from an altogether different source – prior to its cancellation.

Since the issuing of Rally Guide 1 on July 16, organisers had become "deeply concerned about actions to disturb the local communities by reckless driving and excessive noise on the roads of the presumed Rally Japan route".

The statement continued: "If such activities are repeated, road usage permit may not be granted and consequently designated special stages or the entire event have to be scratched. For that reason, we regretfully deleted the overview map from the original Rally Guide 1. We sincerely ask all who are waiting for the opening of Rally Japan as well as rally fans to refrain from such behaviour."



Thorne will now use an ex-Sam Moffett Hyundai i20 R5

## SUPER1600 CHAMP THORNE IN RALLYING SWITCH

British Super 1600 rallycross champion Jack Thorne has made a switch to rallying, acquiring ex-Sam Moffett Hyundai i20 R5 from Melvyn Evans Motorsport.

Thorne claimed his British RX Super 1600 titles in a Citroen C2 and Renault Twingo, and has made sporadic appearances in Supercar, taking second at Lydden Hill last year in an ex-Thomas Bryntesson Ford Fiesta.

But in a shift of plans, Thorne will now focus on rallying for the foreseeable future, entering this year's

MN Circuit Championship.

"I've always wanted to have a go at rallying, my dad used to do it a long time ago," Thorne told MN. "During lockdown, we spent a lot of time rebuilding the Fiesta Supercar and that's beautiful now, but we thought we'd have a look at rallying. We went and looked at lots of cars, but there's so many Fiestas around, but we wanted something a bit different. We sell a lot of Hyundais through our garage, so it made sense.

"With the MN championship we can learn rallying," Thorne

added. "I can dip my toes and if I like it, we can progress from there into the forests and onto some closed roads. That's the long-term aim but for now we'll do a season of the MN championship.

"Since getting an R5 a lot of co-drivers have come out of the woodwork. I think we're sorted for now, but where we go from there later on might be a bit different."

Thorne's family team will run the i20, with his debut coming on the Neil Howard Stages at Oulton Park on November 7.

## DANISH RACER ULRIK LINNEMANN FORCED TO SHELVE PLANS FOR A EURO BID

Ulrik Linnemann has become one of several drivers planning to compete in the Euro RX Supercar series, which began last weekend in Sweden alongside World RX, to withdraw from the season due to coronavirus-related issues.

While logistics and quarantine issues accounted for Mikko

Ikonen, Sivert Svandal, Stene Johansen and Frank Valle's absence from Holjes, Linnemann has withdrawn from the full series.

He will, however, race in his round of RallyX Nordic at Nysum in Denmark in early September, an event he won in 2018.

"It'll be a lot of fun to come back to RallyX Nordic and I'm looking forward to fighting with the other Supercar drivers again, like my old team-mate Oliver Eriksson," he said.

Linnemann will race a newly created Jos Kuypers-built Ford Fiesta: "It will be interesting to measure the

performance of the Fiesta against the other cars in the field," he said. "I've only tested it a couple of times so far, but it drives really well so I'm hopeful of being in the mix for the podium.

"I enjoy driving at Nysum – it's a special place, and obviously I have very happy memories from two years ago. That was



Linnemann will now focus on RallyX Nordic outings



# KIELDER STAGES ADDED AND PLAINS REPLACES SCOTTISH IN BTRDA SHAKE-UP

Famous Northumberland forest is included as part of revamped schedule for the 2021 campaign

Photos: Jakob Ebrey

By Luke Barry

The 2021 BTRDA Rally Series calendar has been revealed with the Kielder Stages – formerly the Pirelli International Rally – joining the schedule as the Plains Rally returns.

The Plains was dropped this year in favour of the Scottish Rally but is now back in with the Scottish acting as the reserve event in 2021.

The best five scores from eight will count towards a competitor's final points tally.

Chairman of the BTRDA rallies committee Neil Cross told MN: "We'd been speaking for a while about expanding to eight events to give competitors more choice and a better

geographical spread. We were conscious of the concentration in Wales.

"We noticed an opportunity with the Kielder Rally which of course normally runs in April. [We asked] if they could move and they could so it opened up a number of options for us. The Scottish Rally had to move [to July] because of the Scottish championship."

Mitsubishi Lancer E9 driver Matthew Hirst is happy about the tweaks but is sad to see the Scottish omitted from the calendar, which Cross also admitted was a "crying shame."

Hirst told MN: "It's a good thing to get out of Wales, go into Kielder and do something different and obviously that event was the Pirelli back in

## PROVISIONAL CALENDAR

### BTRDA 2021

DATE	EVENT	LOCATION
Feb 20	Cambrian Rally	Llandudno, Conwy
March 13	Malcolm Wilson Rally	Cockermouth, Cumbria
April 17	Rallynuts Stages	Royal Welsh Showground, Builth Wells
May 22	Plains Rally	TBA, Wales
June 19	Kielder Stages	Kielder, Northumberland
July 10	Nicky Crist Stages	Builth Wells, Builth Wells
Sep 4	Woodpecker Stages	Luclow, Shropshire
Sep 25	Trackrod Forest Stages	Filey, Yorkshire

the day but I think it's more suited as a BTRDA event.

"[However] it would've been quite nice to have seen what the pace is like between the BTRDA boys and the Scottish boys. [There's] a lot of Evos in both championships and people like Michael Binnie aren't silly are they? They're not hanging about. It would've been good



BTRDA runners will face a reworked calendar



Forests will still remain quiet

## FOREST RALLIES ON HOLD UNTIL CHRISTMAS

Forestry England has explained its decision to outlaw the use of any Forestry Commission for rallies for the remainder of 2020.

A response has been distributed and was published in this month's edition of Motorsport UK's magazine Revolution, where Forestry England thanked all the affected motor clubs for their patience and understanding.

There has been intense speculation that this ban has already been extended to April 2021. But this isn't set in stone, and is seen as a worse case scenario by Forestry England.

A spokesperson told Motorsport News: "We're not singling out motorsport in any way, shape or form to anything different, any other type of event.

"We've said for all events that we're staying with 30 as a group-size maximum and we're sticking with that decision until Christmas.

"We're hoping that by the time we get to mid-October we'll know a bit more about regional lockdown, the effect kids going back to school has had, the flu season will be beginning; we'll

be able to make more informed decisions about how practically we can run large events.

"If October goes really well, we might start working with rally organisers that are looking at February-March events."

The Malcolm Wilson Rally in Cumbria is therefore one such event that potentially hangs in the balance next year.

## DATE CHANGE FOR YPRES COULD DISSUADE SOME OF THE BRITISH RUNNERS

National rally competitors are predicting Ypres will be a tricky rally now it's run in November, with its inclusion in the WRC calendar set to deter rather than encourage them to the rally.

Callum Black was set to contest

both the Monteberg Rally Sprint and Omloop van Vlaanderen in Belgium in the next two weeks before foreign competitors were banned from the former and the latter was cancelled altogether.

Black had also been keen to

enter Ypres in his Fiesta R5 this year but told MN: "It's hard enough when it's dry but when it's wet the appeal's not too strong for me. If I was to do it I wouldn't have been in the main square [service] like I would've

been in the summer, I'd be put out onto one of the back side streets and people don't see you there. I'll just save my money and do it next year."

Irish Tarmac regular Meirion Evans told MN he'd "spoke to a

few people and they said they won't be keen to go" but Ollie Mellors – who was also poised to compete in Belgium like Black – said: "We're going to try and focus on [Ypres] and try and make that happen."



Cuts in Ypres will be tricky

## HETHERINGTON'S CAN STILL SEE "POTENTIAL" IN HIS COROLLA WRC

Adrian Hetherington has said he will only drive his Toyota Corolla WRC – recently rebuilt by McGeehan Motorsport – on "special occasions".

The Corolla was stripped to its bare shell and rebuilt by Derek McGeehan with help from Wevers Sport which supplied a selection of fresh parts. "She is [now] a brand new car, more or less, I am delighted with how it has all turned out," Hetherington told MN.

"I don't intend to be out competing in it every weekend, only special occasions, or rallies that I really want to do. For now, I'll keep the car in Tarmac-spec but I could head back to the forests in it. The car can still be as competitive as an R5 on the loose.

"We wanted to have the car finished and ready for the Wexford Stages because that is Gary's [Nolan, co-driver] local event but it has been called off now," he added.



Hetherington will use his Toyota Corolla sporadically

## SWANN KEEN TO RALLY HIS SUBARU IN THE UK

Robert Swann is looking at getting back behind the wheel of his Subaru Impreza S12B WRC in the MN Circuit Championship, before the year is out.

Swann was competing on the Barbados Rally Club Test Stage last weekend as his ex-Petter Solberg Ford Fiesta WRC had already been shipped over to the Caribbean before Covid-19.

He will use the car on this year's Rally Barbados on October 31-November 1 as he bids to finally win that event, but Swann

is also keen to use his Impreza on some UK events after recently testing it at Curborough Sprint Course.

"The Subaru has been fully rebuilt, the gearbox and everything refreshed so it's on zero mileage," he told MN.

"We're looking at doing a couple of events in the UK if they run. I'd imagine it would be something like Wethersfield Stages and we might consider some of the Motorsport News [Circuit Championship] rounds," he added.



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# HISTORICS

## DOWN THE WORKSHOP

### 1923 GN SPIDER

Current owner: David Leigh



Spider is nearing its century

#### It was created by Basil Davenport

The hillclimb special made famous by Basil Davenport in the 1920s remains one of the UK's most recognisable one-off creations and is still competing at Shelsley Walsh 97 years later.

#### It was built for Shelsley Walsh

Davenport built Spider with one intent: to compete for the record at Shelsley Walsh. He mated a Frazer Nash engine with the narrow chassis of a GN cyclecar and converted it to a single-seat format. When Davenport stepped up to a 1500cc twin-spark engine from a Frazer Nash race car, he really started to fly up the 1000-yard climb.

#### A record breaker

He set a new outright hill record in September 1926 when he broke the 50-second barrier with a climb in 48.8s. Davenport then broke his own mark three times in 1927-28 to take it to 46.2s. In July 1930, Davenport did a 44.6s climb but the visiting Hans Stuck took a new hill record in 42.8s in the mighty Austro Daimler.

#### One hundred years is approaching

Spider was then parked up during the War but returned to competition before being replaced by Spider II. However, the original car was rebuilt and remains in original condition as it heads towards its 100th birthday. It bears all the scars and scrapes that Davenport inflicted in the 1920s and 1930s and has a glorious patina.

#### David Leigh is the current custodian

When Davenport died in 1979, Spider passed to Ron Sant and current owner David Leigh, who had helped with the car as a youngster, in 1994. He has competed with it ever since, mainly at Shelsley. In period, Davenport wanted to break the 40s barrier but never did. In more recent times, aided by tyres and a resurfaced hill, Leigh has climbed the hill in under 40 seconds.

#### It's a special car

This summer, Spider returned to Shelsley to continue this story after a gap of a year or two while the engine was rebuilt. The chain-driven special has no front brakes and revs to 5000rpm as it goes flat out right up to the Esses.



Photos: Paul Lawrence

Colin McRae's cars will star at the new Bicester event

# McRAE TRIBUTE TO HEADLINE NEW CLASSIC EVENT IN BICESTER

## Cars from the title-winning Scot's career to take centre stage

By Paul Lawrence

The 25th anniversary of Colin McRae winning the World Rally Championship will be a key feature of a new classic event based at the Bicester Heritage site in September.

The Classic Car Drive-In Weekend (September 18-20) will include period rally cars in action on the venue's figure-of-eight test track, topped by the Subaru Impreza WRC in

which the much-missed Scot won the RAC Rally for a third time in 1997. A replica of his 1991 British Championship-winning Rothmans-liveried Subaru Legacy will also be on hand.

