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**EXCLUSIVE INTERVIEW**

# JIMMY MCRAE

Rally legend reflects on an epic career **P12**

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# MOTORSPORT NEWS



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Rally GB switch to fresh base has not been ruled out despite earlier political stance

## FRESH HOPE IN NORTHERN IRELAND WORLD RALLY CHAMPIONSHIP BID



Northern Ireland could still host 2021 Rally GB

By Jason Craig

Northern Ireland's quest to host the British round of the World Rally Championship could be back on according to the chair of Northern Ireland's Motorsport Taskforce, Ian Paisley.

As revealed by Motorsport News on April 8, Tourism Northern Ireland recently threw out a funding request for £2 million to poach the round from Wales for 2021, but Paisley thinks that decision can be overturned.

Paisley said: "I've spoken to several board members and this proposal wasn't voted on; it was set aside because it did not meet the financial target set. That means, potentially, a few tweaks and the finance issue could be addressed. Some members have told me they would support a fresh presentation."

M-Sport Ford driver Esapekka Lappi would welcome the change after experiencing the roads when he won the 2014 Circuit of Ireland Rally in a Skoda Fabia S2000. "I would like to go back there," he said. "The roads are different from the other Tarmac events of WRC."

**Full story p6**

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**RETROSPECTIVE**

### THE TOUGHEST RALLY IN THE WORLD

Fifty years on from an epic marathon **P20**



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### HOW MOTORSPORT IS DOING ITS BIT

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# COMMENT



Jimmy, left, oversaw his own career and that of his successful sons Colin and Alister (r)

# THE ORIGINATOR OF THE MCRAE MAGIC

**A**ny memory of British rallying in the 1980s immediately evokes images of Jimmy McRae, be it in an Opel Ascona or Manta or a Ford Sierra RS Cosworth. Usually, it was being driven at its total limits, with the Scottish maestro on his way to one of his five British Rally Championship titles. Those with a longer memory will be reminded of McRae hustling a Chevette to glory in Ireland.

Not only that, McRae and his wife Margaret provided British rally fans with some of their most stirring memories through their sons Colin and Alister. The McRae name and rallying are intrinsically linked, and it is a story that has brought some of the greatest sporting moments to our readers.

In this issue, Jimmy McRae talks to Luke Barry and reflects on his career and tells us about his favourite moments and best cars and stages. And there is plenty to look forward to as the third generation of McRae is about to light up the stages.

Those who were part of the journey of another legend, Ayrton Senna, talk to MN about the path that the Brazilian took to the top of Formula 1, trouncing all before him in mixed conditions. We look back on his first win, which was just over 35 years ago. It is a poignant story some 26 years after his death.

We also have been talking to those in the motor racing community who are going out of their way to help out in these testing times. Many of the skills learned in the sporting sphere are transferable and are in desperate need at the moment, and we take our hats off to those who have stepped up to the mark.

The Motorsport News Chris Ingram Rally Challenge has now completed its virtual second round with a particularly demanding event in Finland following on from Monte Carlo, and Barry gives us the rundown on the latest action on page 19.

As for tough rallies, none were more demanding than the 1970 London to Mexico challenge, which presented the 96 crews with a 16,000-mile epic route through Europe and South America, and it is an event which has been unmatched since. Read historic editor Paul Lawrence's story of Hannu Mikkola's resounding victory on page 20.

**Matt James**  
matt.james@kelsey.co.uk



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Insiders tell us how the Brazilian's star began to shine



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British rallying legend answers your questions



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### GOING THE EXTRA MILE

The motorsport community rallying round with virus help

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Rally Finland showdown proves a stern challenge



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**P20**  
The toughest rally ever

# RACING NEWS



Audi has reversed out of DTM

## Audi axe throws DTM future into doubt

DTM's future has been thrown into doubt after Audi announced last week that it would withdraw from the category at the end of 2020, leaving BMW as its only manufacturer.

Audi's motorsport activity from 2021 will focus on Formula E and customer racing, and follows Audi's parent company Volkswagen deciding last year to stop non-electric motorsport activity. Audi said the decision to leave the German touring car series was also made "in light of the economic challenges due to the corona pandemic".

Audi's board chairman Markus Duesmann said: "Audi has shaped the DTM and the DTM has shaped Audi. This demonstrates what power lies in motorsport – technologically and emotionally. With this energy, we're going to drive our transformation into a provider of sporty, sustainable electric mobility forward. Formula E offers a very attractive platform for this."

Audi joins Mercedes, which withdrew from DTM at the end of 2018, and Aston Martin, which announced its withdrawal in January this year, in leaving the category recently. DTM boss Gerhard Berger said he "deeply regrets" Audi's decision, describing it as "difficult" for motorsport and that he had "hoped for a more united approach" amid the coronavirus challenges.

The marque has been a DTM ever-present since the championship's relaunch in 2000, in addition to having a stint therein from 1990 to '92. It has bagged 23 DTM championship titles, including 11 drivers' championships, and 114 race victories while last year it took a clean sweep of the drivers' and manufacturers' titles and all of the top three spots in the teams' standings.



W Series champ is on her bike

## Chadwick cash boost in charity cycle ride

Inaugural W Series champion Jamie Chadwick was due to cycle 100 miles non-stop on Monday this week for the Hope for Tomorrow charity.

Chadwick is seeking to raise £15,000 for the mobile chemotherapy charity. Chadwick was to complete the cycle in her living room via a static 'turbo-trainer'. She also, as part of the fundraiser, gives away signed driving gloves from her first W Series win.

"Hope for Tomorrow is close to my heart," said Chadwick. "It was founded in 2003 by Christine Mills, following the death of her husband David, to raise funds for the concept of Mobile Chemotherapy Units, and there are now a fleet of 12 Mercedes vehicles operating around the country."

"David and Christine had a close relationship with motor racing, going back to the 1960s. Christine was always supportive of my racing career, from the early days of karting."

# AUSTRIA COULD DOUBLE UP FOR F1 AS CALENDAR STILL UNCERTAIN

Spielberg track lays out race plans, while the Hungarian Grand Prix will be also closed to fans

Photos: Motorsport Images, Jakob Ebrey, Extreme E, Audi, Ford



Austria has facilities to enable Formula 1 race

By Matt James

**The 2020 Formula 1 World Championship could begin with back-to-back races on the Red Bull Ring in Austria, according to the latest plans from Liberty Media.**

The Spielberg venue has the facilities, including a nearby airport and no major cities close to the track, to cope with a grand prix within the current lockdown requirements.

F1 bosses say they could implement testing on entry to the venue to make sure that all competitors and team staff were free from the illness. The races would be held behind closed doors even though the lockdown restrictions amid the

Covid-19 crisis are less severe in the country.

F1 motorsport boss Ross Brawn said: "One of the logistical challenges is getting everyone tested and cleared to enter the racing environment. Once we do that, it's very attractive to keep everyone in that environment, within that biosphere that we want to create, for another race."

"It's also pretty challenging to find the right sort of races early on where we can control the environment well enough to ensure the safety of everyone. Austria fits that bill very well. It has an airport right next to the circuit, where people can charter planes into. It's not too close to a metropolis."

The race is due to open the F1

campaign on July 5, two weeks before the British Grand Prix. Bosses of the UK venue said last week that event would also be run behind closed doors.

Hungarian Grand Prix organisers have confirmed that its Formula 1 race will take place without fans too. The government in the country have banned events with more than 500 people until August 15. The Hungaroring race is scheduled for August 2.

A statement from the organisers given to autosport.com said: "We have regrettably been left with no choice but to reach this conclusion. We have continuously emphasised our willingness to work towards a safe solution that would allow us to welcome the entire Formula

## CALENDAR

Remaining scheduled 2020 grands prix  
Correct at time of going to press

NO	COUNTRY	CIRCUIT	DATE
1	Austria	Red Bull Ring	July 5
2	Britain	Silverstone	July 19
3	Hungary	Hungaroring	August 2
4	Belgium	Spa	August 30
5	Italian	Monza	September 6
6	Singapore	Marina Bay	September 20
7	Russia	Sochi	September 27
8	Japan	Suzuka	October 11
9	United States	Circuit of the Americas	October 25
10	Mexico	Mexico City	November 1
11	Brazil	Interlagos	November 15
12	Abu Dhabi	Yas Marina	November 29

1 family to the Hungaroring this August but it is now evident that any F1 race in Hungary can now only be held behind closed doors. "While this is not an ideal

scenario, we do believe that staging the event behind closed doors – which our fans can still watch on television – is preferable to not having a race at all."

## NASCAR SCHEDULE SET TO SPARK INTO LIFE IN MID-MAY

NASCAR has announced plans to be the first major category to return to racing amid the coronavirus pandemic, with its Darlington Cup Series race scheduled for May 17.

This 400-mile event at the historic South Carolina track will kick off a run of seven races in 11 days. These are all at Darlington Raceway and the Charlotte Motor Speedway and include Xfinity and Truck races as well as Cup events. There will

be in total four Cup races in this spell, with a second Darlington race on May 20 then Charlotte races on May 24 and 27, the former being the Coca-Cola 600.

All races will be behind closed doors and NASCAR is insistent that all safety precautions are being made. There will be no practice sessions and qualifying will only be held for the Coca-Cola 600.

NASCAR has been suspended since its early-March round

four of the season at Phoenix.

NASCAR's executive vice president and chief racing development officer Steve O'Donnell said: "NASCAR and its teams are eager and excited to return to racing, and have great respect for the responsibility that comes with a return to competition. NASCAR will return in an environment that will ensure the safety of competitors, officials and all those in the local community."



NASCAR is set to rumble again in reworked calendar



Mikaela Ahlin-Kottulinsky (c) has tried Extreme E car

## EXTREME E TEAMS TO HAVE FEMALE IN DRIVER LINE-UP

The forthcoming Extreme E electric off-road racing series will require teams to field both a male and female driver, in what is believed a first in international motor racing.

Each Extreme E race will have two laps, and each team will have their male and female driver competing together, one as driver and the other as co-driver. They will be required to drive one lap each with a driving changeover

incorporated into the race format.

W Series champion Jamie Chadwick, IMSA sportscar driver Katherine Legge and TCR driver Mikaela Ahlin-Kottulinsky already have signed up to the category's drivers' programme roster for those who have expressed an interest in competing. Ahlin-Kottulinsky also has driven Extreme E's 550bhp ODYSSEY 21 all-electric SUV as tester for the

category's tyre supplier Continental. The five-round inaugural Extreme E season is scheduled to start in January next year.

Extreme E boss Alejandro Agag said: "We are striving for equality, and this sporting format is the truest reflection of that goal. Everybody will race together and the most effective combination of drivers, team, engineer and car will rise to the top."

Stevens got titles in three arenas



Photos: Graham Holbon Photography, Frank Love/retrorstox.co.uk, Jakob Ebrej, Porsche Motorsport, Paul Lawrence



Pickup Truck championship is to retire Stevens' #4



Stevens was Hot Rod star

# PICKUPS AND HOT ROD LEGEND PETE STEVENS PASSES AWAY

## Tributes made for popular figure and multiple champion across several categories

By Graham Keilloh

**Experienced racer Pete Stevens died last week aged 69 due to coronavirus.**

Stevens had success first in National Hot Rods, becoming European and National champion three times apiece, and was he unfortunate to miss out on the world title.

He then moved to Thundersaloons where he took two more titles.

Then across recent decades Stevens was a highly-popular and prominent figure in Pickups racing, taking the overall crown in 2009 and remaining competitive in the years since then. He also was a fine ambassador for the category, always willing to talk to anyone as well as to welcome newcomers and support fellow drivers such as on set-up.

"He always had that smile on his face and he always enjoyed

life and he always enjoyed the [race] weekends," said his friend and fellow Pickup racer Mark Willis. "His love of motorsport was second to none.

"He was a fantastic driver, you line up alongside him and you always knew you were going to get a run. He was so smooth, he knew what to do. He was very steady at setting the car up, he wouldn't throw things at the car and try for the best, he would really work at it and get it right."

Pickups commentator Richard John Neil said: "When we started the coverage it was like meeting one of your heroes, and he was just such a nice guy. If he'd had a bad day he'd still talk to the camera and be very professional. An absolute gent. He'd win on tracks that he didn't necessarily have great familiarity with, and pretty much win everywhere."

Stevens' #4 will be retired by the championship. "The paddock will not be the

same," said Pickup Truck Racing's race director Sonny Howard, "and there will always be an empty space where Pete's team would have been parked, where anybody can go and stand to have a moment's thought, contemplate or even ask a question or two, 'Pete what would you do?'"

"He was a very special person and a true gentleman who we will all miss immensely."



Twilight no problem

## "VAST MAJORITY" OF PORSCHE CARRERA CUP GRID POISED FOR LATE-2020 SCHEDULE

Porsche Carrera Cup GB boss James MacNaughton is confident that the "vast majority" of the championship's 26-car line-up will race when the delayed 2020 season gets underway.

Porsche GB motorsport manager MacNaughton told Motorsport News that the British Touring Car Championship-supporting Carrera Cup has its grid fully intact ahead of the recently-unveiled post-lockdown schedule starting in August.

"We had 26 full-season entries [for 2020], I'm sure that the vast majority of those will be able to join us for when this season gets started," MacNaughton said.

When asked if there have been coronavirus-related dropouts, MacNaughton replied: "Not yet. Obviously there have been a couple of people saying 'what if?' [and] 'if this happens then that

happens'. As long as there is an appetite from the teams and the drivers to go racing, which I'm positive that there is, then we will certainly be there."

MacNaughton added that the new calendar's several back-to-back races should not be a problem for teams, but drivers might have to be more cautious, particularly if in a title fight. "Our teams will do whatever it takes to go racing," he said. "I guess that the drivers are going to have to view things slightly differently, their eye half on being able to compete the following week."

MacNaughton said also that running late-year races in twilight also is not a problem. "We've got headlights on the cars, if we have to run into slightly darker conditions then that's absolutely fine. Other Carrera Cups do that on a reasonably regular basis."

## RARE SCA-ENGINED LOLA ON DISPLAY AT COSWORTH

The rare one-litre Formula 2 Lola T60 of Roger Fowler is currently on display in the reception area at Cosworth Engineering and will be ready to race again once it can be recovered from lockdown. It is being shown as an example of a Cosworth SCA-engined car.

Fowler's 1965 car is chassis 2, one of only five built for the one-litre F2 formula and was run by the Midland Racing Partnership for Richard Attwood, Chris Amon and Jo Bonnier.

Ex-MRP mechanic Fowler restored the car for 2016 and has raced it regularly since then.

