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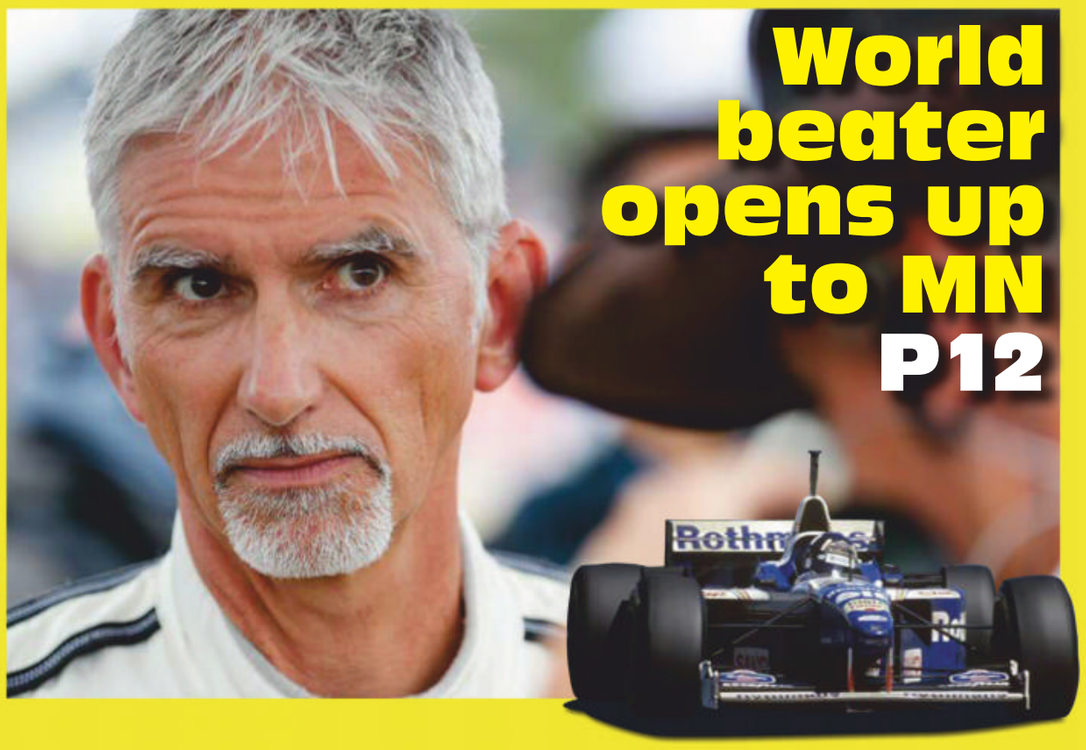
EXCLUSIVE!

DAMON HILL

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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World beater opens up to MN
P12

Nine race meetings planned for Britain's leading tin-top battlers

BTCC PLOTS RACING RETURN FOR LATE 2020



The BTCC field could contest 27 races

By Matt James

Organisers of the British Touring Car Championship have issued a provisional 27-race schedule for the competition this year, beginning at Donington Park at the start of August.

The line-up features several back-to-back weekends and will finish at Brands Hatch Grand Prix circuit on November 15.

The new schedule is provisional at the moment and is subject to any government advice that is forthcoming about the lifting of restrictions in the wake of the global coronavirus pandemic.

The 2020 series had been due to kick of at Donington Park on March 28-29, just before the national lockdown guidelines were put in place by the UK government.

British Touring Car Championship chief executive Alan Gow said: "These are incredibly challenging times for the whole nation.

"Through it all, we have seen the importance of being both adaptable and pragmatic – and the BTCC will be no different.

"It is entirely logical for us to lock in our provisional dates now, with the ability to amend some later if circumstances dictate."

All events will be shown live on the ITV network.

Full Story page 3

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

VIRTUAL RALLY BATTLE KICKS OFF IN EARNEST



REPORT

MN Chris Ingram Challenge action **P22**



INSIGHT

HOW BMW CREATED THE ULTIMATE RACER

We look back on the ground-breaking M3 **P16**

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COMMENT



Future world champion Damon Hill leads the pack here in Formula 3000 at Monza in '90

HOW DAMON WON THE HEART OF FANS

There was plenty to be excited about if you were a British motor racing fan in the mid-to-late 1980s. The crop of emerging talent on the radar was huge. Damon Hill was probably not at the forefront of a group that included the likes of Johnny Herbert, Martin Donnelly, Perry McCarthy, Julian Bailey and Mark Blundell, but he was the one who would go on to have the most success.

Hill's path to the top was one which was far from traditional. Indeed, the hand-to-mouth early stages of his career made it look like he would be the one who fell by the wayside as he grabbed some low-rent opportunities just to keep his momentum going.

From his grand prix debut at Silverstone in an unwieldy Brabham in 1992 through to his on-track warfare with German Michael Schumacher, nothing came easy for Damon in his quest to win the coveted world championship. But, eventually, he made it in 1996 in one of the most popular title triumphs in years. He has kindly taken time out of his schedule to speak to Motorsport News and answer questions from readers and, in true Hill style, he assesses each one thoroughly and gives full and frank answers. Hill is still a class act, even in his retirement from track activity.

Elsewhere in this issue of Motorsport News, we look at the Motorsport Ireland Academy, which is giving young drivers from the Emerald Isle the chance to progress to the very top of global rallying. Luke Barry traces the history of the scheme.

MN's columnist-at-large David Addison traces the history of the fabulous BMW M3, the original E30 version. It was, perhaps, the ultimate iteration of a saloon-shaped tin-top racer and was a car that many of its circuit exponents chose to use on the roads, such was the joy the driving experience gave its handler.

Barry also catches up with Swede Fredrik Ahlin, a man who ripped up the stages of the United Kingdom in the British Rally Championship before realising that his dream to reach the very top was just a stretch too far.



Matt James
matt.james@kelsey.co.uk

MOTORSPORT NEWS

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Creating a tin-top icon

The history of the first BMW M3 touring car racer

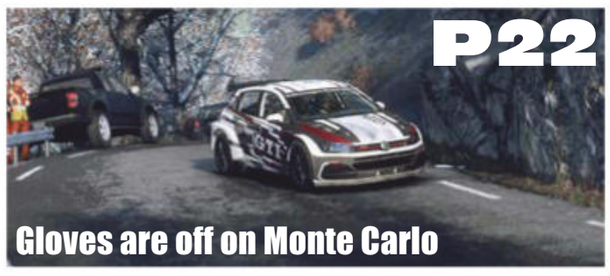
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Ahlin's career break

The rallying talent who slipped though the net



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Gloves are off on Monte Carlo

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RACING NEWS



Le Mans: future is still unclear

LE MANS COULD BE PUSHED BACK TO OCTOBER OR NOVEMBER

This year's Le Mans 24 Hours could be run in October or November, and possibly behind closed doors, due to the ongoing coronavirus pandemic.

In March the race was, due to the virus, pushed back from its usual mid-June date to a new September 19-20 slot by its organiser the Automobile Club de I'Ouest. However ACO president Pierre Fillon in a #thinkingforward interview with Motorsport Network has said that further delay as well as severe spectator restrictions remain possible.

"If at the end of July the authorities tell us 'impossible in September but 100% possible in October or November', of course, we would do that," Fillon said. "It will not be the same 24 Hours that we are used to, but we are professional and we have great drivers.

"Yes, [running the event behind closed doors] it's an option. At this time, nobody knows what will happen in September! We have a lot of big events planned in France before then, like the Tour de France and Roland Garros. The question is are we able to organise an event with more than 100,000 people? I don't know the answer to that.

"Option one [that ACO is considering] is that we're allowed to run our event with fans, maybe with some constraints like masks and so on. The second option is we have no more than 5000 people, or something like that. And, for sure, this is not a true Le Mans.