The new three-day Covid-compliant outdoor festival is being staged at Bicester Heritage in Oxfordshire. As well as the two Subarus, the Slowly Sideways organisation will provide a number of

classic rally cars including Ford Escort RS1800s, Porsche 911s and Renault Alpines as well as cars from the Group B era of the early 1980s. In addition, in action on the track across the three days will be some classic road and race cars.

It is almost 25 years since the hard-charging Scot won the 1995 RAC Rally GB to become Britain's first World Rally Champion. Tragically he lost his life in a helicopter

accident in 2007.

"Colin McRae will forever be a true hero and we are honoured to be celebrating his greatest success," said show director Bas Bungish.

"Colin's spectacular and totally committed driving style won the hearts of millions of fans all over the world and I'm sure the distinctive sights and sounds of the Subaru on the track at Bicester will bring back lots of wonderful memories."



Butcher took a win and then had a fuel drama in the E-type

#### Butcher finds historics as perfect sharpener

British Touring Car Championship racer Rory Butcher says that racing in historics is the perfect way to stay sharp on free weekends.

Butcher recently spent his only non-BTCC weekend in August racing two Jaguar E-types at the Thruxton Historic, winning with Jon Minshaw and missing out on a victory with William Paul when their car ran out of fuel

late in the race. "These cars keep you on your tip-toes," said the young Scot. "It's all good experience and good seat time before we're back at Thruxton for the BTCC."

Butcher is a regular racing partner for Paul and jumped into the Minshaw car to sub for the otherwise-committed Phil Keen. He regularly races a Motorbase Ford Focus in the BTCC.

#### Tomlin injured in fiery Thruxton spill

Historic racer David Tomlin will be out of racing for several weeks after suffering burns in an incident at the Thruxton Historic.

Tomlin's Ford Sierra RS500 developed a fuel leak and fuel vapour gathered in the cockpit before igniting. He suffered burns to his face was taken to hospital for further treatment, though the car was not too badly damaged.

Remarkably, it was Tomlin's second fire in a month as his rare Motul Formula 2 car suffered a significant engine fire at Brands Hatch in mid-July.

Tomlin plans to race the Sierra in the Historic Touring Car Challenge and it was built up by Alan Strachan as a tribute to Thierry Tassin's 1987 Spa 24-Hour race. He was due to race both cars at Oulton Park this weekend but the Worcester driver has been forced to withdraw his entries while recovering from the burns.

Formula Junior will be honoured during this weekend's Oulton Park Gold Cup by the presentation of the famous Gold Cup trophy to the aggregate winner of the Formula Junior races.

The weekend will mark the 60th anniversary of the two major Formula Junior races held at Oulton Park in 1960, both won by Jim Clark in a Lotus 18. At the 1960 Gold Cup meeting, works-entered Lotus 18s took the first four places from the 27-car grid, led home by Clark.

The capacity grid for the Gold Cup races will feature three Lotus 18s, including Trevor Taylor's second place car now in the hands of Clinton McCarthy.

## FORMULA JUNIOR TOPS THE BILL AT GOLD CUP



Formula Junior and Oulton Park is a perfect combination

## IN BRIEF

#### Cal Withers

MN was sad to learn of the death of Cal Withers, a leading figure in British rallying during the 1970s and 1980s. Through the Withers of Winsford car business, he supported many drivers and was also a competitor himself. Reportedly, more than 100 drivers benefited from his support over the years.

#### Denmark axed

The Copenhagen Grand Prix has been abandoned for 2020 and will now return in early August 2021. Organisers of the historic festival on the street circuit in the Danish capital had tried to postpone until October but recent developments in Covid-19 cases has forced them to finally drop plans for this year.

#### Lambert's new face

With his wife and regular co-driver Barbara Lambert sidelined with a broken wrist, Brian Lambert enlisted the versatile talent of Iain Rowley to share his MGB in the GT and Sports Car Cup enduro at Thruxton. A reciprocal plan to share Rowley's Austin Westminster in the Coys Trophy was thwarted by gearbox failure before Lambert's stint.

#### Land crab rides

Andy Harrison and Peter Scott plan to contest the 2021 Monte-Carlo Rally Historique in Harrison's 1968 London-Sydney marathon Morris 1800 'land crab'. Harrison, best known for preparing and racing Minis, says that competing on the late January-early February event will be a chance to compete a lifetime ambition.

#### Zandvoort woe

UK-based race categories have been forced to drop out of the Zandvoort Historic Grand Prix (September 4-6) following the latest UK government rulings on foreign travel. Both the Historic Sports Car Club (Historic Formula 2 and Historic Formula 3) and the Historic Grand Prix Cars Association (Pre '66 Grand Prix cars) had to withdraw their categories from the event.

#### Garrad's Nissan

Experienced historic touring car racer Simon Garrad is due to give a newly-prepared Nissan Skyline R32 its debut at Oulton Park this weekend. After selling his Super Touring Renault Laguna to Germany, Garrad commissioned Ric Wood to build a Skyline for use in the Dunlop Saloon Car Cup and the Historic Touring Car Challenge.

#### Remparts cancelled

The Circuit des Remparts, planned for September 18-20 on the historic French street circuit at Angouleme, has been axed. Despite strenuous efforts by the organisers to keep the event running, the challenge has now become insurmountable.

#### Lane's car swap

Clubmans racer Mike Lane will step up to a single-seater at the Oulton Park Gold Cup to race the ex-Keith Norris Chevron B49 in the Aurora Trophy. Norris will also be on the grid in his F3000 Lola T300 while Lane has not forsaken Clubmans and will be back in his Mallock at Cadwell Park next month.



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With a Saab 96 Rally Car, Classic E-Type, Mini Clubman, Midas, Envoy Historic Formula Junior and several Pre 64 racing Coopers currently in the workshop Andy knows people love to see the cars and want get to know a bit more about them, which is why he set up the Ace Motorsport channel on [youtube.com](https://www.youtube.com)

Sometimes Andy has some mates along, Steve Berry, ex top gear and Mark Stone, radio presenter and motoring 'jorno' to join in the conversation, talking cars, food and life in an anything goes sort of show.

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# GETTING OVER THE LINE

TECHNICAL COLUMN PROVIDED BY WITHAM MOTORSPORT  
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*Coolants – find out more about one of the most important things you'll put in your engine*

**A**n engine's coolant has quite a demanding job. It needs to be able to withstand freezing temperatures to avoid the risk of turning into a solid, which could cause internal damage to the engine such as fracturing a waterway and causing it to leak (anti-freeze).

During the summer, it needs to maintain the engine's temperature to ensure it doesn't get too hot, along with help from the radiator and a mechanical or electric cooling fan. The coolant also needs to prevent internal corrosion of the engine, which can otherwise result in porous waterways and a build-up of silt that can block outlets and the water pump.

As Witham's technical director Mick Kenyon explains: "Coolants are made up of a combination of finely balanced additives that each have a specific role in the quality of the product. Water acts as the main heat-transfer fluid moving heat away from the engine block. Monoethylene Glycol (MEG), an organic compound, is added as it also provides heat-transfer but most importantly it lowers the freezing point and raises the boiling point of the water. Without MEG or a similar organic molecule, coolant would freeze readily and subsequently damage the engine."

Water and MEG on their own would be corrosive to metals within the cooling system, such as cast iron, aluminium or solder. That means rust would quickly block the cooling system and overheating would occur.

"Additives are used to prevent corrosion," says Kenyon. "In the case of the Qualube Universal Blue this is an example of an inorganic additive technology product (IAT). This means that the chemicals that protect against corrosion are inorganic in nature, such as borates, silicates and nitrates. Inorganic chemicals are mined from the earth and refined. IAT is a tried and tested classical method for protection."

Most classic cars from the mid-1990s or before use a blue-coloured coolant (also called anti-freeze). Later and more modern engines can use a longer-lasting silicate-free, organic acid technology (OAT) based coolant. There's also some confusion over the colour of coolant and its lifespan. For instance, blue-coloured coolant is generally regarded as lasting for two years before it needs changing, whereas pink-coloured coolant lasts for six years. But as Kenyon warns: "This is broadly true but colour is purely cosmetic and gives no indication of the technology or quality of the product. I would be wary about making decisions based purely on colour."

#### Renewal intervals

The recommended intervals for changing coolant appear to be around two years for blue-coloured coolant and six years for pink. However, it's worthwhile testing the freezing and cooling



The British Touring Car Championship racers were put through their paces at a sizzling Brands Hatch



Keeping a check on the fluid is a vital exercise

capacity of the coolant at every service interval (at least once a year) to check its condition. This can be done with a simple anti-freeze hydrometer that costs from around £10 upwards from motor factors and tools suppliers.

While checking the coolant, it's also worthwhile checking over the cooling system of the engine, by squeezing hoses to look for perishing, inspecting all connections for traces of leaks (eg residue) and looking around the radiator for similar leaks. Hose clips should be sufficiently tight to prevent leaks, but Jubilee clips and similar clips must not be over-tightened as they can cut into the rubber and create a leak.

A pressure cap may be fitted on the top of the radiator or onto an expansion tank. It helps to raise the boiling point by an additional 25°C by increasing the pressure in the cooling system as the engine warms up (the higher the pressure, the higher the boiling point).

"The boiling point of coolant is dependent on the ratio of concentrate to water that is used," explains Kenyon. "Typically this is a 50-50 mix and will have a boiling point of around 110°C at atmospheric pressure."

By increasing the pressure in the cooling system, the boiling point can be raised.

The pressure in the coolant system of an engine is released when the engine is switched off and left to cool down. This is the job of the pressure cap, which has a spring and valve on the underside to control the pressure.



Motul has a range of motorsport-specific coolants

#### Renewing coolant

The general aim of renewing engine coolant is to remove the old liquid and refill the system with a fresh mix of anti-freeze and coolant (pre-mixed coolant is also available). The ratio of water to anti-freeze varies, depending on the desired freezing capability you need – the greater the proportion of anti-freeze, the lower the freezing point, although as Kenyon warns: "I would always recommend the use of deionised or distilled water for dilution, this is what comes in the premix product. The products are designed to tolerate dilution with hard water but if the water in your region is especially hard there could be a greater tendency for silt formation."

There are some exceptions to this advice, such as Motul MoCool, which is a non-glycol-based additive for use in race engines where a glycol-based product cannot be used. In such circumstances, the engine may only be run for a few minutes, such as at a hillclimb event, so the cooling system may be very simple with no water pump to help maximise engine power. Witham explains that by adding Motul MoCool, it helps the engine to run up to 15°C cooler and improves thermal exchange and engine cooling system efficiency.

Motul's range of coolants comes in two forms: already mixed and concentrated, which needs to be diluted with water before use. As explained earlier coolants offer different technologies specifically for classic cars, hybrid, modern passenger cars, right through to racing vehicles. What is vital is to get the right coolant for the right type of vehicle.



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## FEATURE

# TIM HARVEY

## SURVIVING THE BTCC'S MOST INTENSE ERA

*Tin-top champion turned commentator tackles the Motorsport News readers' questions. By **Matt James***



Harvey is one of the ITV4 BTCC commentary faces

**M**ost people think that homework stops when a person leaves school. That's not the case for the 1992 British Touring Car title-winner Tim Harvey. Since he has swapped the steering wheel for the microphone on ITV4's BTCC coverage, he has immersed himself in detailed analysis.

Often is the time in the media room where Harvey, fresh from hunting out the gossip in the pitlane, will be poring over split times, speed trap measurements and all the data he can find. It all goes to add to his insight in his commentary.