"Last autumn I was contacted by Cosworth Engineering asking if they could borrow my Lola as they wanted an SCA-engined car for display in their reception area," said Fowler. "I was due to get it back last month but events overtook us so it's marooned there for the foreseeable future."

Andrew Tart is building a new SCA engine for the car.



Rare F2 Lola "marooned"



Lotus 51 has been restored

## FREE MEMBERSHIP BOOST FROM RACING CLUBS

The British Women Racing Drivers' Club is giving all its members a free additional 12 months' membership, to help them amid the ongoing coronavirus racing disruption.

"Many of our members also rely on motorsport for at least part of their income, me included," said club chair Lorraine Gathercole. "For most competitors, championships will

inevitably be reduced and opportunities limited.

"We [also] we will be making our next club magazine available to everyone online."

Castle Combe Racing Club, similarly to compensate competitors, has extended all club memberships by a complimentary three months. "[It] demonstrates that the club recognises some of the many problems now facing competitors and in that respect, is a worthwhile gesture," club chairman Ken Davies told MN.



BWRDC is giving existing members 12 months free



Car's Rob Walker colour

## Hart's rare 1971 Formula Ford Mallock MK11B restored and ready to return to the racetrack

The cancellation of this year's Pau Grand Prix Historique thwarted the plans of Phil Hart who has spent the last five years, rebuilding a rare Formula Ford Mallock to race at the annual street-circuit event.

Regular Classic Clubmans

and FF1600 competitors Hart and Andy Clark have completed a restoration of the 1971 Mallock MK11B chassis 008 they bought as a bag of bits back in 2015. Their target was May's Pau Historic Formula Ford race. "[It] is now ready to return to

racing following a first test at Brands Hatch," said Hart. The bodywork has been re-painted in Rob Walker blue in tribute to Walker and Stirling Moss.

"We think it was raced in Clubmans after its first life in Formula Ford where it was

mistaken for a Mk14 but the Mallock factory confirmed the type from original drawings when they had it last year. It was last known to have been owned by Rob Privett from 2008 before I found it on an auction site in 2015."



Smith in his A35 in the '50s

### OBITUARY

**Roy Smith**  
1933-2020

Roy Smith, president of Eastern Counties Motor Club and long-time clerk of the course of the club's renowned Felixstowe Autotests in the 1970s, has lost his battle with coronavirus.

Smith joined the club in the 1950s, competing in autotests, road rallies and car trials, often in the Austin A35 he purchased new in 1957. Smith still owned this car and was regularly attending classic events in it up until a couple of years ago with wife Joyce, who passed away earlier this year.

Smith had tirelessly supported Eastern Counties Motor Club throughout his life, along with being a familiar figure, even well into his 80s, in the service crew for son Simon in his orange Mk2 Escort rally car.

# RALLY NEWS

## PORTUGAL TRIED TO RUN IN OCTOBER

Rally of Portugal bosses had been working on a plan to reschedule their World Rally Championship counter in late October, but to no avail.

The event was set to run from May 21-24 but was postponed due to the coronavirus pandemic last Thursday. On that day, the rally was formally abandoned although organiser, the Automobile Club of Portugal, has already lodged a request for the event to take up a May slot on next year's WRC roster.

For Portugal's end-of-October scenario to have worked, it would have required Rally GB to move, potentially into November as the date of Rally Germany (October 15-18) is understood to be non-negotiable due to the inclusion of the Baumholder military ranges on its route.

But a later Rally GB would put a strain on the teams' preparations for Rally Japan, whose organisers has said they are "determined to put in all efforts to hold Rally Japan in November as planned."



Portugal explored options



Irish stages may host WRC again

# NORTHERN IRELAND'S WRC BID COULD STILL HAPPEN

## Fresh hope for showpiece event as funding issue might be resolved

By Jason Craig

**The chair of Northern Ireland's Motorsport Taskforce isn't giving up on the country hosting the UK round of the World Rally Championship next season.**

As revealed by MN on April 8, Tourism Northern Ireland rejected a funding request believed to be for £2 million. But Ian Paisley, the MP for North Antrim, has told MN there is still mileage in the plan. "I've spoken to several board members and this proposal wasn't voted on; it was set aside because it did not meet the financial target set," Paisley explained. "That means, potentially, a few tweaks and

the finance issue could be addressed. Some members have told me they would support a fresh presentation."

### Public cash

If the WRC was to return to Northern Ireland for the first time since 2009 when the cross-border Rally Ireland took place, the cost to the public purse would be somewhere in the region of £2m – a sum that Mr Paisley has previously described as "peanuts".

Last summer, through his role with the Taskforce, the Democratic Unionist Party politician published a paper that outlined the importance of two- and four-wheeled sport and how it was worth £100 million to Northern Ireland.

With the tourism sector feeling the full effect of lockdown during the Covid-19 pandemic, experts agree that major international events would help kick-start the economy in Northern Ireland's centenary year.

Having held fresh talks with Tourism Northern Ireland, and written to the Department for the Economy asking for the matter to be revisited, Paisley is urging those behind the plan not to give up any time soon. He has also called on those working within the Northern Ireland Executive to "display leadership".

### Decision challenged

"I hope the decision will be challenged, not just by me, but

by others," said Paisley.

"Members of the Legislative Assembly have a crucial role to play here. We all know how well Northern Ireland performs with big outdoor events such as the Open [golf], the Giro [d'Italia], not to mention homegrown events such as the International North West 200.

"Hopefully people will get it [the WRC]. We do not have to give up on 2021 just yet," he continued. "Admittedly, an early-season race in the spring would not be possible, however we could aim for the autumn of 2021."

### Sharing possible

Rally GB bosses can count on Welsh Government support until 2021, although an event-

Photos: fiaerc.com, mcklein-imagedatabase.com

## LAPPI BACKS RETURN TO CHALLENGING ROADS

M-Sport Ford driver Esapekka Lappi is in favour of rotating the World Rally Championship's UK round between Wales and Northern Ireland, even for one season, reasoning the roads in Northern Ireland will offer a significant challenge.

Lappi won on his first visit to Northern Ireland six years ago when he took a dominant victory on the Belfast-based Circuit of Ireland, then a round of the European Rally Championship.

"The Hamiltons Folly stage was a crazy one – but in a good way," he said. "The roads are definitely challenging enough, with a twist of high risk when it rains.

"It [2014] was a great week for me and the team with full sunshine. We had a cool, narrow, bumpy test road which was useful to understand Irish roads," added the Finn, then part of the factory Skoda line-up. "I would like to go back there. The roads are different from the other Tarmac events of WRC."



Lappi is an Ireland fan

sharing arrangement with Northern Ireland would tempt politicians in Cardiff.

Motorsport News understands that while the funding is in place for another two editions of the event in Wales, any opportunity to limit non-essential expenditure is appealing.

## DEESIDE SWITCH SET TO BE ONLY RALLY GB CHANGE

Wales Rally GB clerk of the course Iain Campbell says the Covid-19 outbreak won't stop the event's draft route from being submitted to the FIA as planned on May 11, although he has hinted that current lockdown measures could rule out new venues being added to the itinerary this year.

Britain's world championship counter is due to run from October 29-November 1 as the

European WRC finale with a return to Deeside already confirmed as the major change for 2020.

"The current shutdown is stopping us from investigating a few of the innovative new venues that we were looking at possibly including in this year's route," Campbell said. "Luckily, though, we know the classic forests of mid and north Wales pretty well, so fans can expect the route to include all the great stages

for which Wales is renowned around the world.

"At this time of the year, much of the work is [virtual] meetings, paperwork, procedure and planning – it is only a small percentage that is spent in the stages. That balance, of course, changes considerably the closer we get to the event."

Campbell has confirmed all road-closing applications have been submitted. Tickets have yet to go on sale.



GB plans are underway for unchanged event



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# CORONAVIRUS DOWNTIME THE CHANCE TO RADICALISE RALLYING

Competitors believe governing bodies should look at making changes amid virus woe

By Luke Barry

**Former BTRDA Gold Star champion Steve Perez has told Motorsport News that motorsport “needs to take a good, close look at itself” if it is to survive the effects of the coronavirus pandemic.**

He says that the cost of competing is the main issue to address, as it is widely anticipated that competitors won't have the same level of finance they once did because of the Covid-19-enforced UK lockdown.

“We've been talking about it for a long time, but if we're going to have a sport when we come out of this pandemic we really need to think about how we can get these costs down,” Perez said. “Certainly [in] club rallying there's no limit on stuff like tyres so you need to think about the cost because I just don't think, certainly for the next few years, there's going to be the money out there to spend these vast amounts we do on motorsport. It's a concerning time for the sport.”

Perez – father of Aston Martin racer Seb – is also concerned that sponsorship will be harder to come

by as a lot of backers could face image problems with spending money in motorsport amid any post-lockdown financial woe.

British Rally Championship driver Ollie Mellors added: “A lot of people are saying there's going to be no money to go rallying, other people are saying that everyone's going to want to go rallying because they've been sat at home for so long but honestly we have no idea what's going to happen. You couldn't really write it could you? Everyone's in the same boat at the end of the day. Nobody could expect it, and nobody could plan for it so I think at this stage you've kind of got to take every day as it comes.”

Irish Tarmac competitor Meirion Evans however argued that slimming the rallying calendar down would help. “There's definitely too many rallies, over here [in the UK] and in Ireland,” he said. “I think it's a problem but try and get somebody to give their rally up, it's not going to happen because they're all clubs and want to make money so what do you do?”



National rallying needs an overhaul say rally figures

Photos: Jakob Ebrey, Kevin Glendinning

## IN BRIEF



Ypres could still run

### Ypres hope

The British Rally Championship round in Ypres has been postponed from its June 25-27 date but organisers are confident the rally will return later in the year. After the Ulster Rally was cancelled last week, Ypres' fate could prove critical in determining whether the BRC will continue in 2020. Discussions over a new calendar slot were ongoing when Motorsport News went to press but an announcement is expected this week.

### BTRDA date shuffle

The Nicky Grist Stages will not run on July 11 but event organisers say they have “a window of opportunity” for a late-November date. Meanwhile a final decision on the Woodpecker Stages will be made in late July – six weeks prior to the BTRDA and Welsh Championship qualifier on September 5. The route is largely based on popular stages to avoid site visits.

### Asphalt demise

The 2020 Asphalt Championship has been scrapped with four of its events cancelled and three more postponed. The BTRDA board of directors met last week and described the unanimous decision as “unavoidable” but they hope their other championships can restart later in the year.

## FISHER: FIESTA A MORE ROUNDED PACKAGE THAN THE POLO



Fisher: Strong suspension makes the Fiesta ideal for Ireland

Alastair Fisher reckons the Ford Fiesta R5 Mk2 is the complete package for an attack on the Irish Tarmac Rally Championship even though he is unlikely to get the chance to drive it competitively this season.

Fisher scored a breakthrough win in the series back on February's Galway International Rally but that came at the controls of Volkswagen Motorsport's Polo GTI R5.

However, the switch to the German supermini was set to be short-lived as Fisher

– who spent four seasons driving the first iteration of the Ford Fiesta R5 – was due to return to the Ford stable on the West Cork Rally alongside co-driver Gordon Noble.

Fisher tested the new Fiesta R5 in the days prior to West Cork in tandem with two-time British Rally champion Matt Edwards and was impressed.

“The Fiesta has shown itself to be a really good all-round car,” he told Motorsport News. “It's strong in every area and

the suspension really suits the Irish roads.

The Fiesta is a more rounded package [than the Polo],” he added. “Everyone is going to have a different opinion because it all comes down to driver feeling but, for me, the new Fiesta R5 is a fantastic car. I felt at home in it straightaway. When I tested the car, it didn't do anything out of the blue, or unexpected. It gave me a lot of confidence and I was looking forward to seeing what it could do at West Cork before it was called off.”

## COMPETITORS SUPPORT IRISH TARMAC CANCELLATION

Leading Irish Tarmac Rally Championship drivers have backed the decision made by series organisers last week to cancel the 2020 championship after five of the remaining six rallies were scrapped.

Galway winner Alastair Fisher said: “We cannot afford to be seen as being reckless in the eyes of some

people by ignoring guidelines and going ahead and running rallies. We have to support the advice given and lead from the front.”

Fellow competitor Meirion Evans believes the decision takes the pressure off other rallies to find dates while Desi Henry told MN: “[It's] very disappointing but the correct

decision given these unprecedented times.

“If you had suggested this could have happened back in February I would probably have laughed but as time has progressed it has transpired the seriousness of the virus, so no it probably isn't a surprise at this stage.

“It's going to be a long year

for competitors but again, it's best to sit out now and look forward to brighter days ahead.”

The Cork 20 on September 26-27 is the only rally still standing and Motorsport News understands organisers are still planning to run the event albeit without championship status.



Irish Tarmac series has been scrapped for 2020 season



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## FEATURE



Senna finished more than a minute ahead

# HOW AYRTON SENNA WALKED ON WATER TO SHOW HIS TRUE ABILITY

It's 35 years since the Brazilian's star began to shine brightly as he showed his wet-weather prowess with a sublime victory in Portugal. By **Matt James**



Senna ready to do battle in 1985

**"I could not see anything"**

**Ayrton Senna**

**I**t is a week of reflection for motor racing fans as the world marks the 26 years since the passing of the great Ayrton Senna, and it is also just over 35 years since the genius of the charismatic Brazilian first burst onto the top step of the grand prix rostrum.

In typical Senna style, that initial victory came in torrid circumstances. Torrential rain struck the Portuguese Riviera on that miserable Sunday on April 21, 1985, and the up-and-coming star blasted his black-and-gold Renault-powered 97T chassis from pole position alongside the McLaren of Alain Prost. Within 10 laps, Senna was 13 seconds clear of the rest as he began building an advantage that would stretch to over a minute by the end of the 67 laps. The race, which had been scheduled for 70 laps, was drawn to an early close as it had reached the two-hour maximum.

It wasn't the first time that Senna had shone in the wet. Twelve months before that, he had hustled his Toleman around the streets of Monaco and was zeroing in on leader Prost, only for the race directors to put out the red flag just as Senna was ready to pounce for the lead.

Many felt that the Brazilian had been robbed on that day. But he

knew his time would come – and soon.

After the race in Portugal, the unflustered winner knew he had been in a battle. "It was hard race, and I would say even more difficult than last year in Monaco, because the conditions were a lot worse than in Monte-Carlo," he said. "I could not see anything in front of me. If there were cars in front of you, it was impossible to see anything and you had to go by them because I had a big difference in the pace they were going."