"It's not just about the race, it's an experience for all the spectators. And option three is that it's impossible to organise the 24 Hours of Le Mans event at all. At this moment, we cannot exclude that."

BTCC READY TO RUN TO NINE-EVENT SEASON IN 2020

Organisers put out provisional dates for a 27-race competition

Photos: Jakob Ebrey, Motorsport Images



BTCC cars will continue to battle this season

By Matt James

Drivers and teams have welcomed a provisional schedule that has been put out by British Touring Car Championship organisers for the 2020 season.

The calendar is subject to any protocols put in place by the government and the restrictions that might continue as the lockdown to cope with the coronavirus outbreak is eased. Motorsport News understands that initial events could be held behind closed doors if that is the requirement at the time.

BTCC chief executive Alan Gow said: "It is entirely logical for us to lock in our provisional dates now, with the ability to amend some later if circumstances dictate.

"This calendar presents an extremely busy four months, with three separate back-to-back events and four events in the first five weeks alone. However, I also know that our teams and drivers will be fully up for the challenge – there is such an enormous appetite, energy, enthusiasm and passion for the BTCC that everyone will want to just roll up their sleeves and get the action underway when the time comes to go racing."

Three-time title winner Matt Neal, who drives for and runs the factory Honda Team Dynamics squad, welcomed the dates. "We just want to go racing, and it is great to have a plan in place. It will be pretty hectic. We are based centrally in the UK to is it not too bad for us, but it might be tough for teams with further to travel."

Andrew Jordan, who will drive a WSR BMW 330i M Sport in the 2020 contest, said it would put pressure on teams too. "There will be no real turn-around time in the schedule for the cars. You are going to see who the professional squads are because the prep and reprep times will be extremely tight."

Champion Colin Turkington added: "I am pleased there is now a plan we can all work towards. It's good news."

PROVISIONAL CALENDAR

BTCC 2020

RDS	DATE	CIRCUIT
1-3	Aug 1-2	Donington Park Nat
4-6	Aug 8-9	Brands Hatch Indy
7-9	Aug 22-23	Oulton Park Island
10-12	Aug 29-30	Knockhill
13-15	Sept 19-20	Thruxton
16-18	Sept 26-27	Silverstone Nat
19-21	Oct 10-11	Croft
22-24	Oct 24-25	Snetterton 300
25-27	Nov 14-15	Brands Hatch GP

BRITISH GRAND PRIX 2020 TO BE HELD WITHOUT FANS

This year's British Grand Prix if it goes ahead will be held behind closed doors, amid the ongoing coronavirus restrictions.

Silverstone's managing director Stuart Pringle said in a letter to fans that he is "extremely disappointed" to confirm that the Formula 1 event, scheduled for July 19, will not have spectators present and that the circuit is now, with the Department for Digital, Culture, Media and Sport, exploring holding a closed-doors event.

"We have left this difficult decision for as long as possible, but it is abundantly clear given the current conditions in the country and the government requirements in place now and for the foreseeable future, that a grand prix under normal conditions is just not going to be possible," Pringle said.

He added that those who have bought tickets can have a full refund or transfer their purchase to 2021, and that all customers will be contacted within the next fortnight. As reported in last week's Motorsport News, the Austrian Grand Prix scheduled for July 5, two weeks prior to the British round, is also exploring a closed-doors event.

These two races may therefore kick off the delayed 2020 F1 season, as the French round on June 28 has also been cancelled.



British Grand Prix will be run without a crowd



Hamilton's bid is suspended

DAMON HILL: FORMULA 1 NEEDS 10 RACES TO COUNT

World champion Damon Hill says that he feels sorry for Lewis Hamilton as the Briton stands on the cusp of making motor racing history, only to have been thwarted by the delayed start to the 2020 campaign.

Hamilton is poised to draw level with Michael Schumacher with seven global crowns if he can win one more title. The Briton has also claimed 84 wins and is zeroing in on Schumacher's record of 91.

Hill, who claimed the crown in 1996, also said that the truncated season would still stand as a valid contest despite having fewer races. Hill said: "If it is 10 races, then yes, it should count for a championship. If it is only eight, then maybe it might be considered a half-championship. It is a finely judged thing. I feel for Lewis a little bit, because he has come up to the precipice of this great achievement and this point in his career and it has been stopped at the pass."

CORONAVIRUS WON'T SCUPPER PORSCHE WEC RETURN

Porsche has said the coronavirus crisis is not a barrier to its potential Le Mans 24 Hour race and World Endurance Championship assault via the forthcoming LMDh rules.

Porsche in recent weeks confirmed it will evaluate a return to top-class endurance racing upon publication of the LMDh regulations, which will allow the same machinery to compete at the front in WEC and North America's IMSA championship. Now it has added that the economic impact of the coronavirus pandemic is not impeding the move.

"I'm sure that it's a factor but at the moment it is not one of the most important factors for the decision for LMDh," Porsche motorsport boss Pascal Zurlinden said. "LMDh, it's a global platform which in the time where probably there could be an economic crisis, it is a cost-effective way to do motorsport. So we are waiting to get the rules to see that it's a really cost-effective formula just like this and then we will do some evaluation and concept as we communicated before."



Porsche plan is on course

Porsche's reigning WEC GTE champion Kevin Estre said that he will "push for" Porsche's move back to top-flight sportscar racing via LMDh.

He said: "Fighting for the victory in Le Mans overall is one of my goals since I started endurance racing."

His fellow champion driving partner Michael Christensen added: "I would think that Porsche would love to fight for overall victories. [My] main dream would be to be able to fight for overall victory in the greatest races of endurance racing."



Volunteer grades will be kept intact

MARSHALS' GRADES PROTECTED DURING 2020 RACE DISRUPTION

Volunteers will maintain their status even if they don't hit 2020 minimum attendance

By Graham Keilloh

Motorsport UK has confirmed that marshals will not have their grades removed or downgraded from not attending their minimum number of days in 2020 amid the coronavirus pandemic.

Marshals ordinarily have to attend a minimum number of days in a year to maintain their qualification grade, something that would be harder to achieve this year due to the extended motorsport suspension as well as potential knock-on effects from the virus disruption such as people working longer hours in their jobs after the lockdown ends or having to self-isolate.

James Betchley, Motorsport UK's officials pathway manager, told MN: "There are mitigating circumstances at play here, so we won't be removing anyone's grades should they not be able to meet the [dates] criteria for 2020.

"With regards to what happens later on in the year and what happens with those registrations going forward a lot of that will depend on when the sport can get back up and running; once we know the severity of how many events are being cancelled then obviously we can take steps from there. But at the moment there's no plans to downgrade or remove anyone's registrations."

Nadine Lewis, chair of the British Motorsport Marshals Club, supported this stance. "If there's no motor racing at all then everybody's in the same boat, we can't possibly say to all marshals you've lost your grade," she told MN. "We can say to people look if you can't get the days in don't worry, that doesn't mean you'll stop being a marshal, or stop your grade, extenuating circumstances are allowed and a lot of people will have those this year."

Photo: Paul Lawrence


Lurani Trophy called off

FORMULA JUNIOR LURANI TROPHY '20 CHAMPIONSHIP OFF

The Formula Junior Lurani Trophy is the first significant European historic race championship to be cancelled for 2020 due to the impact of coronavirus.

The planned schedule for this year's Lurani Trophy contained six rounds between April and October with races at Hockenheim, Brands Hatch, Misano, Imola, Nurburgring and Dijon. Formula Junior, for the single-seaters from 1958 to '63, is the most popular historic race category in the world and the Lurani Trophy typically draws capacity grids from across Europe, including many drivers from the UK.

Category promoter Duncan Rabagliati, of the Formula Junior Historic Racing Association, said: "The spirit of the Lurani Trophy has always been that it is an international competition, and even if pockets of Europe are able to open and try to find their feet again in public events and business, it is unlikely that competitors from all sides of Europe, let alone the globe, would be able to freely attend what races may find viability and a rescheduled date."