The 16-time British Touring Car Championship race winner was tempted by life with a roof on after a Formula Ford accident in 1986 meant he had limited articulation in his ankles. But what a success it was. Harvey went on to conquer the crown in 1992 after a dramatic showdown at Silverstone (including *that* accident between John Cleland and Steve Soper). He has also been a title winner in Porsches and won races in British GT, as well as competing at Le Mans on four occasions – the first of those being on a layout that included the full Mulsanne straight. He took time out of his busy schedule to tackle the MN readers' questions.

**Question:** Was the original dream Formula 1 when you started racing?  
**James Hilton**

**Via email**

**Tim Harvey:** "The reason I got into motorsport was to have fun and just to drive racing cars. I had no intention to make a career out of it. There was no plan that I could be a professional or anything else. I did some karting and it proved I had some talent in it, and the same was true when I went into Formula Ford in 1983. It was only when I won the Austin Rover/Daily Express scholarship [at the end of 1983] that I suddenly twigged that there could actually be more to motorsport as a career for me. Despite winning that, my heart was all in single-seaters at the time but commercially, the opportunity presented itself to go down the saloon car route so I followed it.

"In those days, the routes were very straightforward. You did Formula Ford



Photos: Motorsport Images, Jakob Ebrey



Onwards to glory: in full flight at Oulton in 1992

1600, Formula Ford 2000, Formula 3, Formula 3000 and then, if you were lucky enough, Formula 1. It was a very simple ladder. Yes, when I was doing Formula Ford I hoped I could have a long single-seater career that would take me as far down that route as possible, but I was very switched on to the fact that I didn't have the commercial backing and the wherewithal to probably follow that dream.

"I was in my second year of racing, after winning the prize, I was a scholarship driver with Austin Rover and the Daily Express so immediately I had access to a manufacturer and a sponsor. That is when I started working on other sponsors, through the Austin Rover Group: things like British Car Auctions and eventually Istel, and Istel helped my career enormously."

**Question: Was it a risk to go to the British Saloon Car Championship at that stage of your career?**

**Russell Scobbie**

**Via email**

**MN:** Going touring car racing back in the mid-1980s wasn't really a recognised career path. It was a left-of-centre thing to do...

**TH:** "Yes, but the situation was almost forced on me by an accident I had in Formula Ford, where I broke my ankles. I couldn't operate a single-seater properly after that. But because I had hooked up with Istel, and they had a link with Austin Rover, and I was doing some production saloon racing anyway with the boss of Istel, it was their suggesting that I did touring cars. I would never have thought of it otherwise if I am honest. It made sense

because I could use my legs and operate the pedals properly, and there was an obvious Austin Rover connection with the SD1 in the British Saloon Car Championship, as it was known then. It was still competitive and it made a lot of sense."

**Question: You drove the Ford Sierra RS500: was it as hard as it looked?**

**Jack Crowther**

**Via email**

**TH:** "Yes it was. The thing was trying to leap off the track all the time – whether that was on power or over the bumps. Corners – or should I say kinks in the track that were flat out in most other cars – were major turns in an RS500. Woodcote at Silverstone was a good example, to get through there or Deer Leap at Oulton, that was also a major challenge."

**MN:** Did you know, when you drove it, that it would become an iconic touring car?

**TH:** "No. It was just a car. We knew it was a homologation special, we knew that, and obviously it had Ford's heritage and the RS brand behind it. We knew it was something slightly out of the ordinary. But we never realised it was going to have the success, the cult status and the following it eventually achieved."

**MN:** Do you ever feel like you truly tamed an RS500?

**TH:** "Yes. At the time I was younger, braver and it was a racing car that you had to get on top of. It was hard to get the best out of it, but I certainly think we did. We were racing at places like Birmingham for the Superprix meeting or Macau, you had to be on top of the car otherwise you would have been in the wall as quick as you knew it."

**Question: What was your first lap like at Le Mans in the dark?**

**Barry May**

**Via email**

**TH:** "The whole experience of my first Le Mans was slightly surreal. It was an epic era of Group C with Jaguar and Mercedes and everybody else, and I had never been to Le Mans before, even as a spectator. To be on that iconic circuit – and as somebody who appreciated the sport – it was a very special moment in my career. Driving at night was something I loved. I had already done enough laps in the daytime to know where it was going, so that wasn't a problem. But I enjoyed driving at night, because you get that almost arcade-game style feeling and viewpoint. You are just looking down a tunnel. You don't see trees and buildings and everything else. You just look within the light sphere and drive it like that. I loved it."

**MN:** You did it pre-Mulsanne chicanes, didn't you? The proper flat-out straight...

**TH:** "Yes, that first year for me was the last year of the full-on Mulsanne. And it had the old pits too, very atmospheric. We were flat out through the kink on the Mulsanne, so 230mph..."

**MN:** Didn't that just blow your mind?

**TH:** "It was mind-blowing, but you get used to it. Even at that speed, you are effectively looking at the horizon. You are not looking close to the front of the car, so you don't get quite that feeling of speed until such time as you pass something that is stationary or you need to move unexpectedly across the road. As I found out, you can't steer a car at 200mph plus, you can only guide it. You can slide left or right, but you can't steer around something at that speed because you are going at too

many feet per second. For the kink at night, it used to be a case of going under the gantry on the approach, count to three in your head and then turn in. It was a question of almost blind faith."

**MN:** Can you understand that some drivers who do their first laps in the dark at Le Mans then get out and say that they simply can't do it?

**TH:** "I can understand that, yes. And I have to be honest, in the rain at night it is bloody scary. It really is. I was either young and stupid or both, but I have always enjoyed a little element of fear in my racing. That is part of what gets the adrenaline going. I thrived on it and I loved it there. I was conscious of danger, but I never dwelt on it for a second. I embraced it."

**Question: Which do you prefer: the Porsche Carrera Cup GB or the British Touring Car Championship?**

**Stevie G**

**Via Twitter**

**TH:** "The BTCC, definitely. Are we talking about in my time, or now? I prefer the racing in the BTCC because, in my time, we had an absolutely quality international field of drivers and the racing was intense with no quarters asked or given. I loved that. In the Carrera Cup, I loved the cars and I loved driving the cars, but the racing hasn't always been as exciting as the BTCC: although it has on occasions. But it is about the cars, and I would say that I enjoyed driving the Porsche more than some of the touring cars I have been in. But the pure racing is the calling card of the BTCC, and we all love it."

**Question: Which was the worst British**

**touring car you have ever driven?**

**John Wood**

**Via email**

**TH:** "The Renault 19. Truly. It was bloody awful. I had that one win in the wet in the support race for the European Grand Prix at Donington Park in 1993, but that didn't make it a super racing car. It was lacking in technology. Renault had seriously underestimated the technology and quality of the cars of that era. It was a little bit better than a Group N car but not much. I am proud I got a win with it, but I am disappointed that I never got a win when I drove the Peugeot 406. If I had have won in the 406, that would have meant I had won for every manufacturer I had ever driven with in the BTCC."

**Question: What BTCC car of what season since 1992 would Tim have chosen to give him his best chance of title number two?**

**Chris Taylor**

**Via Twitter**

**TH:** "I would have won in 1993 in a BMW if I had stayed. I didn't because they pulled out at the end of the season and I signed with Renault, and then BMW reversed its decision and Jo Winkelhock ended up winning the title in the car I should have been driving. I would definitely have won it in 1995 if I had been in a Vauxhall Cavalier because, clearly, anybody could have driven that car to a title – even a car trader from Scotland..."

"I would love to have raced the Nissan Primera that Laurent Aiello took the title with in 1999, the one built by RML. That was a great car, really proper. Or I would have liked a late-1990s Honda Accord."

continued on page 18



## FEATURE



Harvey in the JSM Alfa Romeo on his way to a 2001 podium at Oulton



Harvey (left) says he tamed the Sierra RS500



Harvey was a leading light in reworked BTCC in 1991



Volvo men sharing the podium: with Swedish star Rickard Rydell



All smiles: Harvey was two-time champion in Porsche Carrera Cup GB

**Question: Do you and John Cleland really still not get on? Or is it a bit of pantomime?**

**Brian Douglas**  
Via email

**TH:** "I would say that professionally we still bear grudges but privately and personally we get on fine. We don't touch on the subject of Silverstone 1992 [where Harvey's team-mate Steve Soper and Cleland collided, easing Harvey's path to the title]. When he and I talk, we never mention it. There might be the odd jibe or bit of banter, but we have never ever discussed it in detail."

**Question: Who was your most competitive team-mate?**

**Jonathan Astbury**  
Via email

**TH:** "I had some good ones. It would be easy to say Steve Soper. It is a toss up between him, Alain Menu and Rickard Rydell, obviously. That is not to discredit people like Patrick Watts...."

"I would probably have to say Soper because seeing him close up, you realise just how hard he works on every single aspect of his racing. He goes into the detail of the car's performance, and not just at the track but away from the track too. He needed to know what was going on with engines, what was going on with dampers, diff's, everything. I have often said he was like the Alain Prost of touring cars. He was the professor who was into every bit of minutiae about the car and you can still see that now with the historic racing he does—he still brings elements of his meticulousness even to that. He was always 100% serious and competitive."

**Question: Did you ever fall out with [Volvo BTCC team boss] Tom Walkinshaw? Most people seemed to...**

**Ed Sleigh**  
Via email

**TH:** "No we didn't, actually. I think he was wrong to replace me at Volvo if I am absolutely honest. I think Tom underestimated just how good Rickard Rydell was. But as subsequent team-mates showed, nobody else got as close to Rickard as I did. He was wrong to replace me, but I never fell out with him. He was, though, a difficult person to work for because he put the fear of failing to come up to expectations at the forefront of everybody's mind who worked for him. But he invited me back to drive a Volvo S40 at Bathurst so we clearly hadn't fallen out. And when I had a big accident at Bathurst on spilt oil, he upgraded my flight home. I don't have a bad word to say about him. Also, when I was driving for Spice in the World Sportscar Championship, we finished fourth at Donington Park and the third-placed Jaguar got thrown out for using too much fuel so we inherited a rostrum finish. He sent me the third-placed trophy after the race, which was really nice. Those are two genuine stories about Tom."

**Question: How did you keep your weight down during your driving career in the BTCC? And also, were you proud to be waving the flag for British talent when all the overseas drivers joined the championship in the mid-1990s?**

**Jack Crowther**  
Via email

**TH:** "The weight wasn't a problem in those days: I was 80-85kgs in my race

gear. That was good enough to meet the regulations. And you are more active and your metabolism goes at a faster rate when you are younger. Look at anybody that retires from full-time racing—whether it is Mark Blundell or anyone else—you put on a few pounds when you stop racing professionally!"

**MN:** And what was it like being a Brit on that grid in the mid-1990s?

**TH:** "I never thought of it like that: it wasn't an us-against-them sort of situation. It was just a high-quality international grid of manufacturers and drivers, and I was just pleased to be a part of that. There was obviously a nucleus of British drivers who had been around for a while and we certainly discussed a few things between us—be they salaries or opportunities or what have you. That was to ensure we kept good seats: it wasn't against the overseas drivers necessarily."

**Question: What present does Tim send to Steve Soper every Christmas? Seriously, how come Tim was so good in the wet?**

**Paul Fearnley**  
(Former Motorsport News editor and BTCC reporter)

Via Twitter

**TH:** "I send Steve a text for Christmas every year."

**MN:** And the wet-weather prowess. What do you put that down to?

**TH:** "I don't know. I have a theory. I have ridden, raced and competed on dirt bikes virtually all of my life from being a small kid on farm bikes through to now, where I still have a garage full of dirt bikes. I think that gives you a feel for slippery conditions, throttle control, lightness of touch, grip and balance. I am not blowing





Harvey was a winner in the Volvo 850

my own trumpet, but I won so many races in the wet that it can't be a fluke.