Senna did have an advantage, but it was one that he had honed over his formative years in the cockpit. Brazil is known for inclement weather, and his early days were spent sliding around the circuit at Interlagos. His innate ability when the conditions were at their worst were something that was already firmly in his armoury when his career began.

When Senna came to the United Kingdom for his first season in car racing, his first destination was the factory Van Diemen team, based across the road from the entrance to the Snetterton race track. Team boss Ralph Firman had heard rumours of the emerging talent of Senna, and chased the then 20-year-old for a seat in one of the factory Formula Ford 1600 machines. Firman wasn't disappointed, as he says the incumbent to the RF81 design was already close to the finished article.

Firman remembers: "He had a lot of experience from karting, and he had obviously had success in Brazil and in the international races he did. And in karting you race in the rain too, but I think he was already at the level of ability to cope with whatever was thrown at him."

"The interesting thing about Senna – and this is particularly true in the wet – was I remember [rival driver] Calvin Fish saying to me that he couldn't understand why Senna was winning everything."

"He was looking at the timesheet, and his lap times were roughly the same as Ayrton. I said 'yes, Calvin, but what you want to take into account is that your first three laps were slower than him'. In other words, Senna could find the limit quicker than anyone else. That would give Senna the chance to build up a lead of 10 seconds or five seconds. Then the others would all do the same times after that, but it was too late and they couldn't catch him. He was on the money from the start, and that was in the wet or in the dry."

There were 20 races in Senna's schedule for 1981, and he won 12 of them on his way to both the Townsend Thoresen and RAC British FF1600 titles. A climb up the Formula Ford ladder to the two-litre FF2000 with Rushen Green Racing brought an even busier campaign in 1982, but that wet-weather prowess

showed no sign of slowing down in the damp conditions. He claimed the British and European FF2000 titles, with 22 wins from venues stretching as far afield as Mondello Park to the Jyllandsring in Denmark.

Team head Dennis Rushen recalls how Senna would just decimate his rivals in the wet. "He would just piss off into the distance when the going got tough," says Rushen, who remained close to Senna throughout his career. "A really good example of that was a European race we were doing at the Osterreichring in 1982 – the proper old school one – back when you had proper tracks. It was dry, and then it turned wettish just at the start."

"Most of the leading runners, including Ayrton, stayed on slick tyres. The race started and he came around at the end of the opening lap about seven seconds in the lead. That was at the point where the whole motorsport world was starting to pay attention to him too. That is just one example of how good he was. Maybe you could argue that he didn't have the best competition at that level, but it didn't make any difference: he was going to crush them anyway on a very difficult track and in some very difficult conditions."

When Senna's star began to shine in F1, it didn't take Rushen by surprise. The performance in Monaco in 1984, in the

Photos: mcklein-imagedatabase, Motorsport Images



A slippery Brands Hatch in FF1600



A huge range of FF2000 races helped hone Senna's craft in 1992



Formula 3 team boss Bennetts says Senna only crashed in the dry



Monaco 1984 was the first sign of skill

unfancied Toleman, was just another example of the ability Rushen had spotted only two seasons previously.

"You know when you see something like that, that the driver is just a step above anyone else," adds Rushen. "That's because the best drivers ever have always been brilliant in the wet. You know that without exception. Whether you liked Michael Schumacher or not, you have to acknowledge how good he was in the wet. So that meant what Senna did in the wet in F1, I just expected him to do."

"I knew the big results were coming in Formula 1. There was nothing that I haven't seen before. In his young days in two-litre, we did so many races in so many countries and in so many conditions and we always had the job covered. Back in those days, you didn't do miles and miles of testing, you raced. It was all about competitive mileage. It was every weekend."

The ability in the wet was outstanding, but Rushen said the skills to master a tricky track were not something that the Brazilian had learned on the nursery slopes of motorsport. It was something that was in-built.

"I always assumed he had been born that way: it is just something he was doing. I never saw him learning in that way, I just saw him as capable, not as

someone getting better. It was the way his brain worked," says Rushen. "With most people you work with, you watch them grow from their mistakes. But Senna didn't do that, and when he did, it was someone else's fault. That often used to make us chuckle: he would ask us what we were laughing about, and it was how it was never his fault—but it rarely was. I remember asking him at one time when we were at Snetterton 'what are you thinking about when you go into Riches?' He replied 'Sear'. He was already one step ahead of everyone else."

Formula 3 was the level where most onlookers began to sit up and take notice of Senna's ability after he fought an epic season-long battle with Briton Martin Brundle. Senna prevailed after an ill-tempered 20-race campaign. Senna also dominated at the end-of-season Macau in his WSR Ralt RT3.

WSR guru Dick Bennetts was another to see, first-hand, how superb Senna's skill was when the track was treacherous.

Bennetts said: "[His speed in the wet] was down to his feel, his finesse was just unreal. It was amazing the way he could feel what the car was going to do. In fact, I think all the accidents he ever had with us were in the dry, and that was because he was battling to get past Brundle..."

"He seemed to have a sixth sense. He

could almost predict things. In those days, we didn't do a lot of changes from a wet set-up to a dry one. We did the normal things like add more downforce and change the dampers a bit, but we didn't play with geometry or cambers, all the sorts of things that we do these days,

"The only time it did catch him out was when he and Mauricio Gugelmin, his housemate, arrived late for qualifying at Silverstone. The session had started just as we were strapping Ayrton into the car. It had just started with some very light rain on about lap four of qualifying and he was pushing for a lap time and he spun. But he had still got in a lap time which put him on the second row anyway... we could forgive him that one."

"He was a very bright lad: very good with technical feedback but just had this ability and a seventh sense. He had a feel for a car that could get it to the limit very quickly and he could control it. You never saw him getting it all sideways or putting a lot of oversteer into the car. He just had it all under control with his own talent."

Those were the building blocks which helped Senna to dominate in the wet, and that was matched by his ability in the dry. The tell-tale signs of a genius were evident right from his earliest steps in motorsport, and are well remembered by the men who had the privilege of working alongside him. ■

## WARWICK: EVERYONE WAS EXCITED ABOUT AYRTON'S VICTORY

The Portuguese Grand Prix in 1985 has passed into motorsport folklore. Ayrton Senna's dominance was complete, and it was the first of two wins in the wet during a season where the Brazilian finished fourth in the points with six podiums in the Lotus.

Only one other car – the Ferrari of Michele Alboreto – finished on the same lap as the winning Lotus in Estoril and only nine of the 26 starters made it to the chequered flag. Briton Derek Warwick had lined up in sixth spot on the grid and was another to master the conditions, bringing his factory Renault home in seventh place after a pitstop following a mid-race brush with the barriers.

Warwick had a unique insight into the Lotus that Senna was driving. He had tested for the Norfolk team with the distinct possibility of a race seat in 1986 – a move that was later scuppered by Senna himself. But Lotus was also using the turbocharged Renault powerplant.

Warwick remembers: "The Renault was a great engine. It was very pliable, which was great for wet weather, but my car didn't have a lot of downforce. In that year, I also drove the Lotus at Brands Hatch at a test. It was away ahead of us in terms of downforce."

That might have put the mockers on Warwick's hopes. But just getting to the end was a success despite the unplanned pit halt.

"There was an extraordinary amount of spray," recalls Warwick. "It was as much as you could do to

keep the car in a straight line. The race, the conditions were as bad as I have ever driven in. That was what made the legend of Ayrton greater, and that is because his first win was in the conditions he excelled at. There was a lot of people that were excited by his first win.

"It was a victory just keeping going and getting to the end. There was a lot of jubilation in the pitroad because of the new King of Formula 1 called Senna. You have to remember, I was excited because I thought I was joining him for the 1986 season. It was good for me to see that car competitive. I was going to be Ayrton's team-mate for 1986."

The myth of Senna was made that day in Portugal, and it showed all the hallmarks of a truly great driver. Mastering a slippery surface is always the calling card of a truly great competitor.

"A lot of natural talent comes out in the wet, because it didn't rely so much on downforce, or on engines, so you could make up for a deficiency in the car," says Warwick. "That's probably why I was able to shine in the wet: because I didn't have the best cars."

"It is the way you drive and the car and way you feel the car. You knew where to get on the power, where to stop, etc. With the natural drivers like Senna, there is an unbelievable feeling for the grip. It is about bravery too. You have to be brave in the wet and you can't really see anything. You have got to have so much self-confidence above anything and everything else. It is instinctive."



Warwick wrestled his Renault home in seventh position



Senna was at the cusp of his magical top-line career

## COLUMN

## JOHN CAVILL



Founder of British F3 pole awards and long-time supporter of young driving talent

Photos: Jakob Ebrey



Cavill gives George Russell the pole spoils



Cavill awards F3 pole cup to Linus Lundqvist

**M**y motorsport introduction was from my father, who in the 1950s did amateur racing in a Cooper 500 then in the '60s ran other drivers. I did a couple of years' racing myself, but during '71 my mother died and I just didn't have the concentration for it. So I stopped, and I didn't miss driving so much as I missed being around racing.

I met Mike Wilds in Formula 4 and he was a much better driver than me! My dad and I bought a year-old second-hand March for Mike to race in Formula 3 in 1972, and it all got serious quite quickly as he did so well. Things progressed over the next few years and Mike by the mid '70s made it to Formula 1.

After that I would help other drivers with bits and pieces, and these drivers included Tim Sugden and Will Power. In 1981 Jonathan Palmer won a few British F3 races in succession, but then halfway through the year it said in Autosport that he'd run out of money. So I went to the Oulton Park round, introduced myself and I bought his tyres until the end of the season.

He won the championship and his racing career went from there. I stayed in touch with Jonathan and, decades on, he was always great in inviting me to the race meetings he ran. Then for 2013 he said to me he's starting a new UK single-seater formula, BRDC Formula 4. I thought that's brilliant and you know that when Jonathan's running something it's going to be run properly.

I suggested that I do sponsorship for pole positions: the pole winner would get a

cheque and a little trophy, and the driver with most poles in the season gets a bigger cheque and a proper cup. Jonathan agreed but said "you're going to have to put your name to it because you never put your name to anything, even when you sponsored me!"

I asked if could I put my dad's name to it instead, because he was the one who got me involved in all this trouble! So it's called the Jack Cavill Pole Position Cup and we've been running it every year since, through BRDC F4 morphing into BRDC British F3. The cash prizes last year were £200 for a pole and £1000 for the end-of-year prize.

I also had a friend David Poole-Warren, who used to come racing with me, and he died of cancer. In his memory I asked Jonathan if we can do a team award too, so the team of the Jack Cavill Pole Position Cup-winning driver gets a cup as well as £1000 purely to take the



Where it all began: John Cavill with Mike Wilds

mechanics and team members out. That's the 'thank you' for all the work and long hours they do; I think that sometimes they can be forgotten. We've also done that award for a number of years.

Why did I want to give an award for pole positions? Qualifying always excites me. It's that urgency; not like in a race where you can have a bit of strategy. It's getting that one lap and one time in. I went to the IndyCar test at Sebring this year I spoke to four-time Indianapolis 500 winner, and six-time Indy polesitter, Rick Mears. I'd never really spoken to him before, and we spoke for about 30 to 40 minutes and it was brilliant, as after I mentioned my qualifying intrigue he told me in great detail how he did his qualifying lap for the Indy 500!

So long as Jonathan's running British F3 and wants me to do the pole position award then I will. I love doing it and every year I'll see Jonathan at the Autosport Awards and I just say "are we doing another year?" And he says "yeah I suppose so!"

What I'm doing is absolutely perfect for me because I love to see the young drivers coming on. You go into a paddock and see people who you've known either over the years or all these young drivers who you've met since 2013. I keep in touch with quite a few of them who are still racing, just on how they are doing. These include Linus Lundqvist, Jake Hughes, Johnathan Hoggard and many others. I went to more races last year than any other year, it just panned out that way. I love going racing and I love having friends from racing and practically every day, with FaceTime and Messenger and all that, I'll talk to somebody from motor racing.

*"It's absolutely perfect for me, I love seeing young drivers come on"*

# THERE'S MORE!

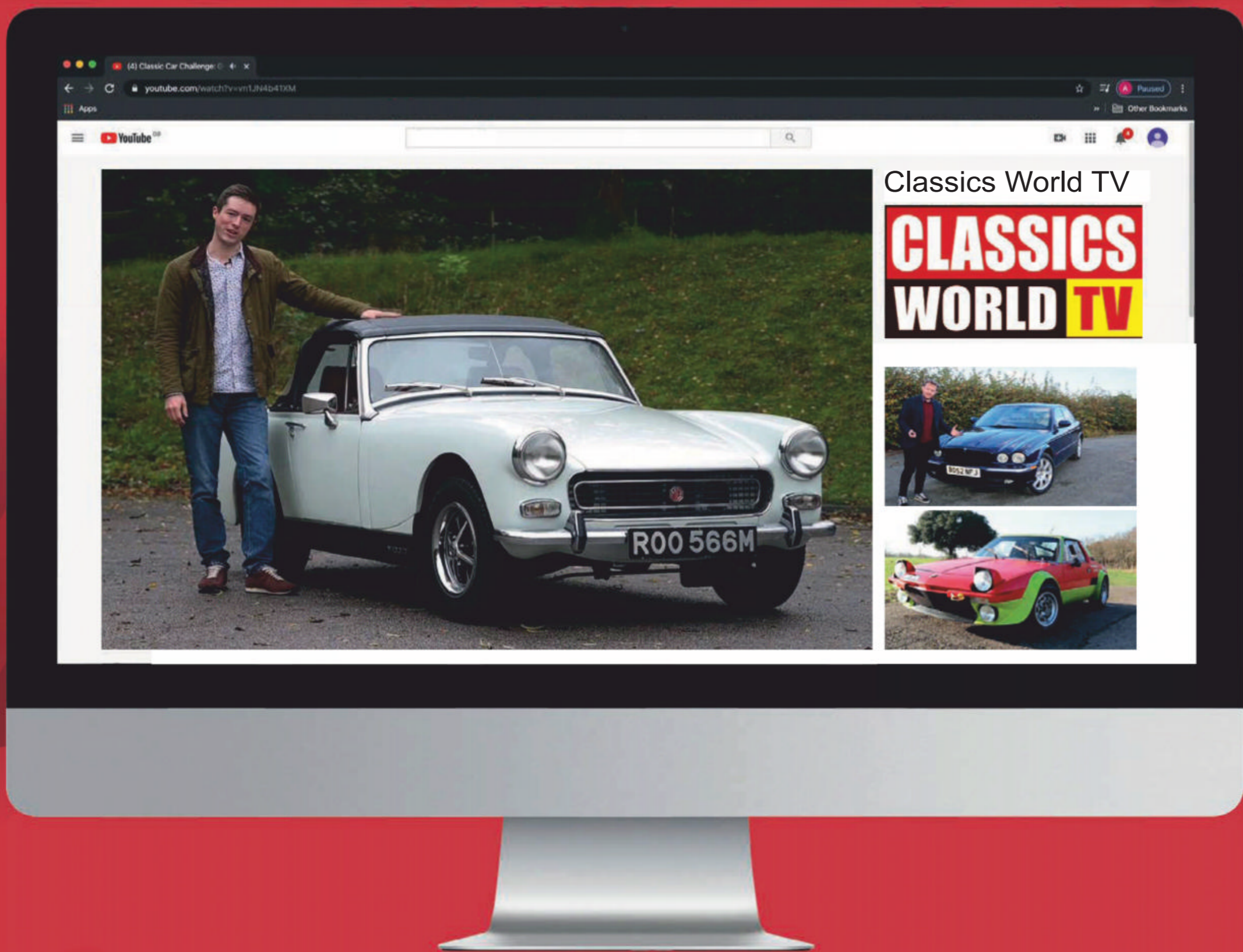
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## FEATURE



Holding on: 1982  
Scottish got away

# JIMMY MCRAE:



**I WISH I COULD'VE  
DONE THE WRC BUT  
IT NEVER HAPPENED**

**Colin and Alister's father tells Luke Barry about his own greatest drives, memories and regrets as he tackles questions from the Motorsport News readers**

**J**immy McRae is a man who needs no introduction. The most successful driver in the history of the British Rally Championship with five titles in the 1980s – that could've been six were it not for a faulty Metro 6R4 cambelt – the Scot is a genuine motorsport legend, and still competes in historic rallying today in a variety of machinery.