"If or when any racing does take place this year, we will of course still do the events that we have in our calendar, however they will be run as stand-alone events."

OBITUARY

Russ Cockburn 1943-2020

Motorsport News was very sad to learn that the highly-respected BMW engineer Russ Cockburn passed away last week due to coronavirus.

Cockburn's competition heritage includes rallying to a high level in Ford Escorts, as well as hillclimbing. He was best known though for building and running BMWs, and Cockburn even counted Charly Lamm at Schnitzer among his friends. Cockburn was a paddock regular in several categories including BMW Car Club Racing, the Northern Saloon and Sportscar championship and Britcar. He had a particular passion for endurance racing, and looked after drivers such as Guy Povey, Chris Hodgetts and Ian Flux.

"They don't use the term legend lightly but he was," BMWCCR boss Neil McDonald told Motorsport News. "Someone said if he spoke he either spoke words of wisdom or something very funny!

"He built a lot of engines, gearboxes, diffs, and was a bit of a character and a personality. Just an incredibly nice bloke who had a lot of knowledge. It's left a big hole in the knowledge area certainly because he just knew everything, and he was in his 70s and he's still wanting to learn new stuff, a very rare commodity." McDonald confirmed also that the next BMWCCR race meeting will be held in Cockburn's memory and there will be a trophy for him.

"He was famous for having a pair of glasses with one



broken arm, because he didn't have time to get his glasses sorted, it wasn't important!," McDonald continued. "There's stories of him building Supertourer engines is in his bedroom of his house. He's a rare breed." Russ is survived by his son John who runs JC Racing in Thirsk.



Ex-British GT racer has added a 1974 RSR to his fleet

Sumpter adds Porsche 911 to his stable of 2020 racing challengers

Porsche ace Mark Sumpter has added a stunning 1974 911 RSR to his racing plans for 2020.

The former British GT racer and Porsche dealer will race the RSR alongside his pre '66 two-litre 911 at Peter Auto events across Europe. Defending his 2.0L Cup title in the one-model series for the early 911s is his main focus when racing resumes, but he will also race the RSR in the Classic Endurance Racing series at the same events.

The build of the RSR from a road car base into a beautifully-presented racer has been a joint venture with the Jordan Racing Team, and Andrew Jordan carried out some early testing while Sumpter was away.

"It's a bit of a beast and the car is quicker than me at the minute," said Jordan after an initial test at Donington Park in March. Jordan is likely to share the car with Sumpter when his BTCC schedule permits.

The Jordan team will field up to six Porsches at Peter Auto events as five two-litre 911s, including Sumpter's, will be run alongside the RSR.

The 2.0L Cup was due to start at Paul Ricard in early April with a grid of 38 cars.

IN BRIEF

HGPCA date rejected

The Historic Grand Prix Cars Association will not be racing at the Val de Vienne circuit in France this year as initially planned. The pre '66 F1 cars were due to race there in early June but the rescheduled date of September 11-13 does not fit for the HGPCA. As well as being the Goodwood Revival weekend, the HGPCA already has races at Zandvoort and Spa in September. The French track will be re-considered for inclusion on the 2021 calendar.

Dutch date ditched

The British Racing and Sports Car Club has confirmed that its Euro Race Weekend at Zandvoort scheduled for July 11-12 this year, will not be taking place following the suspension of all public events in the Netherlands until September 1. The BRSCC's Dutch event was to host the Roadsport, 270R, 310R and 420R Caterham championships, the Caterham Graduates series, the Production GTi championship, as well as the recently-announced Mazda MX-5 International Challenge. The BRSCC will discuss a potential rearranged date with the circuit.

MGCC refunds competitors

The MG Car Club is fully refunding all competitors who paid entry fees for its postponed first two race meetings of 2020, which were scheduled to be at Silverstone in March and Brands Hatch in April, during the ongoing suspension of racing. The club is working on resuming racing at its Donington Park meeting scheduled for July 11-12. MGCC's MG Live event, which was due to take place in June, was also postponed and the club is working on an alternative.

TCR UK reveals calendar

A provisional calendar for TCR UK, the Touring Car Trophy and their support Volkswagen Racing Cup has been unveiled for the remainder of the 2020 season should racing resume in July as hoped. The seven-round calendar has been reduced to four which match the initially-scheduled slots for July onwards. It starts at Oulton Park on July 18. Each round will consist of two 20-minutes races for TCR/TCT and for VW Cup.

Morris steps up with Ghinzani's Formula 2 racer

Formula Ford racer Brian Morris is stepping up to Historic Formula 2 with the ex-Piercarlo Ghinzani March 782.

Ghinzani ran a full European F2 season in 1978 with Team Euroracing and took a best result of fourth at Enna in July. After a number of years in storage, the 782 is now being rebuilt by Neil Fowler Motorsport.

The rebuild, which is well advanced, will take the car back to the '78 livery and it should be ready for whenever the season is able to start. Morris also plans to take in selected Historic FF1600 and FF2000 races this year.

"I'm in touch with Piercarlo as he has a business not far from one of ours in Italy," said Morris. "He has been able to supply photographs of him in period with the car so that we can get the rebuild exactly as it was in the 1978 season.

"I was planning almost a full F2 season, however we do not know what that will look like anymore. Neil Fowler and his team are doing an excellent job as always and we are conferring closely on the car's progress back into full racing condition. I will try to get Piercarlo to join us in some capacity."

RALLY NEWS

IN BRIEF

WOE FOR WRX
World RX's planned electric switch has been delayed a year to 2022 by the FIA with the full support of World RX promoter IMG. The decision mirrors that made by Formula 1 to delay its new technical regulations by a year. However, plans to electrify the new-for-2021 eRX Junior championship remain on track. "Work towards the electrification of this category will continue for 2021 with a complete car supply and championship organisation on an all-inclusive arrive and drive format," said Paul Bellamy, senior vice president of motorsport events at IMG. The new electric support class, Projekt E, will remain on the event roster when racing resumes

YATES'S ESPORTS
Rhys Yates defeated Marco Bulacia in the WRC Esports Shootout final on WRC 8. Despite Bulacia showing more outright pace, Yates got the better of him on both Argentine stages with mistakes hampering Bulacia's charge. "It wasn't the quickest but I just tried to stay neat and not make any mistakes. I'm happy with that," Yates said, before doing a 'shoey' with a mug of tea. Yates defeated M-Sport WRC 2 team-mate Adrien Fourmaux and JWRC driver Raul Badiu to reach the final.

EURO RESHUFFLE
The European Championship-counting Rally Liepaja has been rescheduled to July 10-12. Rally Poland is now set to open the season from June 26-28, although a spare date is available in August should government restrictions prevent the event from going ahead on its original date.

CORRECTION
Last week's Motorsport News incorrectly referred to Rally Finland as being the opening round of the WRC season with Rally New Zealand following as round two. Of course, the Monte-Carlo, Sweden and Mexico rallies all took place before the coronavirus pandemic took hold. Our apologies for any confusion caused.

RALLY FINLAND'S FATE HANGS IN THE BALANCE

Cancellation could lead to damage to long-term future

Photos: mcklein-imagedatabase,com



Finland is on the bubble

By Graham Lister

The fate of the world's fastest rally won't be known until June when Finland's government next meets to discuss the measures it is taking to control the Covid-19 pandemic.

Last week, it was announced that events in the country attended by 500 people or more would be outlawed until the end of July.

Although Rally Finland, which is scheduled for August 6-9, falls outside that window, Kai Tarkiainen, the event clerk of the course, has told Motorsport News that seeking an alternative date isn't in the planning should the government ban be extended further.

"There is a chance that [Rally Finland] might not run at all in 2020," Tarkiainen said. "We will wait for our government's follow-up at the beginning of June and take a final decision then.

"Obviously, we need to act responsibly and keep a keen eye on the European and global situation. If the borders are closed there is not much we can do about it as a lot of people need to come from all over the place."