"It is a seat-of-the-pant feel. Plus the fact I like doing skids: I am happy with the car moving and sliding about. It doesn't faze me. The wet holds no fear for me."

**Question: Do you think the BTCC champions get the credit they deserve in the wider world of motorsport?**

**Kelly Edwards**

**Via email**

**TH:** "I think they did in the past, yes, when it was an international championship and a manufacturer championship. I would say probably not so much now. Reigning champion Colin Turkington is as good as any touring car driver anywhere in the world right now and the fact that he never really got a World Touring Car Championship programme going, despite the fact every time he turned up he performed well, shows that perhaps the BTCC champions don't get the credit they deserve. I don't know why that is. It is probably because the manufacturers are all foreign and they don't want British drivers in there particularly. But someone like Colin would have held his own in DTM or anywhere else."

**Question: What is the favourite track you have raced on? Is it Macau?**

**Nigel Matthews**

**Via email**

**TH:** "No, it is not Macau. My favourite piece of racing Tarmac anywhere in the world is the Nurburgring Nordschleife. I have raced there in the 24-hour event in a Nissan with Andy Middlehurst and Armin Hahne. I raced there in the Porsche

Carrera Cup World Cup [which Harvey won]. I just love that track. It is the ultimate natural motor racing challenging track. There is nothing else like it. Yes, I love the individuality of tracks like Bathurst, Macau and Spa. Those are my favourite tracks."

**Question: Do you think the BTCC has changed into a destination championship for young drivers these days, which it might not have been before?**

**Benjamin Angus**

**Via email**

**TH:** "Yes very much, 100%. There won't be any other drivers racing in junior formulas or amateur formulas in the UK who wouldn't aspire to be a BTCC driver. That is largely down to the success it has had on television, in the specialist motoring press and the fact it has got so much awareness makes it so appealing. Television made BTCC drivers household names and anybody would like to be part of that. It is all about the money, the fame, the public adulation..."

**Question: How much pride did it give you to be the first director of the BRDC's SuperStars scheme to help young drivers and how many people knocked on your door for advice?**

**Neil Franks**

**Via email**

**TH:** "Enormous pride. I did it for 11 years and I sat on the working group to put the scheme together and we worked out how to encourage and promote British talent. It was a pleasure. There were between 80 and 90 drivers who passed through my hands, and every one of them had advice

on different things. Sometimes they took it and sometimes they didn't. We helped all of them. I am not going to name names, but a lot of drivers got career breaks that they would not have got otherwise had they not been part of that scheme."

**MN:** You must take a personal pride when you go on to see drivers that you have helped perform at the highest level like in Formula 1, Le Mans or the Indy 500...

**TH:** "Hugely, yes. And so many of them are professional drivers earning a living doing what they love, which was the objective when we set out with the programme. People forget that there are all sorts of drivers who have been part of the scheme, not just the big-name drivers."

"I still get people contact me for advice. I have always tried to help people on the right pathways. People might come to me and ask me to find them sponsorship, and I will always say no but I am more than happy to give them the basics of how to do it themselves. People ask about which championship to do, and I will always give advice. But I have never seen myself as a management consultant, etc."

**Question: What do you think of the British Touring Car Championship's new hybrid rules, which will come in in 2021?**

**Glenn Cooper**

**Via email**

**TH:** "I think the BTCC simply has to embrace some form of hybrid technology for it to be relevant to the mass-market car makers. It is vital, and it could add an interesting element to the racing. That is the good side. The bad side is that it is probably going to cost a lot more than we envisaged and it will be



Harvey leading his greatest BTCC team-mate, Steve Soper



Further race victories came in the British GT Championship in 2001

more complex than we first thought."

**MN:** The strategy is interesting, because it is going to throw more emphasis back onto the drivers, which success ballast weight and option tyres don't...

**TH:** "I agree. I have actually personally enjoyed this season's racing without option tyres [suspended in the compact 2020 BTCC schedule]. That is because it takes away an unnecessary variable. We want to see as pure racing as we can. For me, I quite like that. The racing has been strong too. The only downside is that it is harder for people who have had a bad race one or two to climb back through the order because they haven't got half a dozen cars in front of them who are on the wrong tyres who they can easily pass."

**Question: One of these is taking you out for dinner, and they are paying. You can only accept one invitation from either Steve Rider, Louise Goodman, David Addison or Paul O'Neill [all Harvey's ITV colleagues]. Who do you choose?**

**Mark Woodman**

**Via email**

**TH:** "It would have to be Steve Rider, because he is the richest of them all and I am more likely to get lobster than fish and chips, which I would probably get with Paul O'Neill. In fact, with Paul, I would probably just get the chips because he would have nicked the fish. I couldn't ask Louise to pay, because I am old fashioned, she is a lady, and Addison is a northerner, so he would probably smother any food in gravy..."



Harvey (left, car 22) received his Donington trophy from Walkinshaw



## FEATURE

# WHY RALLYING IN THE DARK IS MAGICAL

Competing in darkness requires a whole new level of finesse but is utterly rewarding. Motorsport News investigates how to succeed at rallying in the night. By **Luke Barry**



Drivers say rallying in the night is like tunnel vision



Tom Cave enjoys the buzz of rallying after the sun has gone down



Setting up the headlights up correctly can make all the difference

**A**s a child, you were probably told that eating carrots will boost your vision in the dark. When Motorsport News put this theory to a former professional co-driver, he laughed – appreciating MN's sentiment – but argued that what you want when rallying at night is a good set of lights. And lots of them.

Who are we to argue with former World Rally Championship co-driver Craig Parry? But the point does stand: being able to see where you are going at night is crucial and that certainly applies when strapped into a rally car. When the light fades, all the crew has to rely on is the illuminated road in front of them. And for the co-driver, a little torch in the cockpit is all they have to highlight the pacenotes they're delivering to the driver.

"There's a very different atmosphere in the dark," Parry says. "Basically you haven't got the scenery. There's certain points where I'd maybe put some markers in the notes just for my own reference but in the dark you don't see those, you haven't got that vision or peripheral view because it's obviously black. It's very much more tunnel vision.

"Everything looks very different in the night, like junctions and corners that you see in the day will look very different at night," he adds. "I used to have a bit more apprehension but also excitement for the

night because I saw them as a different challenge and one I used to relish as well."

But why did Parry relish it? What makes rallying in the dark so special? Firstly there's the fact it's something of a rarity now. Gone are the monster itineraries seen on Britain's World Championship round in the mid '80s where the crews would compete long into the night. The only slices of darkness we got on Wales Rally GB last year for example was around Oulton Park and Colwyn Bay, totalling less than four miles of competition. And on national rallies, rallying after nightfall is even rarer.

But perhaps mostly, rallying at night presents a genuine feeling of uncertainty. There's a proper sense of adventure associated with venturing out into the forests or the country lanes at a time when most of society is winding down for the day.

British championship battler Tom Cave – who estimates he's done in excess of 30 night stages in his career – tells MN: "I really enjoy it, it's a hell of a buzz. When you get to the end of a stage in the dark and you've taken time out of people there's nothing more rewarding.

"It's a vicious circle: you can get it right and be really quick and take a huge amount of time out of people or you can lose probably say half a minute. There's nothing worse than starting a night stage and you're not confident. You need to be going in there raring to go.

"For a driver it's such a challenge because it all starts down when you do

the recce," Cave adds. "Your pacenotes are so much more highlighted in the dark because all you have is what's in front of you. The lights of the car will highlight the crests a lot more than in daylight so the smallest of rises in the road, that really is emphasised and if you haven't got that noted, you will start to hesitate and that's where the time loss will straight away go.

"Also in the dark, distances are key and are highlighted even more and again it comes back to relying on what you see in front of you. There's no scapegoat. You have to completely trust if it's 70m, 50m, 30m, you are relying on that [distance to a corner] theoretically to the metre. It certainly tests you."

Drivers will of course be aware of which stages will be run in the dark when doing their recce, so it's important to adjust the pacenotes accordingly to reflect this lack of vision.

Five-time Scottish and 2011 British Rally champion David Bogie explains: "I would use more reference points in darkness, be that a wall, be that a fence, be that a hedge. You wouldn't necessarily mention that in daylight."

But this can be a trickier process depending on the event. "On the likes of say the Jim Clark Rally for example it's not so bad because you've got a fence or you've got a dyke or you've got a hedge, a junction, a house or what have you but with the likes of Mull it's completely different because you've got so much barren land," Bogie says.

"For me, road signs are quite tricky with



Photos: Chicane Media



David Bogie says reference points in notes are key



Events like Manx National still embrace night stages

the white lighting that we use nowadays, they can certainly ping back at you so that's something that I would look out for on recce. [But] the more you do it, the more comfortable you become with it. I know [last year] from doing Mull [in October] and then going onto the Jim Clark [in November], when we [went] into darkness and put the lights on and it just felt second nature."

As we've already touched upon, optimising your vision is key, but there's far more to it than simply attaching a lamp-pod and turning them on.

"What I would tend to do is run four Lazerlamps lights on the front," Bogie adds. "The top two go for range, pointing away further down the road. The bottom two I would point more towards the ground, what's immediately in front of me, and then I would have two corner pods which I would point to the left and of course the right and that would pick up the inside of the verges, the ditches, what stones or rocks there may be."

Cave also has plenty pearls of wisdom to offer. The Welshman "never used to be good in the dark" but adapted his pacenotes and studied onboard of other drivers to learn how best to adapt to it, and has a few tricks of his own too.

"I put a reflective marker on my handbrake because obviously the handbrake and the gear lever are not so distinctive when you're driving in the dark," he says. "When you're coming into a hairpin and say you're coming in a bit too fast, you can crank it down a few gears

quicker or grab the handbrake, you know which one to grab.

"And I'm quite picky with the way the co-driver has their light. Some co-drivers have their light shone right above their head and it's in my peripheral vision so in the past I put tape on my helmet to try and cut out light from that side of the car.

"I always wear yellow-tinted glasses as well. I know it's a bit pretentious but it does help because it highlights the road in front of you, it defines the edge of the road for where the line of the car needs to be and I find that helps."

But what happens if things go wrong? Back to Parry: "Changing a puncture in the dark can pose more of a challenge for sure but that was always routine, you knew where everything was in the car, you knew what job you had to do, you never really had to speak with each other but I can tell you rolling in the dark is not much craic.

"Not that it's much fun in the day but in the dark it's another thing. You brace yourself pretty hard for that because you don't know what you're going into. You don't know what's around you, you can't see what's on the side of the road."

Would it therefore be correct to presume that it's the danger that has restricted the number of night stages that run in the UK? Apart from events on islands like Mull and the Manx – whose organising teams are more inclined to use night stages to make use of the competitor's investment to be there – stages under the cover of

darkness are few and far between.

As Wales Rally GB clerk of the course and Mull deputy clerk of the course Iain Campbell explains to MN, there are a number of factors including TV requirements from WRC with Rally GB, monitoring spectator numbers and the cost of lighting towers for marshals at stages' starts and stop that contribute to a decline in night stages.

"For lots of reasons, the sport has changed; be that good, be that bad, I couldn't tell you," Campbell says.

"There does seem to be less night stages but events aren't as long as they used to be. Generally the model is trying to save as much time for competitors away from home and businesses as possible and there's also the marshalling aspect of it, do marshals want to be out at that time of night?

"From the Mull perspective it's a tradition because it started as a road rally which always run at night. You can run at night on asphalt without any sporting implications coming into it [and] you can run at night in a wet, Welsh forest without really any sporting implications coming into it, but try running through at night in July and you've got serious problems with dust."