The biggest travesty is that McRae never got his shot in the World Rally Championship despite beating many of the period's top world stars on British shores. Had he started rallying earlier and had Group B not been banned for 1987, it could have been a very different story.

McRae took the time to chew the fat as the Motorsport News readers put him on a journey through his career which sparked some incredible memories and acknowledgements, like how he is still more famous in Ireland than he is back home in Lanark.

He was also quizzed on his thoughts on where rallying should go in the future and whether his grandson, 15-year-old Max McRae, has what it takes to emulate his father Alister and uncle Colin in reaching the WRC. Here are his answers.

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McRae won three BRC titles in an Opel

**Question: "What do you consider to be the highlight of your rallying career?"**

**John Buckingham**  
Via Facebook

**Jimmy McRae:** "I have a quite a few actually, both in my rallying career and Colin's and Alister's. But for mine the first one is I started late in life in rallying and hit the headlines more or less right away. My fourth-ever rally was the Burmah Rally, 24 hours in Argyll, in a 1600 Twin Cam Escort we finished eighth overall and won our class among Andrew Cowan, Billy Coleman, Roger Clark, all these guys were doing it. I remember coming in and looking at the finishing order and I was looking down in the 30s and 40s and I couldn't believe it when I was eighth. That was a highlight and at the prizegiving that night Ian Muir who was clerk of the course actually said 'I think we're going to see a bit more of this man'. That was obviously one and then probably winning the Circuit [of Ireland] for the first time in 1980 where we had the big battle with Ari [Vatanen]: I mean that was a pretty special moment as well. Then winning the first British

Championship in '81 with the Ascona, everyone thought I was a bit silly going from the Vauxhall Chevette to the big Ascona they called it the taxi of the GM lot. Obviously again, Colin winning the British Championship then he won the World Championship and then Alister won the British Championship. All these, they're all very special."

**Question: "Jimmy, did you prefer rallying in the early years with rear-wheel-drive cars and less grip or any other era like Group B with extra power and four-wheel drive?"**

**Graham Clark**  
Via Twitter

**Question: "Which did you prefer best: front, rear or four-wheel drive?"**

**Ian Fairhead**  
Via Twitter

**JM:** "I'm really glad I got a year in the Group B car in the Metro 6R4 which was really something else to drive with the V6 engine and the size of the car, four-wheel drive. I'm really glad I never missed that year and at the same time disappointed

that the cars were banned for the following year because with Rothmans and David Richards we had a chance at doing quite a few World Championship rallies in '87. I've driven a couple of front-wheel-drive cars and I've always said the power comes out the wrong end here but as far as the old Mantas, Sierras and Escorts that I've driven, I thoroughly enjoyed the rear-wheel drive and getting the tail of the car out. One of the first rallies I went to see was down in the Borders and this was before I started rallying, there was a guy that I knew - Tom Clark - who had started rallying and we went down to watch one of the stages I think it was the Scottish, and I can always remember the first two, three cars coming down very quick and then Roger Clark came round with the tail out absolutely flat out and the hairs on the back of my neck stood up and I thought 'wow, I must have a go at that!'"

**MN:** What was your relationship like with DR and are the pair of you still in contact?

**JM:** "Yes aye, quite regularly we're in contact. In fact, if this McRae Rally [Challenge] runs at Knockhill in October,

DR's promised to come up and co-drive for me. I don't know whether that'll happen or not though!"

**Question: "I was always disappointed you never managed to compete for a full season of the World Rally Championship. Why was that?"**

**@Morr101**  
Via Twitter

**JM:** "Well, it was basically because of my age. I was 31 before I sat in a rally car and I was linked with Dealer Team Vauxhall and we were British, I was employed by them and Dealer Opel Team which was British. I did get a few outings with the Rothmans team with Opel Germany but I think people thought that I was maybe, in my late 30s early 40s, I was maybe past it by then. And when I was linked with Dealer Team Vauxhall and Opel, being British, one rally I really would have loved to have done would have been the Safari but it always clashed with the Circuit of Ireland. And there was no way I could get away with that when the Circuit of

Ireland was on. But as I said before, it's one thing I regret, I wish I had started a few years earlier and I might have got a decent run at the World Championship or maybe if the Group B cars hadn't been banned we might've had a few events in the Metro 6R4."

**MN:** Because both Colin and Alister ended up reaching the World Championship, does that diminish any regrets you might have as you, in effect, got to live that through your children?

**JM:** "Yeah I mean that's basically why I gave up competitive rallying at the time. It was more or less to look after Colin and Alister. For quite a few years I never did anything at all but then went back to historics later on. But I see what I did in the British Championship when everybody came to the British Championship: Vatanen, [Hannu] Mikkola and [Stig] Blomqvist and all these guys. Mostly I had the beating of them. It always made me look back and say I wish I would have been able to do the proper World Championship year but it never happened."

continued on page 14



## FEATURE



McRae found Tarmac driving easier to adapt to than gravel



On the way to sixth overall on 1985 RAC



McRae still owns the Vauxhall Magnum



The Metro 6R4 was set to give McRae his World rally shot in 1987

**Question:** “You drove the Toyota GB Celica GT4 on the RAC in 1988 but David Llewellyn drove it in the BRC for the following two seasons and had a lot of success. What happened, did you get offered the drive and turn it down?”

**Greg Tomkins**  
Via Twitter

**JM:** “I got offered the drive and it was a difficult question at the time. I was approached then by Ford to stay with them and they would make a car available for Colin. If I had gone with the Toyota route, basically I was looking for a drive for Colin at that time as well and I just felt that the Ford offer was too good an offer to turn down. I had the definite offer of the contract [from Toyota] although the RAC we did that year, the engine went on the first day I think it did, I think we only got two or three stages so I thought then ‘should I stick with the four-wheel drive and try and find something for Colin’ or take the Ford offer up? And that’s the reason I went the Ford route.”

**Question:** “Did you have a day job while you were rallying, and if so what was it?”

**Jack Howley**  
Via Twitter

**JM:** “A day job [laughs]. I had a plumbing and heating business. I served my time in plumbing and heating, day school, night school, and ended up a surveyor with a big plumbing and heating company in Glasgow but I always wanted to be on my own. My dad was a blacksmith and he was self-employed and I got the chance of buying into a company in Lanark here, a

small plumbing and heating company so that was my day job.”

**Question:** “If you could co-drive for any rally driver of any period, who would you have liked to have sat next to?”

**Thomas Paul Graham**  
Via Twitter

**MN:** Would you have been any good as a co-driver?

**JM:** “I’ve always said I wouldn’t co-drive for myself, because I do not like the left-hand seat. Before I started rallying, Allen Arniel he did a bit of rallying and he said to me he wanted me to go co-driving for him and he was out testing the car one evening, a Lotus Cortina, and I came in after an hour and thought there’s absolutely no way I am co-driving. I was crapping myself half the time and I’ve always said that I wasn’t deemed to co-drive for myself never mind anybody else. Although I did once, I co-drove for Colin on the Galloway Hills when we first bought the Nova. I said then I’ll still go by what I say, I won’t co-drive!”

**MN:** Was Colin in agreement?

**JM:** “Aye, he didn’t want me to co-drive for him because I was trying to slow him down!”

**Question:** “How did Russell Brookes manage to drive so fast push-pulling the steering wheel?”

**Darren Cheesbrough**  
Via Facebook

**JM:** “Obviously it’s not nice talking about Russell now [after his death last year] but we did get on pretty well at the

finish up. We did get on as well as teammates as well, people blew it up that we were at each other’s throats but we could always sit down and have a meal together. We always say that Russell drove quick because the boys, the mechanics said ‘we’ve put the big blocks in his pedals today he’ll be a bit quicker.’ You’d see Russell and you’d think ‘bloody hell, how can he drive [so fast]’ and he drove anything quick from the Chevette to the Manta to later the front-wheel-drive cars. He was very, very competitive Russell.”

**Question:** “What is your preferred surface, Tarmac or gravel?”

**Tom Hooley**  
Via Facebook

**JM:** “I think my preference earlier on in my career – although I had some good results on gravel – was maybe Tarmac because I felt the Chevette was a better Tarmac car than it was a gravel car. But other than that, I liked driving on either Tarmac or gravel.”

**MN:** Did a particular surface suit your driving style better or could you just adapt to either?

**JM:** “I think the fact that I had started a bit late as well, where a lot of these drivers had been driving on the gravel for quite a few years before I started, they had more experience of the gravel whereas Tarmac you go out and have a good run around the B-class roads and you can get a feel for the Tarmac in a road car. It was maybe easier to adapt to Tarmac than the gravel. The first time I ever drove a car on gravel was when I started rallying with the Lotus

Cortina, it’s not something I had done before even [competing]. The first drive on gravel was basically my first rally. And obviously when I started, I didn’t have a great load of money so couldn’t afford to go and hire a forest, I never ever had a practice day or anything on gravel.”

**Question:** “What is your favourite stage, rally and car of all time?”

**Ifan Emyr**  
Via Facebook

**JM:** “As far as a Tarmac stage, I would say Molls Gap, the first stage out in Killarney. That was one of my favourite stages and I would say the best run I would have of that would be in the Manta days. And still, in the historics we still use that stage. And I would say as far as a gravel stage, in Scotland [the] Craigvinean stage when they run the full of Craigvinean: it’s a cracking stage.”

**Question:** “Jimmy must have owned a lot of cars since his first. Which did he enjoy driving the most and why?”

**John Barnes**  
Via Twitter

**JM:** “Cars I’ve owned personally? Well I really only owned and drove my own cars [to start with]. I had the Lotus Cortina Mk1, then I went onto the Twin Cam Escort. I think the Twin Cam Escort was a great wee car, so easy to handle and brake and turn, it did everything right. After that I had a Group 1 [Vauxhall] Magnum which didn’t handle like an Escort that was for sure! It was hard work but it was it that got me the drive with Vauxhall. Then

I owned the Sierra Cosworth that I bought from Ford, that Colin, Alister and I all drove, that I won the 1987 championship with. It’s very difficult, I would say the Mk1 Twin Cam Escort was a lovely, wee car and I had just started at the time and just couldn’t believe how quickly we could go.”

**Question:** “Of the five Scottish Rallies that the McRae family have won, which was the most enjoyable and the best?”

**[Colin won twice in 1991 and ’92; Alister won twice in ’97 and ’98 and Jimmy won once in ’88].**

**Malcolm McLeod**  
Via Facebook

**JM:** “Me, winning in 1988! For six consecutive years before that I was second. I almost won it in ’87. I was leading when the clutch cable broke at the start of one of the stages and in fact David Llewellyn went on to win that one. And the others when I had been leading the rally, I was just getting caught when four-wheel-drive cars came in and one of the years [1982], Hannu Mikkola went off on the first stage and damaged the front of his Audi. Then they got it out the stage alright, got it fixed but he was something like four minutes behind. And I led the rally right up [to the end]. Ian Grindrod [co-driver] worked it out and said he’s going to catch us on the second-last stage because of the time he was taking off us. We tried our heart enough but sure enough, second-last stage he went passed us and won it. My local car club, my brother in law at the time Hugh Steele,



A family affair:  
Jimmy helped Colin

they were marshalling the corner where Hannu went off and broke the steering and they helped him get out. Afterwards I was like 'bloody hell what are you doing!'"

**MN:** But it must mean a great deal as a family to have all won that rally? There can't be that many other examples of this.

**JM:** "Oh definitely. And to look at the British Championship from 1981 to 1995, the McRae name has won eight times in 15 years. That's pretty good going."

**Question: "I know you have done a lot of rallying in Ireland, but what is your best or favourite memory of rallying there?"**  
Glenn Montgomery  
Via Facebook

**JM:** "I just loved rallying on the Irish roads and obviously I had lots of success in Ireland. I'm still better known in Ireland than I am in Lanark here. I could get off the plane and walk through the airport and somebody would go 'hey Jimmy, what's on? What you doing?' So the times early on in Ireland, they were blind rallies [with maps not pacenotes]. I just had a flair for driving on Tarmac and loved these rallies."