Tarkiainen has detailed seven points that are counting against a revised date from being sought which include road-closing orders taking five months to secure, an increased risk of inclement weather post-summer and term-time resuming for schools and colleges which is a problem as Jyvaskyla's student accommodation is used by privateer teams and rally staff.

Counting the cost

Rally Finland organiser AKK Sports is braced for a six-figure loss if the 70th anniversary event doesn't go ahead in 2020. And Tarkiainen concedes it will take time for the rally – ever-present on the WRC roster since the championship began in 1973 – to recover.

"It is not only the cost of it all and the investment, it is also the huge loss of income restricting our possibilities to invest in the future, and the frustration of all the work going down the drain," Tarkiainen said. "Naturally some of it can be transferred to 2021, if need be, but much will have to be done all over again. I just hope we can keep all our professional rally makers onboard."

No fans, no rally

Earlier this month Tarkiainen rebuked suggestions on social media that the rally should run behind closed doors to keep it on the WRC calendar, explaining that ticket sales account for 60 per cent of the event's income. "No spectators, no rally," he tweeted. "We would have the same costs, but no income."

He also questioned how fans could be prevented from accessing the forest-based stages.

What now for WRC?

Rally Finland had been expected to mark the resumption of the WRC season post-Rally Mexico in light of the rallies in Argentina, Portugal and Sardinia being postponed and Kenya set to follow suit.

With Rally New Zealand also unlikely to take place, according to sources close to MN, unless the calendar undergoes significant restructuring there could be no WRC action until the autumn, and the possibility of a nine-round schedule.

This figure is based on logistical and Covid-19-related quarantine issues preventing Argentina, Kenya and New Zealand from happening and no Finland, but assuming Portugal and Sardinia can be saved and Turkey, Germany, GB and Japan can run as planned.

ADIELSSON FANCIES A SHOT AT WORLD RALLYCROSS

After winning the first round of the World Rallycross Esports Invitational on the virtual Catalunya RX circuit earlier this month, Mattias Adielsson wants to have a go at the real thing..

The former ERC Junior competitor won the opening round of the Swedish Rally Championship in February, beating Mattias Ekstrom – the 2016 World RX winner.

Following his online success against the previous two real-life WRX champions – Timmy Hansen and Johan Kristoffersson – Adielsson is considering a rallycross future.

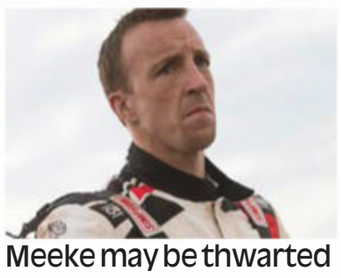
"I spoke with Mattias Ekstrom because I had his car in the race and I said, 'it's now time to give me advice'," Adielsson told Motorsport News. "I would not be afraid to do it, I really want to try it, but it's big money.

"Sweden is rallycross country. The community loves arena sport and the WRX community is so big in Sweden, I've never received more messages in my career [after this win]."

Adielsson, who has thanked WRC eSports champion Jon Armstrong for advice, is hoping he gets a call up to race at a virtual Montalegre on May 3.



Rally man Adielsson, above in '18, won esports



Meeke may be thwarted

WRC REFUGEE KRIS MEEKE COULD MISS OUT ON COMPETITION RETURN

Rally of Whangarei in New Zealand, postponed from May 8-10, could still take place this year although Kris Meeke might not be on the start list as planned.

Willard Martin, who heads up the Asia-Pacific Championship event's organising committee, has confirmed that arrangements already in place, including local council support, means it could take as little as six weeks for the event to be rescheduled.

However, a statement from the event, said: "The prospect of foreign competitors or spectators to attend in 2020 are another topic," due to current regulations preventing non-citizens and non-residents from entering New Zealand.

Martin said: "Discussion by the FIA at how the remainder of the 2020 season could operate has opened a couple of options. They are favourable for New Zealand and Whangarei as we have the groundwork done and support in place."

BRITISH CHARGER GREENSMITH UNFAZED BY ONLINE OPINION

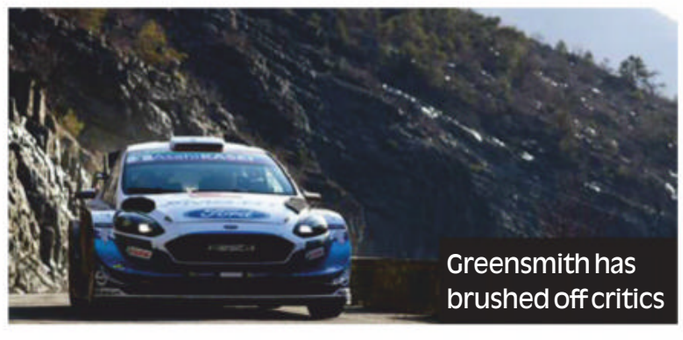
M-Sport WRC driver Gus Greensmith has said he has "learned to laugh" at online criticism aimed at him.

The Briton has struggled for form on his five World Rally Car outings to date with some suggesting he's simply a paying driver out of his depth.

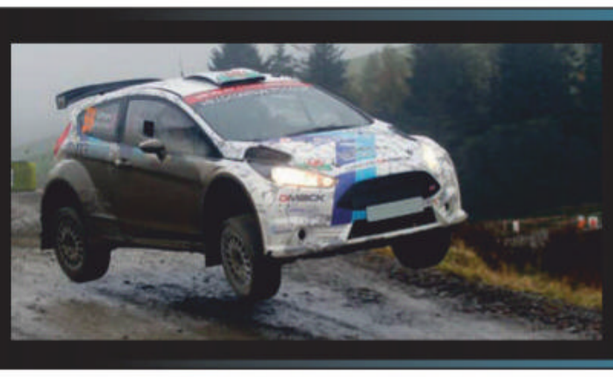
His 2020 started when he dropped his M-Sport Ford Fiesta WRC down a bank on an icy corner on the Monte-Carlo Rally, although he scored points on his second start in Mexico last month.

While he admitted he was "laughing" at some of the internet memes created from that accident, Greensmith said criticism would only worry him if it came from within the service park.

Speaking on the WRC's official podcast, the M-Sport driver said: "It's just about putting things together and fighting with the other guys and putting performances in and there's no reason why that can't happen. But people just having a pop and having an opinion means the square root of zero."



Greensmith has brushed off critics



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RALLY NEWS



This year looks in doubt

ASPHALT ORGANISERS FOR SAME STELLAR ENTRY IN 2021

Motorsport UK Asphalt Championship co-ordinator Jane Evans is hoping the series can attract the same high-quality entry as it had this year before Covid-19 curtailed six of the seven events.

Just the Cheviot Stages in late September remains standing on the calendar and while no official announcement has yet been made, it is widely expected that this year's series will be cancelled.

BTRDA Gold Star and Scottish champion Euan Thorburn's switch to the series for 2020 was a major coup.

"[It's a shame because] this year was going to be so good," Evans told MN. "We've got the right events and some tremendous people, some fantastic crews entered, it was going to be fantastic. I just hope that those people will come back next year.

"The way I look at it is they've prepped their cars ready for a Tarmac season. If you take Euan Thorburn, he's prepped his car for a Tarmac championship, he isn't going to take that away and go back to the forestry. I will do what I can to make that series the best [it can be]."

Series bosses will look to run an identical calendar in 2021 with events withholding entry fees. The championship will take guidance from competitors as to whether it should follow a similar model or refund the registration fee.

BIRD OPEN TO MORE GRAVEL RALLY OUTINGS

Track ace wants to build on MN Circuit Championship wins

By Luke Barry

Photos: Rallygallery.com

Frank Bird is keen to contest more rallies after impressing in last season's Motorsport News Circuit Rally Championship.

Bird won five of the eight rounds in his Ford Focus WRC07 but allied to two DNFs, couldn't topple series champion Barry Morris.