Exhilarating, unique and challenging; night rallying is truly fantastic. And while we may not see as much of it as we'd perhaps like, let's be thankful that in today's increasingly safety-conscious society we're even allowed to do it at all. ■

# LUKE BARRY



MOTORSPORT NEWS REPORTER

*"Trekking out at an unsociable hour is what rallying is all about"*

**T**here's something pure and romantic about rallying under the cover of darkness. The noise, the smell, the excitement; it's all turned up a notch with your sense of sight restricted to just a dazzling set of lights and

**glowing brake discs. Trekking out at an unsociable hour to watch rallying heroes attack the stages is what rallying is all about: that variety that simply isn't replicated elsewhere in motorsport.**

My earliest memories of night-time rallying are of the Jim Clark Rally in its early years as a closed-road event. In that period, the event used to be somewhat nocturnal, running its legs after most events would have finished. In 1998 for example, Saturday's first loop began at 1610hrs and ended at 2037hrs before the repeat loop restarted at 0021hrs and concluded at 0458hrs, just before sunrise.

The Formula 2 Kit Cars at the forefront of the British Rally Championship were hard enough to drive at the best of times, but taming them at night was an extreme challenge. Vauxhall driver Neil Wearden remembers it well. In 2000, his Astra led Tapio Laukkanen's VW Golf by 8.4 seconds after SS5 Moon & Stars but exited Whitsome five minutes behind after an overshoot into a field.

"We had a bit of a brake issue I seem to remember, we got the lads to change some brakes and bleed some brakes," Wearden remembers. "Looking back on it now, I just got caught out. The lights weren't pointing where you wanted them to be, they were pointing into the road and I basically outbraked myself and we went into a field.

"The lamp-pod came off and we came back out and it was Trev [Agnew, co-driver]'s idea to let the car overtake us, and there was an in-car from Trev saying 'oh f\*\*k it's [Andrew] Pinker.' So we ended up following Pinker for a while and then realising I'm faster without a lamp-pod so we overtook him again and carried on with the stage!

"That was quite unique, the Jim Clark, where you'd have a bit of a break, start another leg in early evening," Wearden adds. "We had to try and go to bed for literally two or three hours but there wasn't a lot of sleep going on. When you woke up, you were in that real daze of 'am I awake, am I asleep?' but obviously as soon as you got a coffee inside you, got in the car and were off down the road you were back to normal."

These are my memories of night-time rallying, and we all have our own that we cherish. It's little wonder I ended up with this job given what I was spoilt with as a child...



# BTCC REPORT: OULTON PARK

## SUPPORT RACES

Harry King (Team Parker Racing) was the star of the Porsche Carrera Cup GB as he took two further wins. Saturday's came from pole position from 2014 champion Josh Webster, but Sunday's was tougher. Starting sixth on the semi-reversed grid, King took longer to get through the traffic than Webster who hit the front on lap two. King was with his team-mate by lap five but his efforts were stymied by a safety car period. On the restart, King pulled an outstanding move on the inside to dive-bomb Webster at Old Hall two laps from home and even with contact at Cascades he secured the lead and stayed head to score a fifth win.

Luke Browning (Fortec Motorsport) locked out British F4 honours with three wins, his first of the season coming on Saturday having secured the lead at Old Hall on the opening lap. Sunday's first race was tougher as he shadowed Alex Connor (Arden Motorsport) until Old Hall on the last lap when he made a move around the outside but the pair tangled at Denton's. That fired Connor into barriers as Browning, with damage, headed for the win. He headed home James Hedley (JHR Developments) for win number three.

Gus Burton (Century Motorsport) took a brace of Ginetta GT4 Supercup wins, his first ahead of Will Burns (Rob Boston Racing) but Burns was edged on to the grass at turn one in race two by Tom Hibbert (Triple M Motorsport) forcing a pitstop. Burns recovered to eighth as Burton scored the win ahead of new team-mate Jamie Falvey and Adam Smalley (Elite Motorsport).

The guesting Ginetta GT5 field was headed by Josh Malin (Richardson Racing). He won the Saturday race from James Taylor (Elite Motorsport) but was forced to work hard on Sunday from Jonny Wilkinson (Xentek Motorsport) who chased relentlessly, grabbing the lead two laps from home before he outbraked himself at Hislops and handed back the lead.

Mini Challenge honours fell to Dominic Wheatley (Performance Tek Racing) and Ben Kasperczak (DanKan Mini), after early leader Leonardo Panayiotou (Excelr8 Motorsport) dropped back.

**David Addison**

### RACE WINNERS

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

■ **F4 British Championship**  
Race 1: Luke Browning (Fortec Motorsport)  
Race 2: Browning  
Race 3: Browning

■ **Ginetta GT4 Supercup**  
Race 1: Gus Burton (Century Motorsport)  
Race 2: Burton

■ **Ginetta GT5 Challenge**  
Race 1: Josh Malin (Richardson Racing)  
Race 2: Malin

■ **Mini Challenge**  
Race 1: Dominic Wheatley (Performance Tek Racing)  
Race 2: Ben Kasperczak (DanKan Mini)



Sutton was on the move in race two



Butcher finally prevailed

## SUTTON LEADS THE TURKINGTON CHASERS

Three winners among the drama. By **Matt Salisbury**

**A**fter two rounds where the sun shone brightly, the weather gods decided to try and spice up the action as the British Touring Car Championship headed for Oulton Park for the third round of the year.

Heavy rain just seconds before the opening race was due to begin would make it a challenging day on track, with Colin Turkington retaining his championship lead in his WSR BMW 330i M Sport despite the wins going the way of Rory Butcher (Motorbase Ford Focus), Ash Sutton (Laser Tools Infiniti Q50) and Adam Morgan (Ciceley Motorsport Merc A-Class).

### Race one

Rain would arrive as the cars headed out to the grid and there was drama before the start after a throttle issue meant Carl Boardley's Team Hard BMW went off at Lodge on the green flag lap, resulting in a 20-minute delay to the action.

When the lights finally went out, it was pole-sitter Butcher who held the lead into Old Hall from a fast-starting Turkington, while Josh Cook bogged down on the front row and slipped down to fourth. Free of ballast however, the BTC Racing Honda was soon fighting back and having got ahead of WSR pair Tom Oliphant and Turkington on consecutive laps, he set about chasing down Butcher – his cause being aided when the safety car was called out when Ollie Brown's Team Hard Volkswagen went off at Old Hall.

After the restart, Cook fixed himself onto the rear of Butcher's Motorbase-run Ford and made his move into Old Hall on lap seven, completing the pass as the pair ran side-by-side down the Avenue towards Cascades.

"Josh was on a mission and put me under pressure," Butcher reflected. "When he was alongside, I tried to hold him off but, in the end, he got through. He was the quicker man."

Cook duly crossed the line first for what looked set to be his first win of the year, but trouble was looming when ITV's cameras spotted that the roller used for the ride height test wasn't going underneath the front left of the Civic.

Cook took his place on the podium but was clearly concerned. "There was some damage to the front right of the splitter so maybe that has also knocked the other side," he admitted. "We'll have to see what happens and it is with the powers that be now."

The end decision would be that Cook was excluded from the result, handing victory to Butcher ahead of Dan Cammish's Team Dynamics Honda Civic and the FK2-spec MB Motorsport version of Jake Hill; Hondas new and old having managed to get ahead of Turkington as his BMW struggled for outright pace in the tricky conditions.

### Race two

With circuit conditions still wet, Butcher took his place at the head of the field for race two but all eyes were on Turkington's BMW on the second row of the grid. As expected, the points leader got away well but Cammish knew what was coming and moved his Honda across to block the

Northern Irishman on the run to Old Hall.

Another rear-wheel-drive car had managed to make noticeable progress off the line however, with Sutton vaulting up from eighth into fifth in his Infiniti Q50 and he despatched with the Honda of Hill; which would spend the entire race battling against a misfire through the low-speed corners.

Once into fourth place, Sutton showed the pace of the Laser Tools Racing car to close in on the battle for second between Cammish and Turkington, and he took advantage on the fifth lap when the pair held each other up at the hairpin. Getting ahead of Turkington, Sutton then stole second at Lodge from Cammish and set off after Butcher. It wasn't long before the Ford had been caught and then it was a matter of time until the lead changed hands.

When Butcher ran slightly wide at Old Hall, Sutton pounced to take the lead and eased away for his second win of the season, continuing his fight back from a tough qualifying session.

Butcher's strong day continued with second spot, while Turkington would eventually manage to make pressure on Cammish pay to take third spot, allowing him to minimise the points lost to Sutton in the title race. Cammish had to settle for fifth despite almost dropping into the clutches of Tom Ingram's Speedworks Toyota late on with Oliphant scything through the field in the closing laps to round out the top six.

### Race three

Having failed to set a time after an off in qualifying, Bobby Thompson had battled hard to score points in the first two races and the Trade Price Cars Racing Audi driver was rewarded with pole for the final race of the weekend, which would be held on a dry track with the rain having finally abated.

It was Morgan's Mercedes that made the best start however when the lights went out, with the Ciceley Motorsport man taking the lead on the run to Old Hall ahead of Oliphant's BMW, which had once again enjoyed a demon start to jump up from fifth on the grid.

As Thompson dropped down the order, it was two more rear-wheel-drive cars that were working their way forwards, with Turkington and Sutton both benefiting from strong starts to lie inside the top six by the end of the opening lap. Sutton got ahead of Jake Hill with the latter suffering from a battery issue and then followed Turkington through when he made a move on Tom Chilton (BTC Honda) for third at Knickerbrook, with the pair then setting off after Morgan and Oliphant ahead.

Morgan was being forced to drive with one eye on his mirrors as Oliphant looked to try and add to his Brands Hatch win, with Turkington and Sutton soon making it a four-way fight for the lead. Oliphant allowed his team-mate through to see if he could force Morgan into a mistake but Turkington could find no way ahead before a clash on the exit of Druids involving Stephen Jelley (Team Parker Racing BMW), Nicolas Hamilton (Team Hard VW CC) and Brown meant the race was red-flagged.

Second for Turkington meant a sixth podium from nine starts for the points leader, who now sits 19 points clear of Sutton in the standings with Butcher in third having ended his weekend with eighth place in the final race.



Morgan was emotional after race three triumph

## RESULTS

### BTCC

#### Round 7

#### Laps: 15 Track: wet

DRIVER	TEAM/CAR	TIME	
1	Rory Butcher	Motorbase Performance Ford Focus ST (30)	25m23.005s
2	Dan Cammish	Team Dynamics Honda Civic Type R FK8 (36)	+1.680s
3	Jake Hill	MB Motorsport Honda Civic Type R FK2	+2.521s
4	Colin Turkington	WSR BMW 330i M Sport (60)	+7.250s
5	Tom Chilton	BTC Racing Honda Civic Type R FK8	+8.822s
6	Tom Ingram	Speedworks Motorsport Toyota Corolla (42)	+9.559s
7	Adam Morgan	Ciceley Motorsport Mercedes A-Class (12)	+11.980s
8	Ash Sutton	Laser Tools Racing Infiniti Q50 (54)	+19.497s
9	Chris Smiley	Excelr8 Hyundai i30 N	+20.357s
10	Senna Proctor	Excelr8 Hyundai i30 N	+26.018s

11 Michael Crees (BTC Racing Honda Civic Type R FK8) +27.142s; 12 Tom Oliphant (WSR BMW 330i M Sport) +28.801s; 13 Ollie Jackson (Motorbase Performance Ford Focus ST) (18) +30.003s; 14 Bobby Thompson (Trade Price Cars Racing Audi S3) +30.364s; 15 Andy Neate (Motorbase Performance Ford Focus ST) +30.759s; 16 Sam Osborne (MB Motorsport Honda Civic Type R FK2) +31.650s; 17 Aiden Moffat (Laser Tools Racing Infiniti Q50) +32.041s; 18 James Cornall (Trade Price Cars Racing Audi S3) +36.600s; 19 Jack Butel (Ciceley Motorsport Mercedes-Benz A-Class) +45.746s; 20 Stephen Jelley (Team Parker Racing BMW 125i M Sport) (24) +49.971s; 21 Mike Bushell (Power Maxed Racing Vauxhall Astra) -2 laps; 22 Oliver Brown (Team Hard VW CC) -2 laps; R Nic Hamilton (Team Hard VW CC) 13 laps/accident; NC Matt Neal (Team Dynamics Honda Civic Type R FK8) (6) -3 laps/pitstop for broken rear light; R Jack Goff (Team Hard VW CC) 11 laps/suspension damage; Carl Boardley (Team Hard BMW 125i M Sport) 0 laps/accident; DSQ Josh Cook (BTC Racing Honda Civic Type R FK8) failed ride height check. **Pole:** Butcher 1m25.734s (93.47mph). **Fastest lap:** Ingram 1m36.383s (83.14mph). **Lap leaders:** Butcher 1-6; Cook 7-15. **Brackets:** Success ballast.