**Question: "What changes would you like to see in the sport over the next five years?"**  
Irish Rally Fans  
Via Twitter

**JM:** "WRC, I think as much as these modern cars are very quick and unbelievable to watch, I think they went the wrong way there. I think they

should've stuck with the R5 specification or even reduced that a bit because you had all the manufacturers that have got R5 cars, now there's only three WRC teams. I don't see these cars continuing because the likes of works cars, Malcolm Wilson's previous cars, were all sold on after and they can't do anything with these. That car that burnt out in Mexico, £600,000 to repair it, that's mega, crazy money. I think it would've been better sticking with R5 and maybe even bringing the specification down from that to make it more affordable and there would be far more manufacturers involved. As far as British rallying is concerned, I think there's too many rallies at the moment and rallies suffering because they can't run and they can't get entries. The calendar needs to be looked at more closely and less permits for rallies. There's a problem that will be worse after this period as well, people not affording it. And if a rally can't run with less than 50 competitors then the car clubs are going to lose money and I don't think it's the right way to go. They should have a really thorough look at the calendar and reduce the events. And it would be also nice to have a basically standard-type car like the old Group N cars, where it's more or less a showroom car with suspension and brakes, and get some manufacturers interested in that where it's more affordable for people to go. It's still competitive for a rally driver whether you drive a 1300cc car or a World Rally Car, you're there to win your class and if the class is the same for

everybody then it's still competitive and you've still got to drive well and drive flat out. If you could get a couple manufacturers involved and see that there's a bit of publicity from it, then you'd get more manufacturers in there."

**Question: "It's absolutely amazing that after 40 years of competitive rallying Jimmy is still an ambassador for rallying and respected worldwide, along with Alister and Max [Alister's son] coming in and hopefully joining a WRC team in the near future. Does he have the potential to go all the way?"**

Ally Shaw

Via Twitter

**JM:** "Yeah well I've sat beside him in the Subarus, a Skoda as well and a historic Porsche and I was very impressed and I think fingers crossed we can get him involved. He's only done one race of Australian F1000 but he's shown great success. He retired in the first event with a problem with the shift in the gearbox and started from last in the second race and finished fourth. Then in the third race he started fourth and finished second and set fastest lap on both of these so he's definitely got the potential. And it puts some smile on my face when I read about it or see it. When I say I wouldn't co-drive for anybody, I've sat beside him and I've quite enjoyed what I've seen."

**MN:** What would it mean to have a third generation reach the top of rallying?

**JM:** "That's what I've got my fingers crossed for, I hope I can see it." ■



Toyota deal was tempting but couldn't match Ford's offer



Assisting Colin through the infamous Bunnings watersplash in 1996

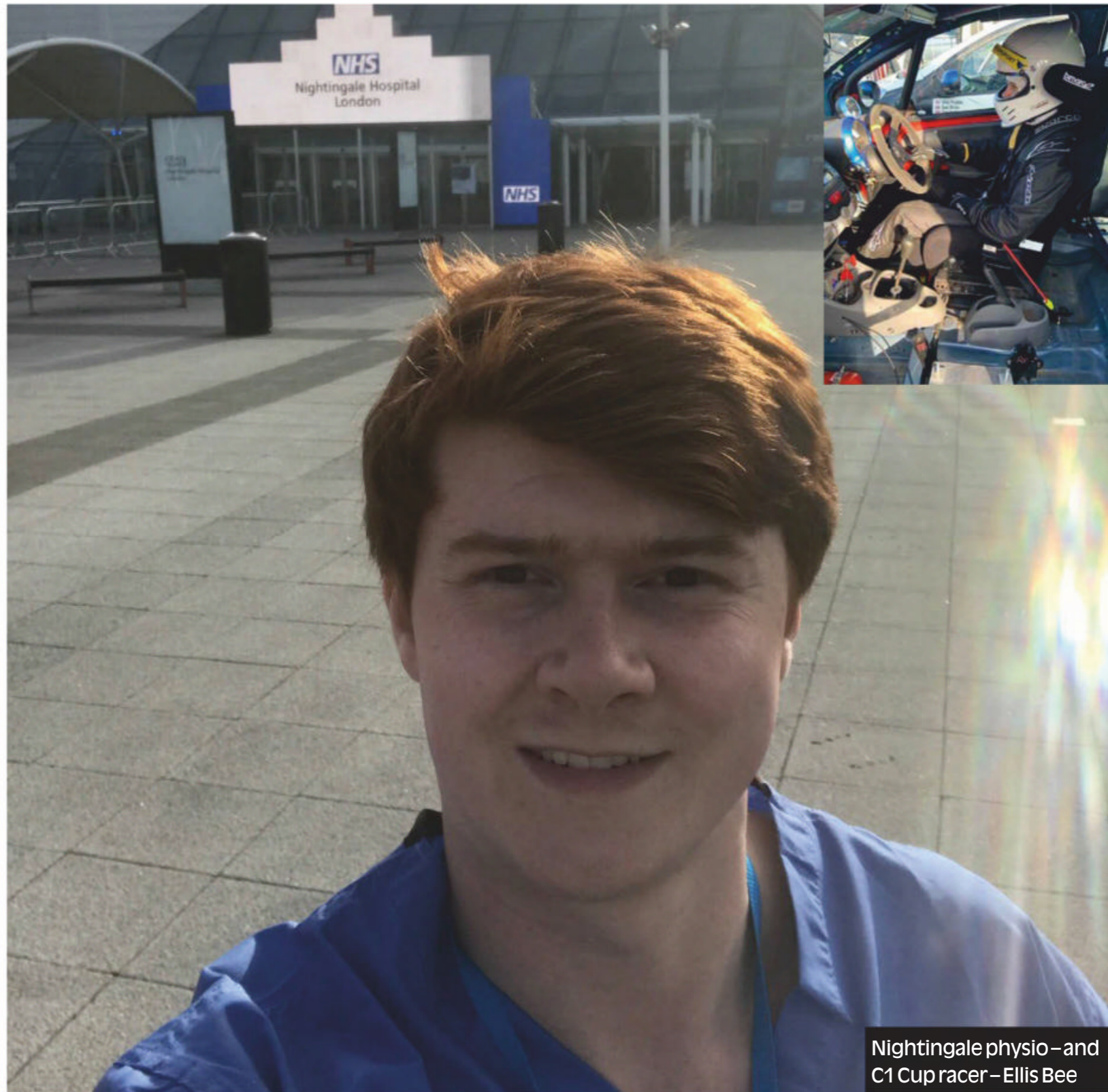
## FEATURE

# NATIONAL MOTORSPORT'S CORONAVIRUS FIGHTERS

It is not only Formula 1 teams helping the coronavirus fight, several in UK national competition are doing their bit and in many ways. **Motorsport News** spoke to a few of them



MGCC's Mark Baulch has reverted to his retail roots



Nightingale physio – and C1 Cup racer – Ellis Bee

**M**ark Baulch has been involved in motorsport for pretty much all of his life, in a variety of roles and in a variety of categories. As with many people operating in national motorsport, this was on a part-time basis around his day job. In January this year though Baulch moved into full-time motorsport work, as MG Car Club's competitions secretary. It is fair to say though that for Baulch, just like the rest of us, what came next was not anticipated.

The coronavirus pandemic, as we know, has had a major impact on our living, including with motorsport suspended for the time being. We know too that plenty have been doing what they can to help combat the virus, and in a multitude of ways. We have seen the headlines about Formula 1 teams' efforts, yet many in national

competition are assisting too and in forms beyond what you might think. Baulch is one such example.

"When this all happened and we went into lockdown I was looking around for things that I could do to give something back to the community," Baulch tells Motorsport News.

And, from delving into his employment history, he landed upon an idea. "I felt that I could fall back on my retail experience and actually do something which wasn't going to provide me with a huge amount of income but would at least give something back," Baulch continues. "Earlier in my career when I first started out I worked in retail for nearly 20 years. Initially in Safeway as it was, I worked my way up from being a cashier on the tills right up to being a deputy store manager. I ended my retail career in 2001 by which time I was a store manager for the Co-op in New Forest."

So Baulch now not only works as a delivery driver for his local Morrisons supermarket, getting shopping to its

customers and thereby aiding social distancing and those self-isolating, he also applied his organisational skills, by helping the supermarket to start its delivery service altogether as it was something it did not offer before.

"I was able to go in and help them set that up and get it up and running," Baulch adds.

"I've heard of a few [motorsport] people that are out doing different things," Baulch observes more widely. "Quite a few people have medical experience [and] have come back and volunteered to work within the NHS. I know a number of people that are helping their local communities by going out to shop for people that can't go out to shops because they are self-isolating. There are quite a few things going on."

For many, front-line work fighting the virus is their day job, and this is the case for long-time karter and now C1 Cup racer Ellis Bee. He is a physiotherapist, and has been redeployed from his usual Chelsea and Westminster Hospital to

the Nightingale Hospital in London's ExCeL centre set up especially to combat coronavirus.

"Not a lot of people really know what physiotherapists do other than treating your sports injuries which is quite a common misconception," Bee explains to MN. "We do do that obviously but we specialise in loads of different areas too. So for example physios work in paediatrics, neuro and respiratory."

"So what I'm doing at the moment is working on the intensive care unit, originally at Chelsea but now at the Nightingale, treating ventilator patients, helping them to breathe easier by getting the phlegm and sputum out of their chest, fiddling with the ventilator settings and then, once their station is held and they're woken up, you will then get them moving and start rehabbing them to get them back to some kind of normality."

Bee has worked as a physiotherapist for just under two years. As people might imagine, the rehabilitation of motorsport athletes – combining his two

pursuits – is a major interest of his. And for Bee motorsport indeed was vital in launching his physiotherapy career, as for two seasons he got practical experience working with Tolman Motorsport in British GT.

"When I was studying I sent out about 100 emails and letters to touring car teams, Clio Cup teams, GT teams, any racing team that I could find contact details for on the internet, I sent out a pretty speculative letter or email just saying this is who I am, this is what I do, can I join you on race weekends to treat your athletes, get them warmed up and keep them in tip-top condition?" Bee recalls. "And Chris Tolman at Tolman Motorsport gave me that break and I'm really grateful for that, it really set me up in my career and it's been a fantastic experience."

Of course, not everyone has medical training to help out with and this was precisely the conundrum that Formula Ford 1600 team boss James Oldfield - of 2018 Festival winner Oldfield Motorsport - found himself in. But he

Photos: Jakob Ebrey, Paul Lawrence



Many marshals are helping out



BMMC's Lewis is NHS responder



Bee has also practised physio in motorsport

was particularly determined to help the NHS for reasons close to home.

“My sister’s a nurse, in A&E, she’s been on and off work with having to wait for coronavirus tests and all this kind of stuff,” Oldfield tells MN. “I just know first-hand how it’s hitting someone on the front line. We’re just being asked to stay at home and take it easy, whereas other people are being asked to go into work and do the worst two months’ work of their lives probably for some of them, and some of the times they’ve been asked to work without a mask, and it’s just something that costs pence.”

Oldfield also was inspired by the case of 100-year-old Captain Tom Moore raising more than £30 million from walking laps of his garden, as well as from other Personal Protective Equipment fundraisers he had seen online. So for his birthday last month Oldfield set up his own online fundraiser, with a target of raising £500 for ‘Masks for NHS Heroes’.

“That was the purpose behind it really,

to try and just do something rather than nothing. Every little helps is always the saying, if everybody just gave a little it adds up to a lot in the end,” Oldfield says.

Those from historic motorsport have been no exception in this trend either, as therein teams, driver, engineers and businesses from across the arena have stepped up to support the effort. Many competitors have volunteered to support the work of the NHS and help their local community.

Ford Escort Mk2 rally driver and Toyota MR2 racer Dave Hemingway runs the Nouveau Beauty Group. “We donated 100,000 units of our stock of face masks, gloves and aprons to local care homes, who couldn’t get it,” he says. “We also provided a local Covid testing station with sufficient stock to open a week early to overcome the delay in PPE delivery which was preventing it opening.”

Duncan Horlor owns Acorn Printing and his MHR Teamwear Acorn operation caters for printing and

embroidery on stock items and supplies teams including Century Motorsport and Elite Motorsport. “Along with some friends, I have been 3D printing visors and giving them away to the NHS and other healthcare professionals,” Horlor says. “As a group we are now sending out over 1000 visors a day. To start with, a lot of these we paid for ourselves and then people started to give us donations to help with the materials.”

“Recently I launched a cotton draw-string bag scheme to go alongside the visors. In the first 24 hours donations were made that meant 500 bags and 1500 visors had been donated.”

Historic racer Nigel Greensall and his wife Nikki, who normally run a busy race team across motorsport, are using their downtime to good effect and have volunteered to work three nights a week in their local supermarket getting online orders ready for the vulnerable.

“The supermarket is overwhelmed with orders for the vulnerable and



Oldfield Motorsport boss James Oldfield started an NHS fundraiser

Continued on page 18

## FEATURE



Greensall volunteers in a local supermarket

therefore [is] short of staff, hence we've stepped in," says Nikki, who is keen to get back to running the race team as soon as motorsport is allowed to resume. "It's actually really good fun and a great way of keeping fit."

Over in West Wales, rally preparation expert and driving talent Geoff Jones has been supporting his local community in and around his home town of Machynlleth. Any vulnerable people needing transport could get the fastest trip of their life, while his team's rally awnings are being put to good use at the local virus testing facility.

And as usual motorsport's marshals do not let us down. Many in the 'Orange army' are key workers in their day jobs, plus plenty are volunteering in other ways. This includes British Motorsport Marshals Club chair Nadine Lewis who has signed up to be an NHS Volunteer Responder.

"That's partly because my parents

don't live near me, my parents are other side of the country, so I can't go and drop in on them and check on them or anything," Lewis tells MN. "But they're fine and they have a community around them who are doing that. So I said well as I can't do that for you there's going to be other people out there who haven't got that, who are the opposite to my parents, they haven't got family nearby who can help them."

Lewis also has been volunteering in her local village's organisation. "There's a number of us who've been asked if we can walk round the village and drop things through people's letter boxes so that they are aware of this process and this scheme that is there because not everybody is on social media, not everybody knows somebody who might need people to help," Lewis adds.

"I am aware of other people [in motorsport] who have signed up to be

responders around the country. There's a few things out there as well where people are helping out in those ways."

And Lewis reckons that motorsport volunteers are particularly geared to be those going beyond the call of duty in a situation such as this. "Definitely," she says, "we come to motorsport because it's an activity that we enjoy, but at the end of the day most of us are there to help other people."

"So whether that's help somebody else become a marshal, or help a driver if they've had an incident, we are generally of that nature that we will help out in those circumstances, we are obviously prone to have that way of thinking that we would probably help anyway. So I know enough people who've stopped at road traffic accidents and helped out and that's through their marshalling skill sets as well. So it doesn't surprise me at all that people are willing to help in any way they can." ■

## RALLY STAR PEREZ'S ROOM AT THE INN

Motorsport News recently reported that Steve Perez, a BTRDA Gold Star champion in rallying, has been helping health workers via a free night's accommodation through his Casa Hotel business in Chesterfield. This was after a request to Perez for a night's accommodation by one nurse gave him the idea making the offer more widely.