The Bentley racer wants to get back out in a rally car as soon as he can whether that is on gravel or asphalt. He won on his gravel debut – the 2019 Greystoke Stages – and thinks rallying on the loose is incredibly useful for his circuit racing career.

"I'd be up for it [gravel rallies] definitely," Bird told MN. "It's a different style of driving, learning different things, [a] different surface, it all depends really on what circuit stuff I've got going on and when I can fit rallies in and around that.

"Seat time is the most important thing at the end of the day, [it] keeps you sharp and there's a lot more car control on gravel because obviously it's moving around a lot more and the surface is changing all the time [like] it can do on a race weekend in circuit racing. [Rallying] definitely helps in different aspects [of my career]."



Bird has taken to rallying quickly



Winner of the virtual series will try a Ford Fiesta R2

eBRC KICKS OFF WITH FIESTA R2 PRIZE ON THE LINE

The opening round of the recently-announced Esports British Rally Championship, the eBRC, got underway on Monday with the prize of a real-life test in an EDSL Sport Ford Fiesta R2.

Adopting DiRT Rally 2.0, the eBRC is open to all Motorsport UK licence holders and those with a trackside membership.

Beginning in a virtual Wales, there's an equal split of gravel and asphalt with rounds then in Spain, Germany and Scotland.

As in the real-life Junior BRC, the Fiesta R2 is the only eligible car and points are awarded to the top 10 overall on each round. The top 10 in the championship will all receive a guided tour of M-Sport's facility in Cumbria while the champion will earn the EDSL test and be recognised with a Motorsport UK-sanctioned title.

An eBRC Invitational series is also running alongside the event with reigning champion Matt Edwards, Rhys Yates, James Williams and Josh McErlean among those already confirmed to participate.

OBITUARY

John Price 1944-2020

The Boss. The Metro Master. The Governor. John Price was the most professional of clubmen rally drivers, starting over 800 events in a career that spanned 50 years.

Price started competing in 1965 but it is his UK Asphalt appearances in the 1980s, 1990s and 2000s that he will always be remembered for, behind the wheel of a Renault 5 Maxi Turbo and the mighty MG Metro 6R4.

Taking his maiden title in 1984 alongside Derrick Davies, Price would go on to claim the 1985, '88-89, '91-92 and '97 titles with Mike Bowen co-driving before sealing the '98, 2000, '02, '04 and '05 championships with his wife Caroline. Nine of those 12 ground-breaking triumphs were in the Metro with which he will always be associated with.

For years, Price was the benchmark for UK Tarmac rallying but he would be quick to help other competitors. As meticulous and assured in the workshop as he was in the cockpit, his prowess inspired his son Stephen – nicknamed 'Half Price' – too, who himself became a rally winner in a 6R4.

It is hard to think of a Tarmac rally on these shores that Price didn't contest and conquer but his extensive career also took him to Ireland, Belgium, France, the Netherlands and Czechoslovakia. The Epynt Ranges in his native Wales was his happiest hunting ground as he notched up a sublime 23 victories.

Price was last seen on the 2016 Mini Epynt Stages driving the course car. Fittingly, he was behind the wheel of the same Metro 6R4 that made him so successful.

He died peacefully on Tuesday April 21 surrounded by his family after a five-year battle with illness. Due to the coronavirus pandemic, John's funeral will be a closed service for close family only but a memorial service will be arranged later in the year.

MN's thoughts are with John's wife Caroline, children Stephen, Cathi, Kevin and Stephanie as well as his grand and great grandchildren.

Luke Barry



Price was a Tarmac king



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FEATURE



Relationship with PCRS and Hyundai has been key

HOW THE MOTORSPORT IRELAND RALLY ACADEMY IS MAKING A DIFFERENCE

Ireland's hottest young rallying talent is now getting more support than ever before. Luke Barry investigates



Devine delight: podium on European debut

Irish rallying isn't short of famous sons. Andrew Nesbitt, Austin MacHale, Frank Meagher and Bertie Fisher; there's a load of superstars who are worshipped on Irish shores but aren't revered in the same manner across the globe. But thanks to the fledgling Motorsport Ireland Rally Academy, that's all about to change.

The combination of a secondary school teacher who's also a farmer, Irish motorsport's governing body and the 1982 Irish Tarmac champion has led to the academy's formulation which runs as an extension to the prestigious Billy Coleman Award. Co-ordinated by Sean McHugh and supported by John Coyne through the Team Ireland Foundation, the academy aims to provide young Irish drivers with all the elements they need to succeed.

McHugh says: "We had the difficulty that we worked with the drivers for one year, and then they were just gone. We had no lead-in and no follow-on, so we decided to revamp the programme.

"The funding is only one element of it. What is working very well for us at the moment is it's created a very clear pathway for the younger drivers, the guys that aren't in the system at the moment, who can see what they need to do to get involved. They need to get into a homologated car, starting with Junior 1000, 1600, R2 and if you tick all those boxes we will put you in an R5. It's an open-ended programme with a view to get a guy into a seat at the top level."

There were a couple of development days last year but the academy, as it is now, congregated in early 2020. Callum Devine finds himself as the torchbearer for the programme as he takes on the best of Europe in the European Rally Championship this year. But James Wilson and Josh McErlean are both also driving PCRS Hyundai i20 R5s in the Irish Forestry and British Rally Championships respectively.

Devine scooped the 2017 Billy Coleman Award after winning the JBRC and used his prize money to contend the JWRC in 2018. He says he would've really benefited from the support that's now in place.

"The structure probably wasn't so great [before]," he explains. "The academy [is something] they needed with somebody like Sean McHugh who gives you some great contacts and takes some of the pressure away.

"We learned plenty from the WRC but getting some sort of help before [would've been useful]. But at the same time we're still in the academy now which is a fantastic thing, we very much appreciate that we're still in it. Of course, I'm probably the one with the most experience and it's good to help out some of the other drivers coming through, but I still learn stuff out of it. The programme is quite good as it tries to set everyone's own goals rather than 'look at Callum, everyone else has to do what he's doing'."

As well as Devine, Wilson and McErlean, there's a gaggle of R2 drivers in William Creighton, David Kelly and Brian Brady who are all involved and contesting this year's JBRC as well as Derek Mackarel who's continuing to pedal his little Vauxhall Nova hard in Ireland. In total, 11 drivers are part of the system with youngsters Stephen Reynolds, Kieran Reen, Shane Kenneally and Nigel Roche all involved too.

"This is our second year and James Wilson was the first driver to come into the academy and benefit from the expanded programme," McHugh says.

"We worked very closely with him last year. The idea was to try and establish him in R2 and then sample R5 with the help of Philip Case and his PCRS firm who have been big believers in this project from the start. That's helped us create a strong bond with Andrew Johns and Hyundai Customer Racing too. James really has been the trailblazer for us in terms of proving that you can step out of an R2 and get into an R5 straight away and be competitive."

Wilson picks up the story: "I won the Billy Coleman Award in 2018 which gave me the €50,000 support throughout 2019 which was always what the Billy Coleman Award was. [But] I was told on the day I won in Dublin that there will be more basically, so I had the shock of actually winning it and the shock of getting told there's going to be R5 drives as well so my mind was fried that day.

"I wanted to take a wee step back to take two steps forward this year," he adds, "so the best decision for me to make was to do the Irish Forestry Championship. I feel that I can learn the Hyundai a lot better with there being a bit less pressure."

The tactic seems to have worked, as



Wilson got support in 2019



Creighton is more focused than ever because of MI Academy



Drivers have noticed big differences after fitness training



(L-r) Coyne and Case watch on



McErlean: star of tomorrow

Wilson dominated the season opener back in February to sweep to all five stage wins. He puts a lot of that down to the Motorsport Ireland Rally Academy.