#### Round 8: 15 laps Track: wet

DRIVER	TIME	
1	Sutton (12)	24m18.163s
2	Butcher (54)	+4.716s
3	Turkington (36)	+7.260s
4	Cammish (48)	+10.412s
5	Ingram (24)	+10.779s
6	Oliphant	+14.678s
7	Hill (42)	+15.890s
8	Chilton (30)	+16.629s
9	Morgan (18)	+17.573s
10	Thompson	+18.095s

11 Proctor +24.166s; 12 Crees +26.086s; 13 Neal +27.883s; 14 Jake Hill 33; 15 Josh Cook 31; 16 Aiden Moffat 24; 17 Michael Crees 23; 18 Bobby Thompson 20; 19 Sam Osborne 19; 20 James Cornall 18; 21 Jack Goff 8; 22 Carl Boardley 6; 23 Andy Neate 3; 24 Ollie Brown 3; 25 Jack Butel 2; 26 Nic Hamilton 1.

#### Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	141
2	Ash Sutton	122
3	Rory Butcher	100
4	Tom Oliphant	99
5	Dan Cammish	92
6	Tom Ingram	89
7	Adam Morgan	77
8	Tom Chilton	62
9	Chris Smiley	50
10	Ollie Jackson	47

11 Senna Proctor 45; 12 Stephen Jelley 43; 13 Matt Neal 41; 14 Jake Hill 33; 15 Josh Cook 31; 16 Aiden Moffat 24; 17 Michael Crees 23; 18 Bobby Thompson 20; 19 Sam Osborne 19; 20 James Cornall 18; 21 Jack Goff 8; 22 Carl Boardley 6; 23 Andy Neate 3; 24 Ollie Brown 3; 25 Jack Butel 2; 26 Nic Hamilton 1.

#### Round 10: 10 laps Track: dry

DRIVER	TIME	
1	Morgan (12)	14m14.799s
2	Turkington (48)	+0.250s
3	Oliphant (30)	+0.544s
4	Sutton (60)	+0.931s
5	Chilton (18)	+5.075s
6	Proctor	+5.624s
7	Hill (24)	+7.220s
8	Butcher (54)	+7.977s
9	Smiley	+8.981s
10	Moffat	+9.273s

11 Cook +10.388s; 12 Osborne +12.342s; 13 Goff +13.802s; 14 Boardley +18.675s; 15 Cammish (42) +19.094s; 16 Butel +26.958s; 17 Bushell +30.276s; 18 Thompson (6) +30.327s; 19 Jackson +32.860s; 20 Neate +44.462s; 21 Cornall +45.398s; R Brown 10 laps/damage; R Jelley 9 laps/accident; R Hamilton 9 laps/accident; NC Neal -3 laps/puncture; R Crees 1 lap/accident; R Ingram (36) 0 laps/driveshaft. **Fastest lap:** Turkington 1m26.674s (92.45mph). **Lap leaders:** Morgan 1-10. **Brackets:** Success ballast.

#### Independents Trophy

POS	DRIVER	POINTS
1	Sutton	147
2	Butcher	114
3	Morgan	103
4	Chilton	99
5	Smiley	78
6	Jackson	73
7	Jelley	68
8	Proctor	65
9	Hill	53
10	Crees	52

11 Moffat 51; 12 Thompson 50; 13 Osborne 43; 14 Cook 43; 15 Cornall 36; 16 Boardley 30; 17 Goff 27; 18 Neate 20; 19 Butel 13; 20 Brown 6; 21 Hamilton 6; 22 Mike Bushell 2.



# RACING REPORTS

Photos: Gary Hawkins

## BRANDS HATCH: MSVR MASTERS BY RACHEL HARRIS-GARDINER

**AUGUST 22-23**

### FENN WINS AS SOPER ENDS IN THE TREES


**Rob Fenn won shortened race**

The Masters Historic meeting at Brands Hatch provided drama as well as speed across the board.

Saturday's big talking point was the Pre '66 Touring Car race, which was won by Rob Fenn's Ford Mustang after leader Steve Soper had a shocking accident in the Mustang he shares with Henry Mann.

Fenn witnessed the throttle on Soper's car getting stuck open, sending him off the track at Stirlings, over a tyre wall and into the bushes. Soper was not hurt, although the car was badly damaged. As Soper had caused the red flags to come out a minute before the chequered flag, he lost his lead on countback and let Fenn back in. It would be unfair to say that Fenn was given the win as he was devastatingly quick early on, eking out a considerable lead over the Lotus Cortinas of Ollie Taylor and of Geoff and Alan Letts, who were second and third, plus over polesitter Andrew Jordan's Cortina which he was sharing


**Brundle tamed the Lola**

with Michael Cullen. The Cullen/Jordan car was one of 13 that did not make it to the end.

Sunday's big event was the Gentlemen Drivers race, won by Mike Whitaker in a TVR Griffith from the Shelby Daytona Cobra of Julian Thomas and Calum Lockie. The Cobra was a little down on power but Whitaker still put in an excellent drive. The race had been expected to be a showdown between the Cobra and a Jaguar E-type shared by Alex Brundle and Gary Pearson, but Pearson was incorrectly penalised for a short pitstop and dropped to fourth, behind John Spiers and Tiff Needell in another Griffith. The E-type, which led briefly, was entitled to a shorter stop as it was a smaller 3800cc

car, but as the protest was only made after the stop-go had been served, third place stayed with Spiers and Needell.

Brundle acquitted himself in style in the Historic Sportscar race, piloting Pearson's Lola T70 to a deserved win. This weekend was the first time that Brundle had started a historic race and he was delighted to win his second-ever classic event.

Jonathan Mitchell was second in a Chevron B19, over 10 seconds behind the Pearson car but still on the lead lap, unlike everyone else up to fourth place. Mitchell had begun with a strong start from pole, but Brundle and Pearson proved just too quick.

James Claridge and Goncalo Gomes were third in their Chevron B23, followed by T70 of Steve Brooks and Robert Beebee. Gary Culver could have joined them in his T70, having been as high as third, but the stewards ruled he had jumped the start. He was then disqualified for not taking his penalty in time.

#### RACE WINNERS

##### Equipe Classic Racing

**Race 1:** Tom Smith (MG B)  
**Race 2:** Mark Ashworth (TVR Grantura)

##### Gentleman Drivers

Mike Whitaker (TVR Griffith)

##### Historic Grand Prix Car Association

**Race 1:** Jon Fairley (Brabham BT11/19)  
**Race 2:** Fairley

##### Masters Historic F1

**Race 1:** Martin O'Connell

(Tyrrell 011B)

**Race 2:** Greg Thornton (Lotus 91/5)

##### Historic Sportscar Championship

Gary Pearson/Alex Brundle (Lola T70)

##### Pre '66 Minis

**Race 1:** Jeff Smith  
**Race 2:** Jon Ferguson

##### Pre '66 Touring Cars

Rob Fenn (Ford Mustang)

## THRUXTON: BRSCC BY PETER SCHERER

**AUGUST 22-23**

### SHEPHERD HEADS THE FLOCK FOR LAST-GASP VICTORY IN FUN CUP SHOWDOWN

In the Fun Cup's first visit to Thruxton, a late safety car put Axiametrics' Riley Phillips under pressure. As the green flag was waved he had UVio's Fabio Randaccio, Team 7 WASPP's Jay Shepherd and 2Rent Dominos Henry Dawes chasing in line astern. Shepherd managed to split the lead pair, before moving ahead

with two laps remaining. It was a first win for Shepherd's co-driver Ed Worthington and the Team 7 crew, while Phillips and Randaccio completed the podium.

Steven Dailly won the first BMW Compact Cup race, leading throughout, but was chased by David May. After Jordan Stilp took his first win

in the championship a shortened second race, Tom Griffiths triumphed race three.

Harry Cook was declared the winner in the first Caterham 270R & Roadsports race, after first-on-the-road Andrew Murgatroyd was given a driving-standards penalty. Lars Hoffman outgunned early leader Angelos Alvanos to win

the second race but had Ben Lopez-Appleton closing at the end.

Although John Byrne won both Caterham Seven UK and 310R races, the second one proved much harder. He was never headed in the first while Henry Heaton was a clear second. But Byrne duelled with Stephen Nuttall in race

two, before it was settled in his favour on the last lap.

Bruce Winfield headed home Max Lewis in the first Civic Cup race, before roles were reversed in the second. Stuart Waite's BMW M3 won both Racing Saloon races at a canter, while in the Caterham Academy Tom Cockerill and Simon Shaw took the spoils.

#### RACE WINNERS

**Fun Cup**  
Jay Shepherd/Ed Worthington (Team 7 WASPP)

**BMW Compact Cup**  
**Race 1:** Steven Dailly  
**Race 2:** Jordan Stilp  
**Race 3:** Tom Griffiths

**Caterham 270R & Roadsports**  
**Race 1:** Harry Cook  
**Race 2:** Lars Alexander Hoffman  
**Caterham Seven UK & 310R**  
**Race 1 & 2:** John Byrne  
**Civic Cup**

**Race 1:** Bruce Winfield  
**Race 2:** Max Lewis

**Racing Saloons**  
**Races 1 & 2:** Stuart Waite (BMW E46 M3)

**Caterham Academy**  
**Green:** Tom Cockerill  
**White:** Simon Shaw

## DONINGTON PARK: BARC BY KIERAN RENNIE

**AUGUST 22-23**

### MILLS TAKES A TRIPLE VICTORY AMONG THE LEGENDS BATTLERS

The British Truck Racing Championship were the headliners at a blustery Donington Park but, with a number of competitive series on the bill, the heavyweights weren't guaranteed the spotlight.

Six heats of the Legends Racing series provided three different winners. Connor Mills proved most impressive over the two days with a trio of victories.

In the Max5's opening act, Andrew Pretorius took the

win while Paul Roddison claimed the spoils in the second clash.

The CNC Heads Championship served up some of the weekend's most impressive machines. Race 1 went to Ric Wood in his unusual Kia with Luke Armiger topping the second event in his Vauxhall Tigra.

The MX-5 Championship was hit by Saturday's sporadic rain with Will Blackwell-Chambers managed to tame the conditions. Joe Wiggins

dominated the later two races.

Reigning champion Luke Herbert survived a huge dogfight for the win in the Mazda MX-5 Supercup opener but had an easier outing for the win in race two. Jack Harding claimed the finale. Abbie Eaton guested and scored two fourth places and an eighth.

The Citroen C1 Challenge's three-hour endurance race delivered pint-sized drama and massive tactical battles. Stop-go

penalties proved decisive as the winners were penalised post-race, gifting Howard Hayens/Dave Ward's Progressive Motorsport car the win.