Anybody with valid NHS ID can take this up, and the hotel's chefs are also cooking and transporting food donated by local suppliers to hospitals as care packages. "I've been inundated and it's quite hard just getting through all the emails from all the health workers," Perez explains to Motorsport News. "It's not a massive cost to us, we give them a meal, a load of stock in the minibar and they just get away from it. And they're so grateful because as a doctor or a nurse it's a thankless task."

The task means a lot to Perez, who was caught inside his Lancia Stratos at a refuelling zone on the 2018 Ypres Historic Rally when it burst into flames.

"I've got first-hand experience of what it's like to be on a ventilator because I was in an induced coma for three weeks and it really made me think," Perez adds. "We don't really think about the health workers or the health professionals until something happens to you. They did everything for me for five weeks."

"It's a very special job they do. We as a motorsport community should think a lot more than we



Perez hotel is open to NHS

probably do, we're out of all sports probably the most likely to need the NHS at some time.

"When you get in a rally or race car you don't think 'oh my god what would happen if I had an accident', you put that as far as possible away from you until it actually happens to you. And when it happens to you, you're really relying on the health service because at the end of the day they saved my life and I'm just out there having fun."

Motorsport UK and Prodrive chairman David Richards is doing his bit too with one of his hotels in Cornwall. One of the facilities has been turned over to a local support group who are using it to help those who are vulnerable and isolated and can't get to the shops or the medical centres themselves.



Perez has been inundated with interest from NHS staff



Horlor is producing visors for the NHS...



...and draw-string bags to go with them

# RALLY REPORTS

## SILVA PIPS MATEJA IN FINLAND THRILLER

Points leader loses out in Finland by the slenderest of margins. By **Luke Barry**



Conditions were tricky in Finland



One VW Polo made it into top 10



Fiesta was the weapon of choice



Italian champion Crugnola was the highest placed Citroen C3 R5 driver

**The second round of the Motorsport News Chris Ingram Rally Challenge couldn't have been more different from the first; from the ice-laden alpine passes of Monte Carlo to the gravel rollercoaster of Toksport Rally Finland. But what remained was the ultra-competitive action throughout the field, with a dramatic 10th and final stage flipping the result on its head.**

As Monte winner and championship leader, Lukas Mateja headed to Finland as the man to beat, now in a Ford Fiesta R5. Most of his rivals followed suit, preferring the Fiesta's handling over the Finnish jumps to the Polo they flung around the Monegasque hairpins.

It looked business as usual for Mateja as he was the only driver to break the three-minute barrier on the opening Jyrkysjarvi test, but he ceded seven seconds on the following Hamelahti stage to drop to seventh.

Frenchman Jonathan Schaeffer assumed the lead and held it after stage three despite losing ground to Mateja who was now just 0.1 seconds behind. Incredibly, second-placed Kryspian Handel was just 0.045s adrift of the lead with the top four covered by just 0.5s.

On Jarvenkyla, Mateja moved back into the lead with his third scratch time as Schaeffer fell to fourth, behind both Handel and Portuguese driver Pedro Silva. Further stage wins on Kakaristo and Oksala earned Mateja a 14.2s lead over Handel with Silva 22.2s back and Schaeffer another 1.3s shy of Silva.

But the seventh special stage, Pitkajarvi,

would decimate Mateja's advantage as he mustered only the 32nd fastest time. Mateja had pitched his Fiesta R5 into a barrel roll over a crest, subsequently puncturing a tyre and haemorrhaging 29s to stage winner Speedsensei. His misdemeanour dropped him to fourth, 14.6s shy of Handel who became the third different rally leader.

As conditions worsened and the light began to fade, Mateja was back in the groove on Paskuri and took the stage win to depose Champracer's VW Polo R5 of third. The Estonian would eventually finish sixth with the honour of first non-Ford.

The penultimate stage and the second pass of Pitkajarvi yielded another stage win for Mateja, albeit by a slender 0.1s over Silva who was really applying the pressure to the rally leader Handel. The Pole was just one stage away from an outstanding victory but Silva had cut his lead in half to 3.6s and Mateja, seemingly the championship's pace man, was just 7.8s behind. All to play for.

But devastatingly, Handel's Fiesta "jumped badly" over a narrow crest causing him to spin and puncture and be relegated to third.

Attention therefore turned to who would win. Mateja laid down the marker and although Silva couldn't match it, a time that was 3.3s slower was good enough to cling on to a stunning 0.8s victory with Mateja left to rue that SS7 mistake. But equally, Silva's drive oozed class as he was never the fastest across a single stage but never outside the top seven times all rally long.

Unlike in Monte Carlo, there were no Brits in the top 10 but Dyntsimis claimed 11th while Alan Scott once again impressed with 13th, a shade over 10s ahead of fellow Brit Jamie Moone.

Alex Kihurani, co-driver to Sean Johnston, was the top professional rally man in 18th overall, two and a half minutes shy of the lead. British Rally champion Matt Edwards was the top real-life driver in 56th place, three spots ahead of Chris Ingram who was in turn three places in front of Meirion Evans. Italian champion Andrea Crugnola was just eight seconds away from Evans in 66th and had the honour of highest placed Citroen C3 R5 pilot.

Finland was undoubtedly a real challenge with over half of the 1165 starters failing to see the finish. The pace in the series is red hot and is forcing everyone to up their game. As one competitor Sergio Pulito put it: "I am taking part in several virtual rally championships and I can tell you that the MN Ingram Rally Championship is by far the one with the highest level. Hundreds of players [are] doing awesome times there."

Championship organiser Ingram said: "Congratulations to Pedro Silva on an incredible victory over championship leader Lukas Mateja. Incredible pace and what a battle we have going into the next events."

"It was a very difficult rally for the majority," he added. "More retirements than finishers, thousands of punctures and rolls: four for me!"



Mateja is 58 points clear at the top

# LUKE BARRY

MOTORSPORT NEWS REPORTER



*"We didn't know how competitive it would be"*

**W**hen Chris Ingram approached us and asked if we'd like to partner with him in creating a DIRT Rally series, it was an opportunity we were never going to turn down. But little did we know just how exciting and competitive the series would be.

Of course, with an appetising prize of sitting alongside the reigning European Rally Champion at a test on the line, the best is going to be brought out of the drivers. But what's telling is how many of the real-world professionals are finding it tricky, as Ingram himself confesses to creating an incredibly difficult championship.

I would encourage everyone who has entered to join our Facebook group where Ingram among others is providing plenty of insight. And why not email your best clips and rally reports to [mnchrisingram@gmail.com](mailto:mnchrisingram@gmail.com). Remember there will be prizes for the best social media videos across the four round series and you have to be in it to win it!

That cheesy adage was very much at the forefront of my mind as I dusted down my PlayStation controller and waded into battle myself. I've never had the money to go rallying but it's starting to become apparent that I don't have the talent either.

I was quite happy to finish in the top third on Monte Carlo but the less said about Finland the better. It says a lot when Kris Meeke managed to average 77.9mph in 2016 and I couldn't surpass a maximum speed of 65mph on the final stage. That's how badly my engine was damaged after my Polo R5 was flung into numerous trees and chewed through about six tyres in 10 stages. But I held out and managed to make the finish, albeit 23 minutes down on the leader. Ironically, I finished higher than in Monte such was the attrition in Scandinavia.

Onto the notorious gravel passes in Greece, where finishing is even more of an achievement.

### RESULTS

#### MN Chris Ingram Challenge Round 2/4: Finland

POS	DRIVER	CAR	TIME
1	PEDRO SILVA	Ford Fiesta R5	49m06.195s
2	CRSEDMICKY	Ford Fiesta R5	+00.838s
3	KRYSPA7	Ford Fiesta R5	+13.869s
4	SPEEDSENSEI	Ford Fiesta R5	+14.657s
5	JONATHAN SCHAEFFER	Ford Fiesta R5	+19.261s
6	CHAMPACRACER	Volkswagen Polo GTI R5	+20.404s
7	BABANA	Ford Fiesta R5	+48.627s
8	RANOFKA	Ford Fiesta R5	+1m06.789s
9	ZDENEK27	Ford Fiesta R5	+1m16.208s
10	ADJO	Ford Fiesta R5	+1m19.137s

### CHAMPIONSHIP STANDINGS

#### MN Chris Ingram Challenge

POS	DRIVER	PTS
1	CRSEDMICKY	3030
2	PEDRO SILVA	2972
3	J SCHAEFFER	2776
4	BABANA	2756
5	KRYSPA7	2723

## FEATURE

# HAVING A RALLYING BLAST DOWN MEXICO WAY

At 16,000 miles, the 1970 World Cup Rally was happening 50 years ago this week, as **Paul Lawrence** reflects



Hannu Mikkola and Gunnar Palm won the toughest rally



The British Leyland team ran Triumphs, Austin Maxis and even a Mini 1275T



The entire field of the remaining cars sailed from Portugal from Brazil

**T**he first event of the intercontinental rally genre had been the 1968 London-Sydney Marathon, which covered a little over 10,000 miles in 23 days. However, the World Cup Rally blasted those statistics out of the water by setting a route covering 16,000 miles in 27 days, split by a 13-day hiatus while the cars were shipped from Lisbon in Portugal to Rio de Janeiro in Brazil.

Ultimately, the works Ford Escort Mk1s dominated the rally and when Hannu Mikkola and Gunnar Palm led the cavalcade of finishers into Mexico City, a new model of sporting Ford was born in celebration.

The 1968 London-Sydney event was conceived by Sir Max Aitken of the Daily Express as a vehicle to boost the national spirit at the time of the devaluation of the pound and also act as a flagship for British engineering. It was a great success as cars from Rootes and British Leyland finished 1-2 with teams headed by Andrew Cowan and Paddy Hopkirk.

Legend has it that the concept of the World Cup Rally was hatched at a cocktail party when entrepreneur and PR ace Wylton Dickson and Hopkirk first came up with the idea. The football link was an obvious opportunity, linking London as the host city of the 1966 FIFA World Cup to the host of the 1970 event, with the cars arriving at the Azteca Stadium in Mexico City shortly before the start of the football competition on May 31.

The early idea was to visit the capital cities of all the countries that played in the 1966 finals but that proved a step too far. However, route planner John Sprinzel did deliver a route that took in 13 of the 16 countries that qualified for the 1966 World Cup. Only North Korea, the Soviet Union and Switzerland were

missing and all four relevant South American countries featured in a route that crossed 25 countries in 26 days of driving.

The Daily Mirror stepped in to back the rally to the tune of £250,000, which is now equivalent to nearly £4 million, and the rally was planned to start in London, at Wembley Stadium where England had famously beaten West Germany 4-2 in July 1966. In June 1969, the Daily Mirror announced that the rally would start the following April with a total prize fund of £40,000 and an impressive £10,000 for the winning crew.

The sheer scale of the challenge assured huge media interest and teams and drivers rushed to sign-up for what can reasonably be described as the toughest rally of a generation. In terms of endeavour and test for man and machine, it certainly rivalled the first Peking to Paris race in 1907 which covered nearly 10,000 miles.

Even the most adventurous long-distance rally crews were bowled over by the route. Never had one event offered this scale of challenge, physical, emotional and mechanical, and the whole pace of the rally was designed to be relentless. Deep snow and ice, energy-sapping altitude, jungle territory and searing heat were all part of the mix.

Of the final start list of 96 cars, strong works teams from Ford, British Leyland, and Citroen were always likely to dominate the event. From the Soviet Union came a five-strong squad of Moskvitch 412s, of which two made it to Mexico City. Unfortunately, one crew member died in Bolivia and was transferred overland by car to Mexico.

The more unusual entries included an Elba motor caravan conversion on a Ford Escort, a VW Beach Buggy and the Rolls Royce Silver Shadow of renowned rallying adventurer Bill Bengry. Legend has it that Bengry only made it to Lisbon after persuading

a Portuguese owner of a Silver Shadow to part with some essential suspension components.

Several works-supported Austin Maxis started the rally, including one for Prince Michael of Kent. Reputedly, the Maxis were quickly prepared as a late substitute for a planned team of the newly-launched Range Rovers. Those plans were scuppered by the management-versus-unions disputes that eventually wrecked British Leyland.

Ford motorsport boss Stuart Turner assembled a mighty squad for his five specially-developed Ford Escort Mk1s, using 1850cc versions of the trusty Ford crossflow engine and badged as 1850GTs.

Forming the Ford team were Mikkola/Palm, Roger Clark/Alec Poole, Rauno Aaltonen/Henry Liddon, Timo Makinen/Gilbert Staepelaere and Tony Fall/Jimmy Greaves. Getting former England and Tottenham Hotspur footballer Greaves into the team ensured massive UK media interest in the event.

The seven-day dash around Europe, starting on April 19, covered 4500 miles, which was far more than other contemporary rallies and even surpassed the legendary Liege-Sofia-Liege Rally of the late 1950s and early 1960s. A crowd of 25,000 gathered at Wembley Stadium as England football manager Sir Alf Ramsey waved the cars away.