"I've put a lot of effort in to training and my diet and different things, again all to do with the academy," he says. "I'd never felt as good or as fit heading into an event. On the start line I was just feeling more confident. I knew I was ready for it, I knew I was fit for it and then going across the finish line on that first stage it hadn't even taken a breath out of me, I hadn't even broken sweat. When I finished that first stage I just knew. I said I think I've won that first stage and I just told myself I want to win every one after this."

A lot of that is down to the work of personal trainer Kevin Walsh and sports psychologist Alan Heary. On the academy's first development day, Walsh worked with everyone to create a base target in terms of fitness that would be constantly better throughout the year.

"We've got a WhatsApp group as obviously we can't meet up at the minute," Creighton explains, "so Kevin's constantly sending in stuff we can work on [at home] and if anybody in the academy has any questions or needs some help, there's a point of contact there."

And on that vein, a meeting on Zoom has been scheduled for every Monday evening to keep providing members with relevant training and support including media and social media skills to make the drivers as presentable as possible.

"The Motorsport Ireland Academy is especially important in these current circumstances," Creighton adds. "If I wasn't part of this academy now, I'd just be waiting for the next rally and maybe lacking a bit of motivation but there's definitely a sense of stay focused, keep training and working towards your goals just now and it'll pay off once we get back on the stages. Not many people can say they have a team around them as well as their own helping and supporting them, it's a wonderful opportunity."

McErlean says: "The biggest part I find beneficial is working with the performance coach [Heary]. Obviously you always have doubts in your mind about one thing or another. You pretty much just open up to him, tell him your thoughts and where you can improve. It's the simple things that you overlook and he comes back to them. It's pretty basic at the start, things like checklists, there's nothing mad in it but it's just trying to fine tune it as such. It's not as deep as you'd probably think it would be but it's a very interesting topic to be truthful."

What's clear is that everything is being done to maximise the probability of an Irishman reaching the WRC. Just four months into a new season, Creighton already believes the absence of Kris Meeke means the WRC "loses its edge" so the impact of homegrown heroes reaching the big-time can't be underestimated.

But fortunately, because of the Motorsport Ireland Rally Academy, don't bet against that happening. Even if Craig Breen doesn't land himself a WRC seat again, there's a gaggle of his compatriots preparing to smash down that door and fly the Irish flag across the globe.

McHugh: "We're looking to develop not just our drivers but our relationships with people like Hyundai with the view of getting into that shop window for one of our drivers to step into a world drive. We're here to make a mark."

Photos: Jakob Ebrey, fiaerc.com

BILLY COLEMAN AWARD WINNERS

2000: Rory Galligan
Genuine superstar in his day. Peugeot and Mitsubishi Challenge regular and first Irish driver since Billy Coleman himself to drive a works car (Mitsubishi, BRC 2005). Sadly succumbed to motor neurone disease in 2012

2001: Stuart Darcy
Regular Irish National competitor to this day. Used funding for BRC season in 2002 in Puma S1600 that was dogged with issues

2002: Shaun Gallagher
Drove a Peugeot 206 basically everywhere. After brief stint in an Evo, did 2007 and '08 JWRC in Citroen C2 S1600. Hasn't competed since 2009

2003: Dessie Keenan
Won his local event, the Monaghan Stages, back-to-back in 2007 and '08 in a hired Subaru Impreza WRC

2004: Eamon McElvaney
Made his name in a Peugeot 106. Progressed to a Subaru before drifting away from rallying in 2008.

2005: Gareth MacHale
Son of quadruple Tarmac champion Austin. 2005 Forestry champion in a Toyota Corolla WRC and 2010 Tarmac champion in a Ford Focus WRC. Did partial WRC programme in 2006 and '07

2006: Owen Murphy
Driven vast majority of cars. A Fiesta Sport Trophy competitor in 2006 before stepping into a Mitsubishi. Nowadays drives historics in Ireland

2007: Keith Cronin
Four-time British Rally champion with four different manufacturers. The 2016 Tarmac champion. Driven in WRC support series and Intercontinental Rally Championship but never got big break

2008: Ross Forde
Began in Morris Mini before impressing in Honda Civic and the Peugeot 206 Cup. Entered historic rallies across Europe, Asia and America this decade as recently as last month. Drove Fiesta R5 on last year's New England Rally in the USA

2009: Craig Breen
WRC podium finisher who's driven for Citroen and Hyundai. WRC Academy champion 2011 and SWRC champion 2012 as well as multiple European rally wins. ERC this year in Hyundai i20 R5

2010: Robert Barrable
Did British and Irish rounds in 2011 in Skoda Fabia S2000. Occasional WRC 2 competitor in 2013 and '14 before doing the odd Tarmac round. Entered Galway in a Polo R5. Did a season of circuit racing in 2016 in British GT Championship

2011: Sam Moffett
Scored historic Tarmac, Forestry and National triple in 2017. Shot to fame in Mitsubishi Lancer E9 but synonymous with Ford Fiesta WRCs and R5s. Using Hyundai R5 in this year's Tarmac series

2012: Daniel McKenna
The 2014 British Rally champion in DS3 R3 after years of campaigning an Escort Mk2. Stepped up to some WRC in 2015 but hasn't rallied since

2013: Stephen Wright
The 2019 Northern Ireland champion and Irish Tarmac regular who's dabbled in Belgian rallying. Now drives Fiesta R5 that won three consecutive BRC titles with Cronin and Matt Edwards

2014: Dean Raftery
Fiesta Sport Trophy champion in 2014 after forging his reputation in Irish Forestry series. Sporadic outings since, including World and Junior British appearances

2015: Rob Duggan
The 2016 Junior British champion in works Vauxhall Adam R2. Made Junior WRC jump the following year but ran out of budget. Seen driving select events in a historic Escort, including Killarney win in 2018

2016: Josh Moffett
Younger brother of Sam, winning Tarmac title the year after him in 2018. Like Sam, he made his name in a Mitsubishi before winning multiple rallies in a Fiesta and switching to a Hyundai for 2020

2017: Callum Devine
The 2017 Junior British champion. Headed to Junior World Rally Championship in 2018 before returning home in 2019 to take third in Irish Tarmac. European driver this year and took a podium in Hungary

2018: James Wilson
Irish Forestry championship leader in a Hyundai i20 R5. Had only ever driven front-wheel-drive Peugeots prior to Hyundai switch.

2019: Josh McErlean
Reigning Junior British champion after winning half the rounds. Contesting BRC again this term but in an R5. Northern Ireland J1000 champion in 2016



Galligan was one of Ireland's biggest talents



Like father like son: 2005 winner Gareth MacHale



Cronin on his way to BRC title number two in 2010



Barrable went racing in 2016 but returned to rally



Ireland's last British champion: Daniel McKenna



Duggan was class of Junior BRC field in 2016



The Moffett brothers are both Award winners

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COLUMN

Photos: Jakob Ebrey

JEFF SMITH



Mini racer and ex-BTCC ace is going beyond the call of duty to help the coronavirus fight



NHS 'lifesavers' for Smith



Smith and Polley have been delivering masks

When health secretary Matt Hancock in mid-March gave his 'call to arms' for manufacturers to help make ventilators for the coronavirus fight, I was immediately keen with my business ICD to do what I could. But after two weeks of trying I was getting nowhere with the official routes.

So I started looking around at what else we could help with. There was the personal protective equipment, or PPE, shortage issue among health workers. Freddie Lee, who is an old family friend of my partner and fellow Mini racer Jo Polley, and also is involved in motorsport, he works for a company that had some reusable face masks with FFP3 filters. So we bought 3000 masks, for about £70,000, and distributed them free to people who need them on the frontline. It was in effect a £70,000 donation. That's our racing budget for the year donated in masks!

Our local hospital at Kettering couldn't take them, because it was concerned about cross contamination as the masks were reusable. But then we distributed all of the 3000 masks direct to nurses, doctors, care homes, doctor surgeries, chemists, anybody in that environment who has got little or no filter protection. And very strangely Jo dropped the last delivery to Northampton General Hospital and its clinical leader said our masks are perfectly fine and fit for purpose!