In the British Truck Racing series, Division 1 wins wavered between Ryan Smith, Martin Gibson, Dave Jenkins and John Newell with Smith taking two wins and the bragging rights. Division 2 honours went to Steve Powell with four wins, while Luke Garrett also took a victory.

#### RACE WINNERS

**Legends Cars: Saturday**  
**Race 1:** Daniel Clark  
**Race 2:** Will Gibson  
**Race 3:** Connor Mills

**Legends Cars: Sunday**  
**Race 1:** Mills  
**Race 2:** Gibson  
**Race 3:** Mills

**MX-5 Championship**  
**Race 1:** Will Blackwell-Chambers  
**Race 2:** Joe Wiggins  
**Race 3:** Wiggins

**Max5 Championship**  
**Race 1:** Andrew Pretorius  
**Race 2:** Paul Roddison

**CNC Heads Championship**  
**Race 1:** Ric Wood (Kia Optima)  
**Race 2:** Luke Armiger (Vauxhall Tigra)

**Citroen C1 Challenge**  
Howard Hayens/Dave Ward

**MX-5 Supercup**  
**Race 1 & 2:** Luke Herbert  
**Race 3:** Jack Harding

**British Trucks, Division 1**  
**Race 1 & 4:** Ryan Smith (MAN TGA)  
**Race 2:** Martin Gibson (MAN TGX)  
**Race 3:** Dave Jenkins (MAN TGX)  
**Race 5:** John Newell (MAN TGS)

## SILVERSTONE: 750MC BY MARCUS PYE

### ONE-MAKE EXPERTS LEAD THE WAY ON GP OUTING

Frenetic, fast and clean capacity-grid Mazda MX-5 and Toyota MR2 racing proved the 750MC's budget sportscar series' value on Silverstone's International Circuit.

Of four leaders in the 5Club MX-5 Cup opener, Welshman Jason Greatrex prevailed, denying defending champion Ben Hancy and Courtney Milnes by a whisker. Richard Baxter had it slightly easier in the second.

Roadster convert Shaun Traynor broke the MR2 lap record in completing a 3-2-1 seasonal sequence in beating Nick Williamson and Alastair Topley.

Later he circulated quicker still to topple Topley and Aaron Cooke.

Motorcycle-engined cars comprised a fifth of the 350-strong entry. Martin Brooks and Joe Stables (Radical PR6s) edged clear of Saturday's record Bikesports field to win once each. Charles Hall (Spire) and Scott Mittell (Mittell) bagged third and second respectively.

The F1000 Championship kicked off with a superb triple-header, 2019 runner-up Dan Clowes emerging unbeaten. From P8 on the partially-reversed second grid he deposed Paul

Butcher last time round. Jack Tomalin, 16, impressed with second and third on his car debut.

Ryan Yarrow and Richard Morris shared Sports 1000 honours, Morris shooting from the back to second in the opener. Michael Roots and Frenchman Victor Neumann (Mittells) led the subsequent chase.

Four 750 Formula combatants squabbled over victory. Peter Bove remains unbeaten, but Chris Gough (CGR) and reigning champ Mark Glover (Racekits Falcon) were within 1.25s initially. Glover

and Andrew Kemp (Falcon) kept him honest later.

Area Motorsport's hot Seat won its fourth-successive Club Enduro. Rob Baker took over late from Carl Swift to deny Owen Fitzgerald/Rory Hinde (BMW E36 M3) by six seconds after 69 busy laps.

Bradley Philpot won Roadsports, his Lotus's mirrors filled with David Vincent's Honda Civic. In Sports Specials Andy Hiley repelled Paul Collingwood's Eclipse while Matt Cherrington aced Ma7da Seven. Gary Prebble was invincible in Hot Hatch.



Photo: Steve Jones

**Jason Greatrex took the Mazda MX-5 Cup opener**

#### RACE WINNERS

**Mazda MX-5 CUP**  
**Race 1:** Jason Greatrex  
**Race 2:** Richard Baxter

**Toyota MR2**  
**Races 1&2:** Shaun Traynor (Roadster)

**Bikesports**  
**Race 1:** Martin Brooks (Radical PR6)

**Race 2:** Joe Stables (Radical PR6)

**F1000**  
**Races 1, 2 & 3:** Dan Clowes

**Sports 1000**  
**Race 1:** Ryan Yarrow (Spire GT35)  
**Race 2:** Richard Morris (Spire GT320S)

**750 Formula**  
**Races 1&2:** Peter Bove (Darvi 88P)

**Club Enduro**  
Carl Swift/Rob Baker (Seat Leon Eurocup)

**Roadsports**  
Bradley Philpot (Lotus Elise)

**Sports Specials**  
**Races 1&2:** Andy Hiley (Chronos HR15)

**Ma7da Series**  
**Races 1&2:** Matt Cherrington

**Hot Hatch**  
**Races 1&2:** Gary Prebble (Honda Civic Type-R)



# RALLY REPORTS

Photos: Drew Gbison, World RX Media



Bird flew in  
Focus WRC07

## BIRD BEATS THE ESTABLISHMENT TO WIN RETURN TO RALLY STAGES

### Racing driver Bird edged clear of thrilling fight for second

#### M-Sport Return to Rally Stages

By Luke Barry

**Organiser:** West Cumbria & Eden Valley Motor Clubs **When:** August 22 **Where:** Greystoke Forest, Cumbria **Championships:** N/A **Stages:** 6 **Starters:** 43

Some 161 days since M-Sport's WRC2 driver Adrien Fourmaux won the second round of the BTRDA – the Malcolm Wilson Rally – it was fitting that after 23 weeks without rallying, an M-Sport car was again winning on British soil. But it wasn't to be Fourmaux, and nor was it to be Matthew Wilson despite him winning on the road. Instead, it was Frank Bird who soared higher than the rest.

The M-Sport Return to Rally Stages – open only to M-Sport manufactured cars – attracted a stellar entry as event organisers sought to kickstart rallying in the UK. M-Sport's factory support somewhat stole the show, with ex-WRC driver Wilson piloting the very latest Fiesta WRC to a 36-second victory.

Except he didn't. After the event, all three M-Sport crews withdrew "out of

fairness to the other competitors" – meaning Rhys Yates' impressive drive to edge M-Sport team-mate Fourmaux by 7s went unwarded. But what it did do is elevate fourth-placed Bird into a fantastic first place.

Bird won the Greystoke Stages last year which formed the itinerary for the M-Sport event, but that was 13 months ago and this was just his second event on gravel. As a Bentley GT3 racer, Bird is more accustomed to racing circuits but despite Hugh Hunter grabbing the early initiative, Bird then simply left a load of Irish Tarmac, Forestry and BTRDA champions in his wake.

As Fiesta R5 pilot Sam Moffett remarked after SS2: "I saw I was 1s off Hugh so I gave it a push, but this boy [Bird] ruined it." Bird had hit the front with a 4s cushion, and with the "feeling getting better and better" he streaked clear to seal a highly laudable 24s victory; one co-driver Jack Morton labelled his biggest so far.

Behind, Moffett's battle with Hunter was intense. Tied after SS2, the Irishman lost 7s to his rival on the next with a puncture which would prove rather costly. Hunter wasn't

rolling over and despite ceding 5s over the next three stages, he did his bit to secure a well-earned second spot with Moffett in third. Cathan McCourt had designs on Moffett and indeed made advances, but couldn't quite do enough to topple him.

Joe McGonigle was mugged on the final stage by an in-form Charlie Payne who grabbed fifth spot in his Ford Fiesta WRC, but this was still a strong performance from McGonigle on what was his first gravel event since 2013.

Tom Williams was a buoyant seventh on his second R5 start – using a softer set-up "like a racing car" this time out compared to February's Cambrian Rally – ahead of a relaxed Stephen Petch, Rory Young's R5 and Thomas Preston's WRC Fiesta.

Josh Moffett had looked a favourite for the event but he was out of the picture as early as the first special stage after his Fiesta WRC dropped down to three cylinders.

Proving what might have been, he returned under SuperRally rules and was quicker than Bird on a large proportion of the tests, even winning SS5 outright against Wilson's more powerful and efficient Fiesta.



Works entries  
were rapid

#### RESULTS

##### M-Sport Return to Rally Stages

**When:** August 22 **Where:** Cockerthorpe, Cumbria **Miles:** 38 **Starters:** 43

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Frank Bird/Jack Morton	Ford Focus WRC07	36m59s
2	Hugh Hunter/Dale Bowen	Ford Fiesta R5	+24s
3	Sam Moffett/James Fulton	Ford Fiesta R5	+26s
4	Cathan McCourt/Barry McNulty	Ford Fiesta R5 Mk2	+27s
5	Charlie Payne/Patrick Walsh	Ford Fiesta WRC	+35s
6	Joe McGonigle/Ciaran Geaney	Ford Fiesta R5 Mk2	+37s
7	Tom Williams/Jamie Edwards	Ford Fiesta R5	+53s
8	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+57s
9	Rory Young/Allan Cathers	Ford Fiesta R5	+1m10s
10	Thomas Preston/Carl Williamson	Ford Fiesta WRC	+1m11s

**Class 1:** Frank Bird/Jack Morton (Ford Focus WRC07) **Class 2:** Hugh Hunter/Dale Bowen (Ford Fiesta R5) **Class 3:** Finlay Retson/Rhys Stoneman (Ford Fiesta R2T '19) **Class 4:** Robert Wilson/Martin Hagggett (Ford Fiesta R2)

#### CLASS ROUND-UP

Finlay Retson was in irresistible form in Class 3, taking the fastest time on all six stages to carve out a strong advantage of 35s over Elliot Payne's Fiesta Rally4 at the end – with Payne surviving a collision with a bale at a chicane on SS6. Eddie Lewis had been tucked just 2s behind Payne with two stages to go before "feeling like I've just done a workout" on SS5 with what he suspected was a steering issue. He then rolled on the final stage as a consequence. Jeremy Packer inherited third.

On just the third forest event of his career, Robert Wilson kept a cool head to take the Class 4 win ahead of Tony Simpson. Ewan Tindall was in contention after SS1, just 2s behind stage winner Wilson, but SS2 would be his demise as an engine water temperature light lit up the dashboard on his Ford Fiesta R2,



Retson was dominant

forcing him out. Simpson took two stages wins on SS3 and SS4 to apply the pressure to Wilson but when the rain came down hard on SS5, Wilson pulled clear and netted a 22s win. Andy Turner and M-Sport team principal Rich Millener shared third overall, but Millener was faster on SS1 and thus completed the class podium.

Luke Barry

## WORLD RALLYCROSS

### KRISTOFFERSSON AND EKSTROM PUT ON A MASTERCLASS

#### Holjes, Sweden

By Hal Ridge

Swedish duo Johan Kristoffersson and Mattias Ekstrom returned to the World Rallycross Championship for the series season-opener at Holjes and, despite a year of absence for both, they delivered an epic display.

First blood went to Kristoffersson, with fastest time in the first qualifying session in round one and maximum points thanks to taking the top spot in qualifying, winning his semi-final and then the final, which ran following a huge downpour over the spectator-less Holjes venue. Ekstrom had been fastest in Q2, but lost out in the slippery wet conditions of the final.

In round two on Sunday, the same

happened again, Kristoffersson took the best times in Q1 and Q3, but was bettered by Ekstrom in Q2. Ekstrom then dropped to the second row of the grid for the final when he was beaten in the second semi by his team-mate, Robin Larsson.

But, while Larsson lost out in a fight for the lead with Kristoffersson in Turn 1 of the weekend's second final, Ekstrom took his joker lap immediately, followed by Kevin Hansen, and was given clear air when he both passed an ailing Andreas Bakkerud at the start of lap two. He also profited when Larsson and Timo Scheider then took their joker laps too.