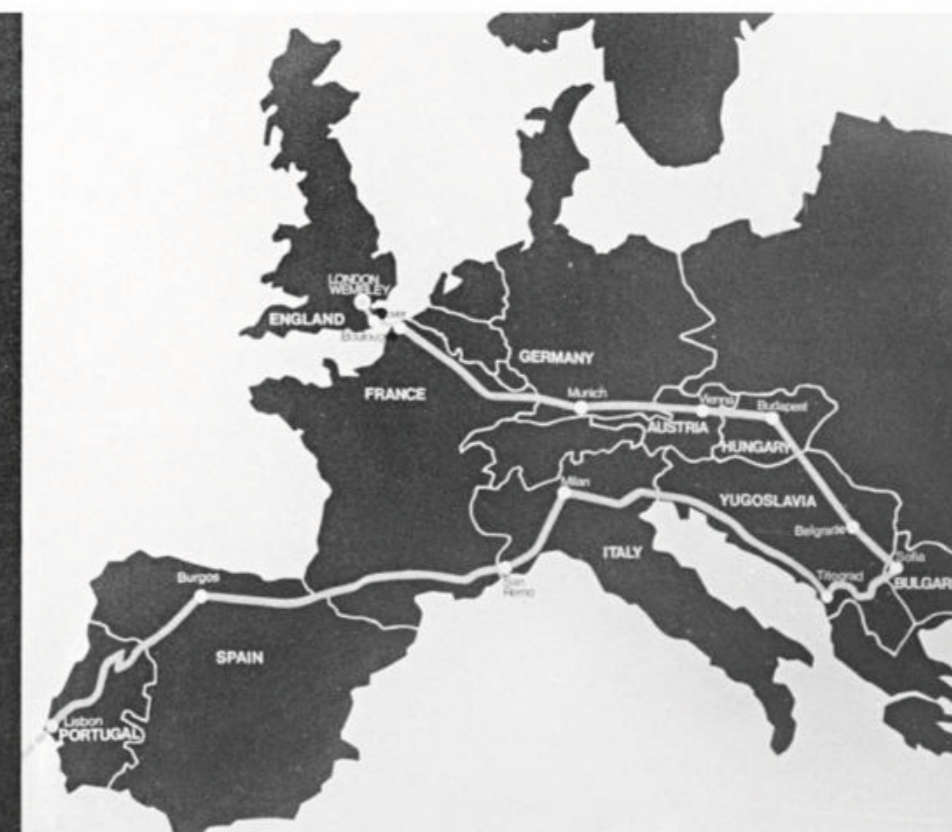


Palm and Mikkola won £10,000

Photos: mcklein-imagedatabase.com



The cars spent two weeks on the Atlantic



# DAILY MIRROR WORLD CUP RALLY

Route covered two continents and 16,000 miles



Rene Trautmann's Citroen led to Lisbon before disaster struck

The route was quickly out of England and through France into Germany, then south east across Europe as far as Bulgaria. Crews then turned west across Italy, France and Spain to Portugal. The key timed sections were called primes: more akin to the open road sections of the original East African Safari Rally. Tackled in the style of special stages, these were timed test on roads still open to other traffic and the first one pitched crews in at the deep end with a 50-mile test from Titograd (now in Montenegro) to Kotor on the Adriatic Coast. In total, around 3300 miles of the route was run as primes.

Some of the leading crews completed that first prime without time penalty but that would not last and the second prime, a sometimes-rough 120 miles in Serbia, cost even the pacesetter Citroen DS21 of Rene Trautmann four minutes. However, those scant few minutes would pale into insignificance when the rally reached South America. Before that, a dash across Southern Europe took in the first proper rest halt with a break of around eight hours at the Monza race track in Italy.

By now, those who had seriously underestimated the challenge were struggling badly and some crews did not get as far as Monza as the works Escorts and Citroens set a fierce pace. At the end of the European leg, 25 competitors were out of the rally and the surviving 71 crews arrived in Lisbon where the cars were loaded onto a boat for the sailing across the Atlantic Ocean to Rio de Janeiro in Brazil.

After the European leg of the rally, Trautmann's Citroen held the overall lead but the works Escorts were snapping at the DS21's heels along with Andrew Cowan's Triumph 2.5Pi. However, once the action resumed in Brazil, the Escorts took control and the car of Mikkola/Palm led for most of the second leg of the rally.

What lay in wait in South America would make the European leg look like

a walk in the park. The anti-clockwise loop around the continent took in Brazil, Uruguay, Argentina, Chile, Bolivia, Peru, Colombia, Panama and Costa Rica before the finish in Mexico.

In the run up to the rally some of the very serious crews had completed partial recce of some of the toughest sections and returned wide-eyed, having never seen anything like it before. It wasn't just the roads, it was the time schedule and, at times, the altitude that presented a challenge like no other.

Ford competition boss Turner tells a tale, albeit as a joke, that he sent Roger Clark to do a recce of the high-altitude roads. Turner briefed Clark to check out the impact of altitude by making love to a local lady at 14,000 feet. The reply back was that everything would be OK. Roger had not found a candidate at 14,000 feet but had successfully completed the task 14 times at 1000 feet.

Dirt tracks, strewn with boulders, took the route high into the Andes where some terrifying drops ensured the drivers' complete attention. In some places, the route went above the snow line, which was in stark contrast to the tropical jungle sections in Bolivia. The time schedule meant that crews were expected to average up to 50mph for hours and hours.

On the evening of Friday May 8, the crews set out from Rio for a truly daunting challenge with only minimal opportunity to rest. On May 14 in Chile, the route reached 15,600 feet and one competitive section covered over 500 miles. Even for the very fastest of crews, that entailed 12 hours of hard-charging driving.

Two days later, there was the promise of a welcome rest halt in La Paz in Bolivia, a city sitting at 11,500 feet above sea level. Up to 30 hours of rest time was schedule, but only if crews arrived on time. For most crews, there was far, far less than 30 hours before it

was time to press on once more.

Next came Peru where a massive 560-mile prime covered part of the route used on the Rally of the Incas and, after passing Lake Titicaca, the route reached its highest point at 15,870 feet. Even changing a puncture at such altitude was tough if oxygen was not used. It seems that most crews took oxygen and used it, although the very top drivers reportedly managed without it. There were reports of drivers passing out at the end of the longer primes, such was the effect of hours of driving at high altitude.

After two more days at sea on a trip from Buenaventura in Colombia to Cristobal in Panama, the end of the rally in Mexico City was now in reach for the 26 cars still running. Eventually, less than a quarter of the 96 starters remained, with just 23 cars officially finishing. At one point, the organisers were genuinely concerned that not enough cars would be left running to make the event viable.

As they had done since arriving in Brazil, Mikkola and Palm headed the field into the Azteca Stadium in 'FEV 1H' for a famous victory with a margin of 1h18m over Brian Culcheth's Triumph. The Citroen challenge evaporated in South America and Ford took five of the top eight places. Of the works cars, only Clark's failed to finish.

Mikkola, who celebrated his 28th birthday a week before the rally finished, said: "The long stages, especially in the Andes, made it so very difficult physically. I would start to fall asleep while driving and Gunnar used to hit me with the pacenote book to keep me awake."

The outstanding Ford result was a massive relief for its boss Turner who says that the budget was so badly overspent that only victory saved his job. The result also spawned a celebration Escort as the performance 'Mexico' was launched to the delight of motorsport fans. ■



The Rolls Royce Silver Shadow of Bill Bengry was one of the unusual entries

## How the Ford challenge nearly hit the skids

The Ford Escort success story could easily have become a disaster story and the two-week break while the cars were on the boat to Brazil saved the entire venture.

Well before the end of the European leg, the back axles were literally breaking up under the strain of the extra fuel load. It seems that a mix up in component manufacture was at the root of the problem.

A rapid fix was needed as the axles had been sealed by the event scrutineers and could not be changed during the rally. A

special brace was quickly designed to support the axle and Roger Clark sampled it on the rough roads of Bagshot in a test car. He tried to break it by jumping the car higher and higher but failed.

More braces were quickly made and flown to Brazil in hand baggage. As soon as the cars were off the boat, the braces were fitted and the Escorts were back in the rally. To the huge relief of the entire team, it all worked out. But without that two-week window of opportunity, it is probable that none of the Escorts would have made it to Mexico.



## COLUMN

## CHRISTIAN DICK



Speedworks Motorsport boss on the challenge of the British touring car season ahead

Photos: Jakob Ebrey



The Corolla is ready to go



Ingram drives Toyota GB car

**T**he announcement of the 2020 British Touring Car Championship calendar last week means we can all start to move forward and begin to do some planning, which is vital for us in what will be a hectic schedule once we do get the green light.

The Speedworks Motorsport Toyota Gazoo Racing UK with Ginsters team, which runs Tom Ingram in the Corolla, is a busy operation at the best of times, but it will be unprecedented this year.

To get as close to a full calendar as we could hope for is a remarkable effort from championship organiser TOCA. It is going to be difficult, because although there are no more races than we are used to, it is just compressed into a very short period of time. For example, in August, we have four weekends out of the five where we will be racing, and that is very full-on.

I imagine we will be straight back to the workshop on a Monday after a race weekend and, by Wednesday evening, we are going to be loading up again but in some situations we might have to go straight from one venue to another. That will depend on how we finish each event.

The key thing for the drivers who want to do well in terms of the championship this year is going to be about keeping their nose clean and not putting their teams under any extra pressure. They need to make sure they are not compromising the following weekend's activities. Success will be about how well resourced the teams are too and how they use their personnel, the spare parts, things like that.

You are going to get a mix of approaches from the drivers. You are going to get some people who will, without doubt, be mindful of that and will try to keep things sensible and play the numbers game. Then you will get the people who will take advantage of those who are being more cautious to try and grab any advantage. It could be a free-for-all. There is always the possibility that racing drivers will be racing drivers and they will be going for any chance that comes their way because of that situation. There might be some very different approaches.

We still don't know if some of the early meetings

could be run behind closed doors. As a team, we have discussed a lot of different permutations about how it might feel and look within reason. We would drive ourselves crazy if we ran around in circles trying to plan for every eventuality.

With that particular scenario, it would firstly feel very strange not having any crowd there on a race day, but we also run a lot of corporate hospitality – it is a very big part of what we do. It will impact the business on that side and it would be a real shame not to have some of our supporters and key sponsors alongside if that comes to fruition. Ultimately, though, first and foremost, we are a racing team and we need to get out there and get the racing done. If it is on ITV4 that's OK, and that will enable us to hit certain numbers in terms of visibility.

Also, in terms of visibility, there will be a slightly different look to us this year with Toyota's motorsport umbrella Gazoo Racing – which is the name for the World Rally Championship programme and the World Endurance Championship campaign, for example – getting involved with our programme too.

It is huge and quite possibly the biggest step that we have yet made as a team. I understand that to a lot of our BTCC audience or the general public, they might not know or have heard of Gazoo possibly. But that it is the whole point of Gazoo getting behind what we are doing. It is to raise awareness of the GR products that are coming online for Toyota in the UK. We have stronger links with the factory, which is great. It is a validation for what we are doing and also for the BTCC as well, and it shows true value in that.

We have also been announced as the



Ingram will have to use his head in 2020 campaign

development team for Cosworth Electronics, which is creating the new hybrid system that will be introduced into the BTCC from 2022. As a team, we have been a strong supporter of the hybridisation of the category since it was announced. Nothing stays the same forever and if you stand still as a motor racing championship, you are going backwards. The future is electrification and we have to start heading that way to stay relevant. I know there was, initially at least, a lot of resistance because of the financial implications. But for us, we very much wanted to embrace the new technology because it is exciting. It is a good opportunity to learn and to develop and to try and find an edge somewhere. That is why we pushed hard to get the work and I am delighted we did.

Some teams might be looking on enviously at us. For sure, there will be a little bit of that. Remember that TOCA isn't stupid. It will not allow us to have every little bit of data that comes off the car and there are certainly big chunks that we won't be able to learn. And any data that it does pull off the cars that it is willing to share will be shared among all the teams, not just us. I don't think there is a huge advantage there, but we will know about the installation of the system and understanding it from a nuts and bolts point of view. We have got to make an investment into the programme as well, but it is one that is well worth making for when we make the switch to hybrid systems in 2022.

These are the things that are keeping us busy in the downtime. Now, though, we have a solid plan going forward too for the 2020 campaign. We certainly haven't been kicking our heels in the last month or so. We want to be totally ready when the season starts again, and I believe we will be.



The Gazoo brand has joined the BTCC line-up

*“Drivers might have to use their heads with the packed BTCC calendar”*

# WHAT'S ON

## WHAT'S ON YOUTUBE

Tommy Byrne celebrates his 62nd birthday today (Wednesday). His story is well-documented, that of the poor but cocky – and sensational – talent for whom it all stopped mysteriously just short of a Formula 1 breakthrough. The tale contains a major 'what if?' moment. Byrne, from his Formula 3 championship win, got a 1982 Silverstone Formula 1 test in a McLaren MP4. Appropriately, the test has plenty of legend attached. Did McLaren retard his throttle? Was Byrne lapping even faster than the still-rapid times on his pitboard? Whatever, for reasons unclear, McLaren didn't take things further. This publication's headline was apparently "Byrne fast but too cocky". And Byrne uploaded to YouTube 10 minutes of amateur footage from the test filmed by his mechanic. It starts with a typically-ebullient Byrne at the day's start, asking for brown sauce with whatever he's



Watch Byrne at *that* test

getting for sustenance. And best of all it has Byrne on track, him assured and the McLaren planted and quick, first at Stowe and Club, then at the Woodcote chicane. It's all a haunting and tantalising glimpse into one of motorsport's most poignant tales. You can find it by searching for 'Tommy Byrne in the McLaren 27 yrs ago', and here's the link: [youtube.com/watch?v=l7vpbDus9UI](https://www.youtube.com/watch?v=l7vpbDus9UI).

Graham Keilloh

## TV GUIDE

This weekend's Spanish Grand Prix may be one of many Formula 1 races already this season to be ditched due to the coronavirus pandemic, but Sky Sports F1 has a very Spanish feel to it this week. Viewers have the chance to watch extensive highlights of the last five Spanish races across the week with the 2011 and '12 races shown too. On Wednesday, action kicks off with Max Verstappen's Red Bull debut win in 2016 (1100hrs-1315hrs) and concludes with Lewis Hamilton's 2018 victory (1600hrs-1810hrs). The 2019 race is shown the following evening (2200hrs-0010hrs) while 2015's is shown a few days later on Tuesday (1100hrs-1320hrs) as part of a run through that season. That means the opening eight rounds of 2015 are

shown on Monday and Tuesday, kicking off with Australia (Monday, 0900hrs-1115hrs) and ending with Austria (Tuesday, 1815hrs-2025hrs). F1 Classic Races follows the Spanish vibe with the aforementioned 2011 (Friday, 2100hrs-2315hrs) and 2012 grands prix (Saturday, 2100hrs-2315hrs) just two of the great races shown. The 1986 (Wednesday, 2300hrs-2340hrs), 1991 (Friday, 1645hrs-1730hrs), 1994 (Wednesday, 2100hrs-2145hrs) and 1996 races (Thursday, 2100hrs-

2145hrs) all feature too. For up-to-date Formula 1 action (of sorts), check out the Live F1 Esports Virtual Grand Prix on Sunday evening (1800hrs-1930hrs). Elsewhere on TV, there's plenty to keep the dirt fan entertained with a plethora of WRC content on BT Sport 3. As well as reviews of Rally Sweden (Wednesday, 0300hrs-0400hrs) and Chile (Tuesday, 0300hrs-0400hrs) from last year, there are three back-to-back season reviews from 2004-2006 on Monday morning (0300hrs-0600hrs).