Now we can access another 5000 masks to instantly distribute but I'm struggling to fund that by myself. If any fellow motorsport people or like-minded business person can help, I've set up a special email address: crisis@i-c-d.com. I'm not asking for £70,000, if you can donate a few hundred or a few thousand pounds it all helps buy as many masks as we can that we distribute direct to those who need them, rather than the money going into some black hole. We're doing whatever we can, if the next thing's goggles, aprons, gloves, we're just trying to get them out there as quickly as possible.

Even now you see it on the news that a lot of the frontline people haven't really got proper protection; at some point you're going to end up with very few nurses and very few doctors to look after the ever-increasing numbers of ill people. At Northampton General, when we did our first drop, the nurse said the day before there were 115 nurses off confirmed with coronavirus; it was like 'wow!'

We mainly distributed the masks locally in Wellingborough, Kettering and Northampton, but we've had contact from as far afield as the Shetland Isles. We want to help anybody that we can and we're continuing to receive contact from people asking for masks. It's clearly an ongoing problem.



Smith and Polley's van stocked up for delivery

It has, with official channels, been a frustrating process though. There's been a lot of what seems red tape, misunderstanding, miscommunication and bureaucracy going on that just beggars belief. As mentioned, my initial attempt was to help with ventilator manufacture via my business ICD. We have got design, development and manufacturing capabilities for a wide range of things, and I have 25 people on production that I could move across. If somebody gave us the drawings we could either manufacture a ventilator's components or we could use our existing supply chain partners to make things happen quickly.

But the official processes reminded me of the old dot-to-dot pictures, where people are drawing all these dots but there's absolutely nobody who's actually linking any of the dots up. I know of a number of manufacturing companies such as ourselves that have offered help but nobody's put any of us in touch with each other, nobody's come to us and said 'here's a drawing of a product, how many of them could you make and how much would they be?' It's also all way too slow and when I have spoken to someone I've been asked lots of vague questions. But it's not just us experiencing this, as things are coming out in the news that we've been experiencing for weeks. I don't necessarily think it's the people running the country, I think it's the civil service that has completely let everybody down on this one.

As for why we are doing this to help, it's because it's the right thing to do basically. Jo and I have been brought up in environments where you appreciate what you've got and never believe it's something you're always going to have. I'll always try and help anybody. And certainly the NHS for me a couple of years ago when I had my British Touring Car Championship shunt at Croft, they were lifesavers. And generally I've still got a huge fear that in a very short period of time there won't be enough nurses to look after the people who are ill.

"We can access another 5000 masks but I'm struggling to fund that by myself"

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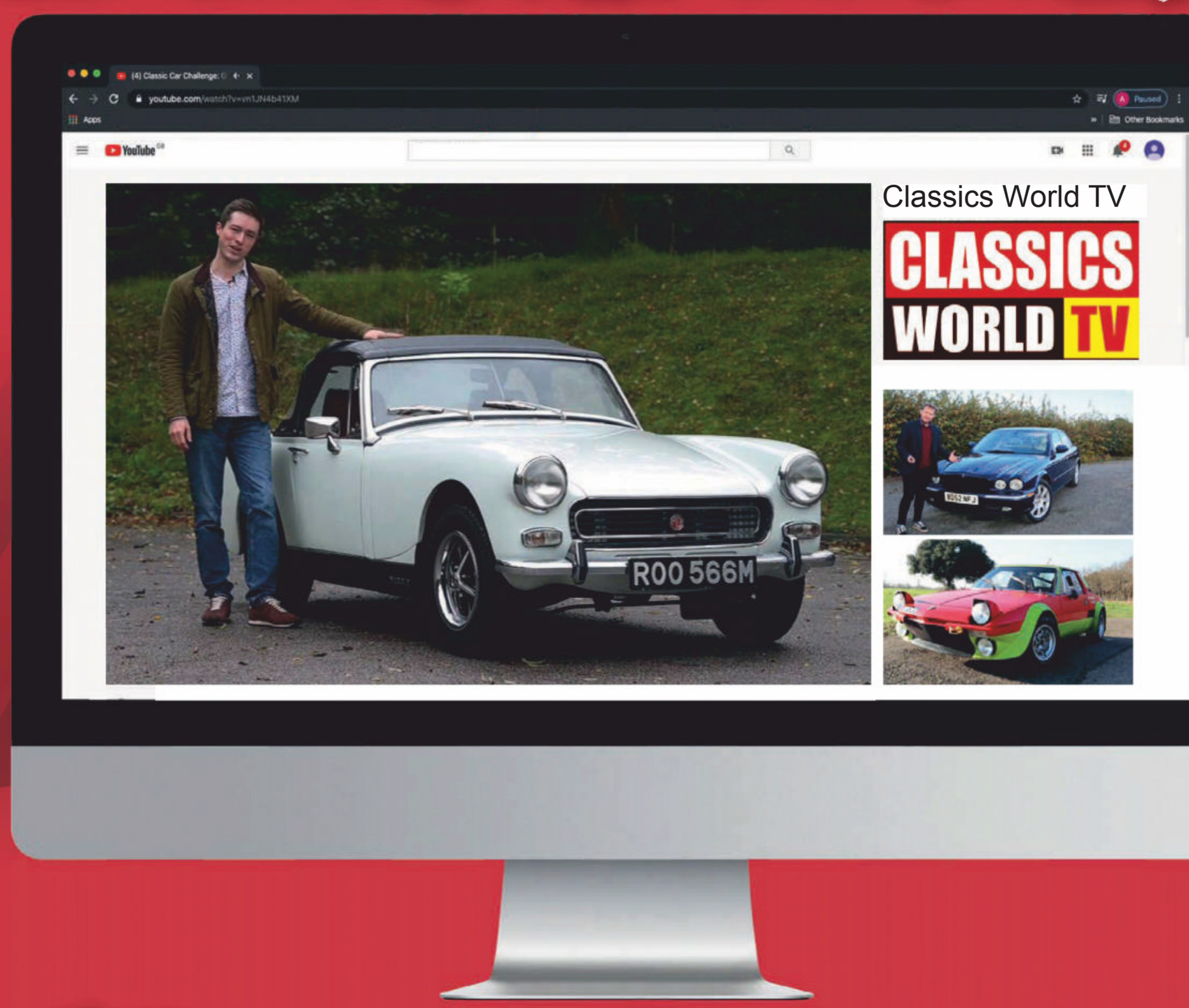
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FEATURE

DAMON

ALAIN PROST, AYRTON SENNA, NIGEL MANSELL - I WANTED TO BE TESTED AGAINST THE VERY BEST

The 1996 world champion says he was never afraid of the ultimate challenge, as he told Matt James and the MN readers



Fending off Jean Alesi in 1996

Motorsport News found Damon Hill in a philosophical mood. The 1996 world beater and now Sky F1 pundit has had plenty of time to reflect during lockdown, but that doesn't mean he isn't chomping at the bit for the season to get going.

While we are all on hiatus, the former Brabham, Williams, Arrows and Jordan racer tackled a series of questions from Motorsport News readers and took his time to give the fullest answers he could, for which we are grateful.

Tackling tricky situations is something that he had become used to through his motorsport career. Nothing came easily for the son of two-time champion Graham. That was evident from his earliest days in motorsport and was crowned by his battle to overcome Michael Schumacher, which was one of the narratives of Formula 1 in the 1990s.

He did prevail, but then walked away from the cockpit for good in 1999. For Damon, there was no sojourn at Le Mans or in any other series, Once the famous London Rowing Club colours on his crash helmet had been hung up, that was it. That was a bold decision and one that hasn't been possible for a lot of Hill's contemporaries, but it goes to show the clear decision-making and bigger view of the world that the former British Racing Drivers' Club president has made his hallmark.