What followed was a masterclass in pushing a rallycross Supercar to the absolute limit, as multi-discipline experts Kristoffersson and Ekstrom traded the fastest laps of the entire

weekend, before Kristoffersson took his joker on the final tour, and returned to the main track just behind Ekstrom.

In a bid to take the joker as quickly as possible, Kristoffersson had clipped two track markers and while he finished 0.1s behind Ekstrom on track, he dropped behind behind Ekstrom to third with a five-second penalty. He nevertheless leads the standings by two points.

Reigning champion Timmy Hansen and chief rival Bakkerud both endured difficult weekends, while Scheider took Munnich Motorsport's first World RX podium in round one when Anton Marklund received a penalty.

British driver Liam Doran failed to complete any of the six qualifying races through the weekend without technical problems.



Ekstrom took the second round while Kristoffersson was penalised

Ken Block won the first round of the new Projekt E electric support category, and Oliver Eriksson won the European Championship Supercar final.

#### Results

**Round 1:** 1 Johan Kristoffersson (Volkswagen Polo) 5m05.943s; 2

Mattias Ekstrom (Audi S1) +4.201s; 3 Timo Scheider (Seat Ibiza); 4 Niclas Gronholm (Hyundai i20); 5 Anton Marklund (Renault Megane); 6 Timmy Hansen (Peugeot 208). **Semi 1** winner: Kristoffersson; **Semi 2** winner: Ekstrom. **Round 2:** 1 Ekstrom 4m28.907s; 2 Kevin Hansen (Peugeot 208) +3.029s; 3 Kristoffersson, 4 Scheider, Robin Larsson (Audi S1), 6 Andreas Bakkerud (Renault Megane). **Semi 1** winner: Kristoffersson; **Semi 2** winner: Larsson. **Points:** 1 Kristoffersson 56; 2 Ekstrom 54; 3 Larsson 36; 4 K Hansen 35; 5 Scheider 33; 6 Marklund 31.



# WHAT'S ON

## WHAT'S ON YOUTUBE

With Tim Harvey taking centre stage in this week's Motorsport News readers' Q&A, there can only be one place to go for our YouTube fill. Yes, the finale race sealing Harvey's British Touring Car Championship in 1992. History can have a reductive quality. That crash, which in effect concluded the title fight, has been replayed – and pored over – endlessly. But this race on Silverstone's full-length and rapid layout was frantic and thrilling throughout, and contained way more than one twist along the way.

It was a three-way title battle wherein long-time points leader John Cleland for Vauxhall went up against BMW's form man Harvey and Will Hoy's Toyota, the trio

barely separated on points. And, without exaggeration, there cannot have been many better final-race showdowns in all of motorsport.

YouTube has extended highlights of it, 18 minutes of what was a 30-minute race, and there's scarcely a pause for breath. It's also narrated by inimitable Murray Walker commentary, including his "I'm going for first" interpretation of Cleland's hand signals.

And, in case you were wondering, all protagonists have since kissed and made up... You can watch the thriller at: [youtube.com/watch?v=uzxLgAwfIQ](https://www.youtube.com/watch?v=uzxLgAwfIQ) or you can search 'BTCC Silverstone 1992 Round 15'.

Graham Keilloh



BTCC's 1992 finale wasn't all about this

## LIVE TV



### BELGIAN GRAND PRIX FORMULA 1

■ Practice 1: Friday, 1000hrs-1150hrs, Sky Sports F1

■ Practice 2: Friday, 1345hrs-1545hrs, Sky Sports F1

■ Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1

■ Qualifying: Saturday, 1300hrs-1535hrs, Sky Sports F1

■ Race: Sunday, 1230hrs-1700hrs, Sky Sports F1

■ Race: Sunday, 1230hrs-1700hrs, Sky Sports F1

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■ Race: Sunday, 1230hrs-1700hrs, Sky Sports F1

■ Qualifying: Friday, 1300hrs-1345hrs, Sky Sports F1

■ Race 1: Saturday, 0920hrs-1010hrs, Sky Sports F1

■ Race 2: Sunday, 0835hrs-0935hrs, Sky Sports F1

■ Race 3: Saturday, 1045hrs-1210hrs, Sky Sports F1

■ Race 4: Sunday, 1040hrs-1175hrs, ITV2

■ Race 5: Sunday, 1040hrs-1175hrs, ITV2

■ Race 6: Sunday, 1040hrs-1175hrs, ITV2

■ Race 7: Sunday, 1040hrs-1175hrs, ITV2

■ Race 8: Sunday, 1040hrs-1175hrs, ITV2

■ Race 9: Sunday, 1040hrs-1175hrs, ITV2

■ Race 10: Sunday, 1040hrs-1175hrs, ITV2

■ Race 11: Sunday, 1040hrs-1175hrs, ITV2

■ Race 12: Sunday, 1040hrs-1175hrs, ITV2

■ Race 13: Sunday, 1040hrs-1175hrs, ITV2

■ Race 14: Sunday, 1040hrs-1175hrs, ITV2

## LISTINGS

### FRIDAY-SUNDAY

■ Snetterton, Norfolk  
2CV 24-Hour: 2CV, Caterham Graduates, Karts, Hyundai Coupe/ BARC Saloons, Kumho BMW Starts Friday, qualifying from 1900hrs Saturday, racing from 1105hrs (qualifying from 0900hrs) Sunday, 24-hour race continues Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SATURDAY

■ Kirkistown, N Ireland  
500MRCI meeting: Superkarts, Roadsports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX5, Formula Vee, Ginetta Juniors Starts racing from 1300hrs (qualifying from 0900hrs) No public access

### SATURDAY/SUNDAY

■ Knockhill, Fife  
BTCC meeting: BTCC, Formula 4, Carrera Cup, Ginetta GT5, Ginetta Junior, MINI Challenge Starts Saturday, racing from 1345hrs (qualifying from 0910hrs) Sunday, racing from 0905hrs Admission adult £35, under 12 free Web knockhill.co.uk Contact 01383 723337

### SATURDAY/SUNDAY

■ Brands Hatch, Kent  
British GT meeting: British GT, British F3, Ginetta G40, Bernie's V8s, CALM All Porsche, CMMC Saloons, FF1600 Starts Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 1000hrs) Admission adult £20, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SATURDAY/SUNDAY

■ Donington Park, Leics  
MSVR meeting: Ferrari Challenge, Ferrari Classic Starts Saturday, racing from 1500hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs (qualifying from 1035hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SATURDAY-MONDAY

■ Oulton Park, Cheshire  
Gold Cup: Heritage FF, Thundersports, Dunlop Saloons, Aurora Trophy, Classic Formula 3/ Classic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, '70s Road Sports Starts Saturday, practice from 0900hrs, qualifying from 1135hrs Sunday, racing from 1205hrs Monday, racing from 1035hrs (qualifying from 0830hrs) Admission adult £20, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### MONDAY

■ Castle Combe, Wilts  
CCRC meeting: FF1600, Saloons, GT, Hot Hatch, Sports Cars Starts racing from 1205hrs (qualifying from 0845hrs) No public access

### MONDAY

■ Mallory Park, Leics  
BARC meeting: Max5, MGOC, Junior Saloons Starts, racing from tba (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214 Advance tickets only

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ART EDITOR MIKE STOKOE'S  
**FAVOURITE OF THE WEEK!**



Historic thrills at Thruxton please snapper David Harbey and Art Editor Mike Stokoe too



Robert Clayson's also captured the Rovers



Race-winning GT Lambo, by Rich Cranston



Memories of Gerry, from Richard Salisbury



Rich Cranston braved the Donington gloom



A rarity at Snetterton, by Richard Salisbury

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

## NEXT WEEK

**RIDING THE CREST OF A WAVE**  
MN readers ask Martin Donnelly questions



## OUT THURSDAY, SEPTEMBER 3

**THE WRC IS BACK!**

We look ahead to top-flight rallying's return



\*Details correct at time of going to press

## THE VOICE OF BRITISH MOTORSPORT



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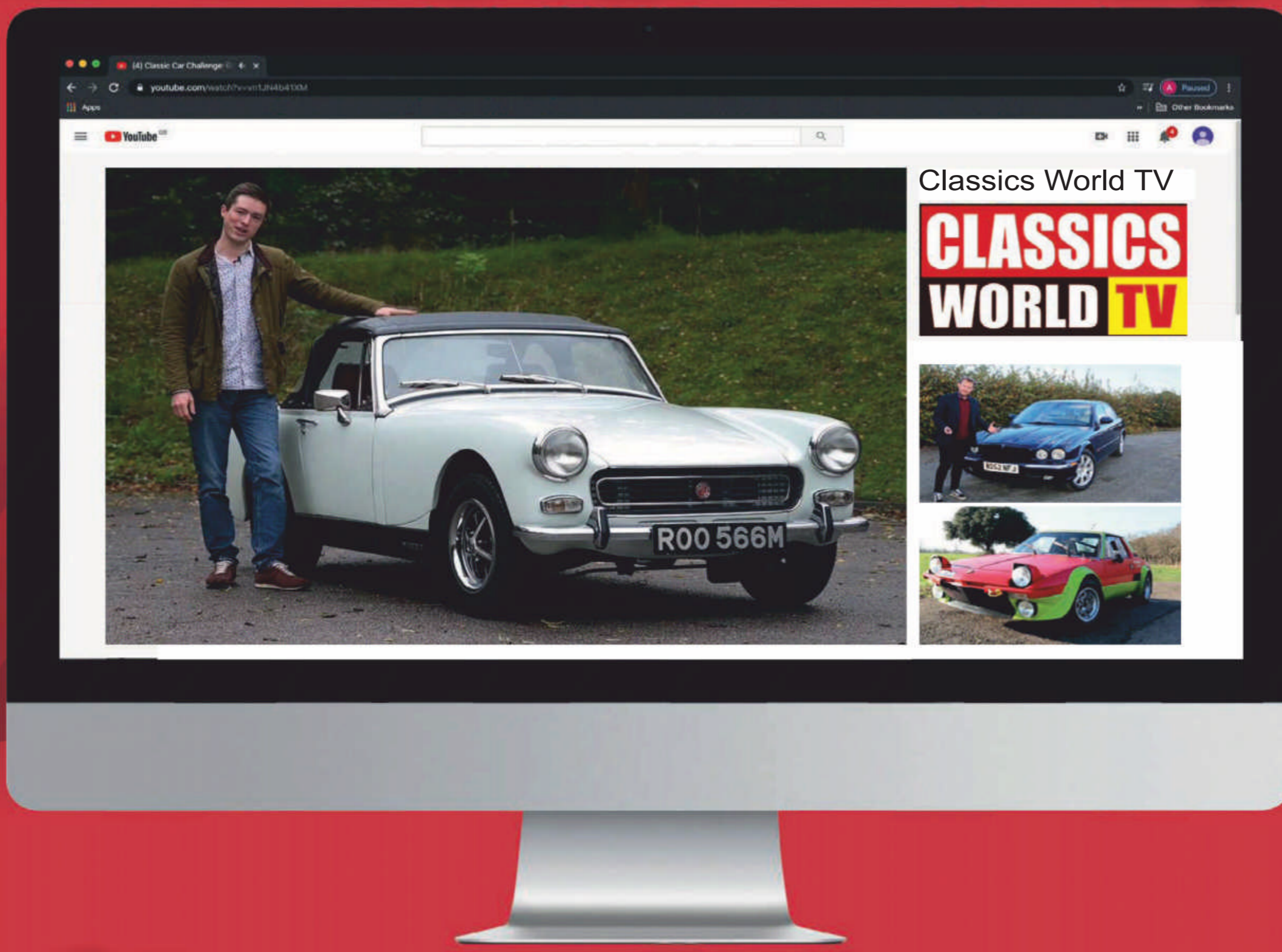


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