The last win for Williams came in Spain in 2012

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A classic Rover tackling Brands Hatch, which pleases Mike Stokoe. Photo by Gary Hill

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



Alistair MacFarlane's Pond picture from '85



Adrian Durnell's pic of a classic Auto Union



A Renault rallying, by Bob Sketchley



Mike Griffin's Rally of the Tests photograph



Classic Bentley pushing on, by Chris Noble

## NEXT WEEK

### COLIN TURKINGTON

The four-time BTCC champ faces a grilling from MN



### WHY THE ISLE OF MAN HAS CAPTURED THE COMPETITORS' HEARTS

We look at the jewel in UK rallying's crown

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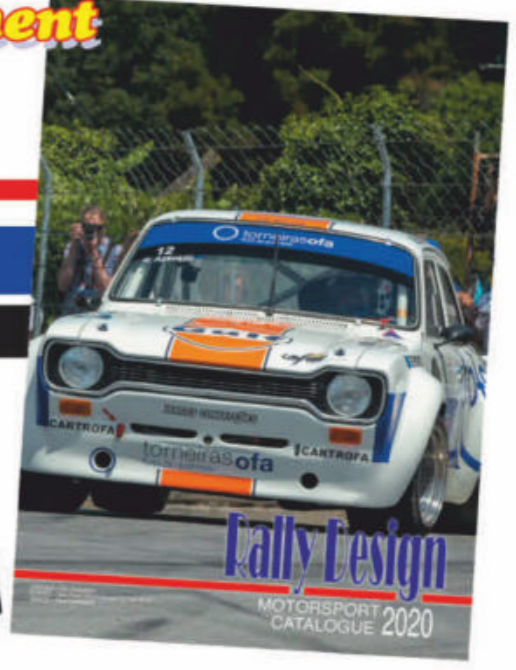
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**Mk2 front wing**  
**£72.10**  
**£86.52**



Mk1 Mexico front wing, LH or RH each **£265.22** £318.27  
 Mk2 front wing, LH or RH, std. each **£72.10** £86.52  
 Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

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### ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

#### SPARES

Spare side gears, 18 tooth each **£32.50** £39.00  
 Motorsport plate kit **£83.90** £100.68  
 Wavy plate each **£16.30** £19.56  
 Atlas CWP, 3.4, 3.7, 4.6, 5.1 **£251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather **£198.60** £238.32  
 Pig's head only **£165.00** £198.00

Axle end stubs, R/H & L/H thread pair **£49.90** £59.88  
 Axle locking rings, R/H & L/H thread pair **£21.90** £26.28  
 Locking ring adjustment tool **£25.50** £30.60  
 Caliper mount brackets, suit AP pair **£29.50** £35.40

**Fully-floating axle kit**  
**£328.60 £394.38**

Fully floating hub assembly without shafts pair **£218.60** £262.32  
 Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length) **£328.60** £394.38  
 Flange to suit F/F hub kit **£49.50** £59.40  
 SPARES  
 Studs each **£5.90** £7.08  
 Seal pack pack **£13.90** £16.68  
 Bearing, top quality each **£38.90** £46.68  
 770mm '4340' halfshaft, 18 tooth each **£77.50** £93.00  
 820mm '4340' halfshaft, 18 tooth each **£82.50** £99.00

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

266 x 21 'Forest' type discs pair **£159.00** £190.80  
 FBL 002 disc bells pair **£51.00** £61.20  
 Halfshaft flange, not F/F, suit std. axle each **£59.50** £71.40

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit) **£395.80** £474.96  
 Available 22 tooth (mates with std. halfshaft) **£395.80** £474.96  
 Spare plate kit **£39.50** £47.40  
 Spare side gears, 18 or 22 tooth (please state) **£32.50** £39.00  
 English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 **£231.50** £277.80  
 Spare side bearing, top quality **£19.90** £23.88  
 Crush washer **£5.90** £7.08  
 Crown wheel bearing **£9.90** £11.88  
 Pinion bearing **£14.90** £17.88  
 Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth **£443.80** £532.56  
 English axle weld-on brace ring **£39.90** £47.88  
 Special 10mm axle brace, English axle **£99.50** £119.40  
 SPARES  
 Semi-floating hub assembly (less bearing) each **£144.40** £173.28  
 Bearing '4340' **£48.90** £59.76  
 Halfshaft, suit semi-floating kit **£77.50** £93.00  
 Flange, not semi-floating, suit std. axle **£59.50** £71.40  
 Flange, Group 1 type **£59.50** £71.40  
 Brake disc, 265 x 10 each **£34.50** £41.40

### HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80  
 Atlas axle, 16 spline **£354.00** £424.80  
 Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** £478.80  
 Sierra 7", Caterham **£399.00** £478.80  
 Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80  
 Mazda MX5 (94-05) **£399.00** £478.80

### TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** £46.20  
 5-speed bearing type gearlever **£40.50** £48.60  
 5-speed quickshift conversion kit **£13.50** £16.20  
 M10 ally 'Pro' gearknob **£14.90** £17.88  
 M10 white or black nylon gearknob **£12.50** £15.00  
 Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40

### ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41  
 Wilwood brakes kit, 247x20, Midilite caliper **£468.49** £562.19  
 Wilwood brakes kit, 285x21, Midilite caliper **£571.40** £685.68  
 Balance bar pedal box, cable clutch **£189.50** £227.40  
 Balance bar pedal box, hydraulic clutch **£215.00** £258.00  
 RMD master cylinders from **£21.50** £25.80  
 Wilwood master cylinders from **£29.50** £35.40  
 Wilwood proportioning valve, knob **£42.50** £51.00  
 Wilwood proportioning valve, lever **£57.50** £69.00  
 Blackline 'swaged' stainless brake lines, 3-line **£29.74** £35.69  
 Classic Ford wheels 6x13 **£69.00** £82.80  
 7x13 **£76.00** £91.20  
 8x13 **£87.50** £105.00  
 8x15 **£99.00** £118.80

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

Poly' bump stops, top axle mounting pair **£8.12** £9.75  
 Escort 11/1300 front springs, 145-220lbs pair **£33.80** £40.56  
 Escort RS front springs, 145-220lbs pair **£33.80** £40.56  
 1.9" & 2.25" coil springs, 20,000 in stock! from **£15.90** £19.08  
 Adjustable spring seat kit **£24.50** £29.40  
 Helper spring adaptor, 2.25"-2.25" **£10.50** £12.60  
 Gaz, adjustable front shocks each **£67.60** £81.12  
 Gaz, adjustable (3-way) front shocks each **£299.50** £359.40  
 Gaz, adjustable rate rear shocks each **£65.00** £78.00  
 RH 2:9 ratio **£119.50** £143.40  
 RH 2:4 ratio **£139.50** £167.40  
 LH 2:4 ratio **£149.50** £179.40  
 Quick steering racks

H/duty quick steering racks RH 2:4 ratio **£174.50** £209.40  
 RH 2:2 ratio **£204.50** £245.40  
 LH 2:4 ratio **£184.50** £225.40  
 LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts pair **£16.80** £20.16  
 Roller bearing top mount - spherical bearing, each **£49.50** £59.40  
 Roller bearing top mount - roller bearing, each **£49.50** £59.40  
 Roller bearing plastic dust covers pair **£9.50** £11.40  
 Spherical bearing race type top mounts pair **£49.60** £59.52

TCA's 'Pattern' style pair **£36.50** £43.80  
 TCA's 'OEM' style pair **£63.50** £76.20  
 TCA bush insertion tool **£14.90** £17.88  
 Twin cam anti-roll bar **£59.50** £71.88  
 Anti-dive kit **£31.00** £37.20  
 World cup X-member **£106.50** £127.80  
 World cup mounts pair **£28.50** £34.20  
 RS2000 track rod ends each **£10.50** £12.60  
 Group 4 style all steel U/J coupling **£19.80** £23.76  
 4-link kit **£119.50** £143.40  
 Heavy duty 4-link kit **£185.00** £222.00  
 Group 4 round turret kit **£65.00** £78.00  
 Mk1 spring shackles car set **£17.00** £20.40  
 Mk2 spring shackles car set **£23.50** £28.20  
 OEM Escort RS struts each **£96.95** £116.34  
 Group 4 spec. front RS struts each **£128.00** £153.60  
 Escort RS stub axles pair **£130.00** £156.00  
 RS steering arms pair **£69.50** £83.40  
 Heavy duty steering arms, gusseted pair **£79.50** £95.40  
 Quick fit steering arm kit pair **£9.60** £11.52  
 Ally hubs - standard or Group 4 pair **£49.50** £59.40  
 Stub axle hardware kit pair **£10.90** £13.08  
 Watts linkage kit **£199.50** £239.40  
 Taper leaf springs, 146lb rate each **£49.50** £59.40  
 Ally tube strut brace, round tube **£44.90** £53.88  
 Work style 60mm oval tube strut brace **£51.50** £61.80  
 Rear lamp protectors pair **£12.90** £15.48  
 Chassis mounted sump guard, wet sump pair **£137.00** £164.40  
 Kaylan mudflaps, 4mm (500x300) pair **£16.50** £19.80  
 Body jacking kit car set **£119.50** £143.40  
 Ford hub nut socket, 3/4"D, 65mm **£13.90** £16.68

**X-Flow ally radiator**  
**£179.60 £215.52**

X-Flow ally radiator **£179.60** £215.52  
 RS2000 (Pinto) ally radiator **£179.60** £215.52  
 13/235 oil cooler **50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** £74.81



**WCP Interupter pump**  
**£29.00 £34.80**

WCP interupter fuel pump **£29.00** £34.80  
 WCP solid state fuel pump **£19.00** £22.80  
 WCP injection fuel pump from **£32.19** £38.63  
 Bonnet pin kits, stainless **£5.00** £6.00  
 Bonnet pin kits, alloy **£7.00** £8.40  
 Aeroacatch from **£31.00** £37.20  
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 Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52  
 Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20

M16 calipers to fit standard discs, pair **£89.00** £106.80  
 M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20  
 M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19  
 Group 1 vented discs (247x20), pair **£39.00** £46.80

**M16 Calipers from**  
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Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40  
 Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40  
 Escort Mk1 front heated laminated screen (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  
 Laser windscreen chip repair kit **£13.90** £16.68  
 14" or 17" rear view mirror **£14.90** £17.88

### Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44  
 Bonnet rail bump stop, set of 4 **£10.90** £13.08  
 Bonnet bump stop, centre-rear **£5.10** £6.12  
 Wiring loom bulkhead grommet **£6.90** £8.28  
 Bonnet release cable grommet **£5.20** £6.24  
 Steering column bulkhead grommet **£7.20** £8.64  
 Handbrake backplate dust boots pair **£7.10** £8.52  
 Spedo cable bulkhead grommet **£5.20** £6.24  
 Throttle pedal pad **£5.20** £6.24  
 Brake and clutch pedal pads pair **£8.00** £9.60  
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 Rear bumper side plugs, set of 4 **£9.90** £11.88  
 Oil line bulkhead grommet **£5.10** £6.12  
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**PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT**

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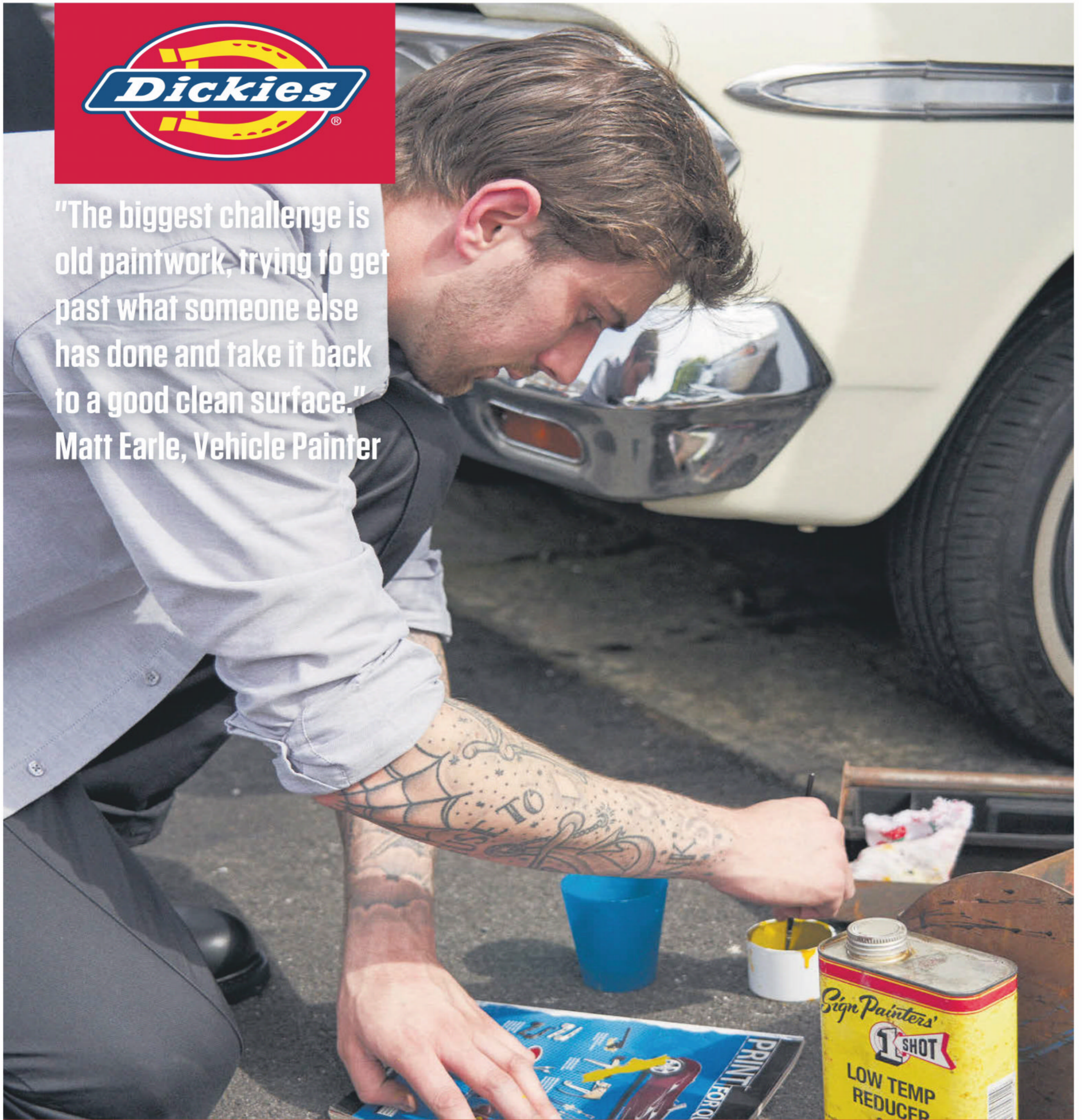
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