Here, he gets to grips with his latest challenge: a grilling from MN readers.

HILL:

Photos: mcklein-imagedatabase, Motorsport Images



The big prize: Damon won the 1996 F1 title

Question: "Eric van der Poele, Alain Prost, Ayrton Senna, David Coulthard, Nigel Mansell, Jacques Villeneuve, Pedro Diniz, Ralf Schumacher, Heinz-Harald Frentzen. Who was the fastest team-mate? Who was the most under-rated? Who was the most fun? Who would you choose as your team-mate if you raced again?
Richard Randle
Via Twitter
DH: "Fastest has to be Ayrton Senna. Every time he got in the car, he was terrifyingly quick and he simply didn't know the meaning of 'slightly slower'."
MN: When you heard Senna was coming to Williams did you roll your eyes? You'd just got rid of Alain Prost, and then you had *Senna* coming in…
DH: "I took the view that I knew I was very lucky to get picked up in my 30s and drive for a top team in Formula 1, so I always thought that I was pretty lucky be there. So, I was like 'bring it on'. You might as well find out how you compare to the best. That's all you want to know in racing, isn't it? You want to know if there is anyone better than you: and they threw Ayrton Senna, Nigel Mansell and Alain Prost at me… Try that for a starter…"
MN: So, Senna was the fastest. Who do you think was the most underrated?
DH: "The underrated question is a good one. I think probably…underrated? You would have to say Heinz-Harald Frentzen was very good. I think he had the potential, but he somehow blew hot and cold. That was the thing with him."
MN: Would it be unfair to say that he probably didn't have the mental robustness to survive at Williams, with all of its brio?
DH: "I thought he was far too laid back for his own good. I didn't see any hint of insane desire to win. Ralf Schumacher was quite an intense person but very quick actually, but as far as underrated, I think they were all properly assessed, those drivers. I always think Nigel Mansell was underrated a bit though. The personality obscured his brilliance. It is more difficult if you come from these lands, the UK, and to have that mystique about you. That is no disrespect from people from Birmingham or from the Black Country but he didn't have a 'Carlos Fandango' name and I always think the fact he went to Ferrari, where he was christened 'Il Leone' was the making of him. That was the true Mansell. The Italians would have seen Il Leone, and that was the Mansell I saw too."
MN: And, the most fun? And who would you choose if you had to race again?
DH: "Heinz-Harald Frentzen was the most fun. His was hysterical. He had an incredibly dry sense of humour and he had us in stitches. I would choose Jacques Villeneuve, because we respected each other. He was a bit cheeky, but never underhand. Not that the others were. You wouldn't want to be a team-mate with Ayrton Senna, because he was just too brutally competitive. Alain Prost was charming, but he was at the end of his career, and Nigel Mansell I liked. He was actually quite fun."
MN: Were there any politics involved with Mansell, or was he OK?
DH: "He was fine. He was a little bit like Donald Trump, personality-wise: there is only room for one person in his professional demeanour and that's probably the way it has got to be, but I don't think he was ever negative about me. And he never gave me any reason to think he was trying to screw me: in fact, he was very supportive and he just enjoyed his racing, a lot."

Question: "I believe you would have been a triple world champion if Michael Schumacher hadn't taken you out in Adelaide in 1994. What are your thoughts on that situation now?"
Dan Johnson
Via Twitter
DH: "You can't look at it like that, can

continued on page 14

"Ayrton Senna simply didn't know the meaning of going slowly" Damon Hill



The time with Ayrton Senna (l) was brief, but was an F1 education

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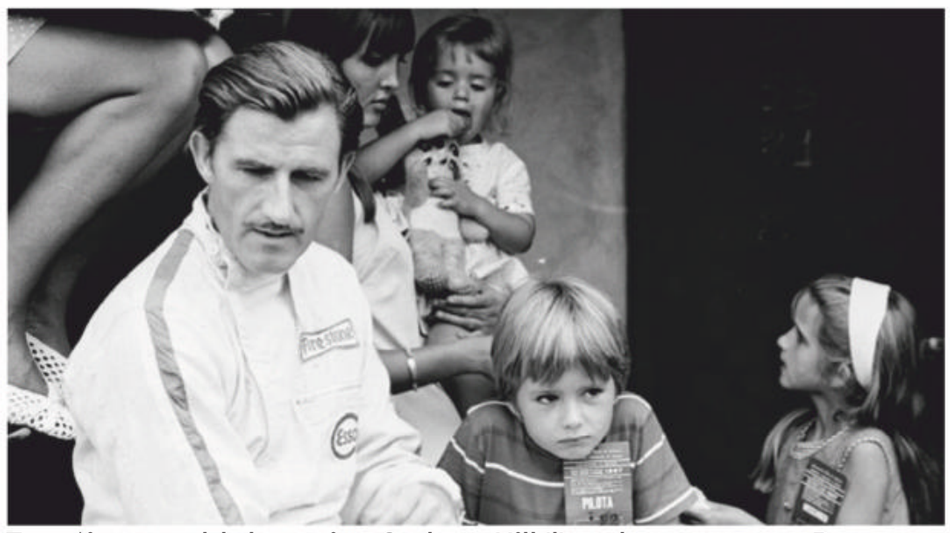
FEATURE



Hill says he was not ready to win in 1994



The Brabham in 1992 was a big ordeal...



Two-time world champion Graham Hill (l) and a very young Damon

you? Why was I there in the first place? Ayrton Senna had been killed and the whole season was topsy-turvy one way or another. I had fought with everything I had to win that championship but I was always playing catch up to Michael. I was always going to be vulnerable to [a move] like that. I can hold my head up looking back on it. I put up a valiant defence and attack and I just didn't have the racing experience that he had from all of his years in karting. Looking back now, it was very naive of me to put myself there."

MN: So you wouldn't have done it if you had been three or four years further on in your career?

DH: "I certainly wouldn't have done it now, would I? I didn't know, but do I think I should have been world champion? No, I don't. In a way, I don't think anyone should have been world champion because it was a bit of a torrid year. It is always slightly uncomfortable feeling winning because someone else couldn't make it to the finish. It is not the way you want it to be."

Question: "What was the 1992 Brabham BT60B-Judd like to drive?"
Huw Selby
Via Twitter

MN: Also, you would have been getting in that after having been the test driver in the Williams, which was the cream of the crop at that time. It must have been a culture shock…

DH: "It was, very much of a shock. I hardly fitted in the car at all, because it was pencil slim. I was sitting bolt upright and I didn't really have the room to use all the gears. There were six, but I think I could only use two gates because I couldn't get the lever across as my legs were in the way. The power characteristics of the engine were slightly agricultural. It wasn't refined. They were very short of money and when a team is short of money, no disrespect to the mechanics and the people who put it together, there are going to be parts there that are longer in the tooth than they should have been. It was a bit risky."

MN: But lining up for that first grand prix, on home soil at Silverstone, must have been such an amazing feeling?

DH: "I think one of the bravest laps of my entire career was to get that Brabham into the British Grand Prix in 1992! It was pretty good to qualify. I seemed to be making a speciality of qualifying cars that weren't particularly good, I had done that in Formula 3000 too. If I could do what nobody thought was possible with a piece of equipment, then that reflected well on me. It was a step forward in my view."

Question: "It would be interesting to hear Damon's take on joining Arrows for 1997."
TFZ Cammie Racing
Via Twitter
Question: "Describe your feelings after passing Michael Schumacher for the lead at the Hungarian Grand Prix in 1997."
Warren Pit Crew
Via Twitter

MN: That was a left-field move and Tom Walkinshaw, who was running the team then, must have offered you the world to go there with a Yamaha engine…did you see it as a risk at the time?

DH: "It was a strategic move really. Everyone else wanted to sign me for two years. And I just needed to get the McLaren drive in 1998 because I wanted to be where Adrian Newey was [after working with him at Williams]. I wanted a one-year deal and Tom Walkinshaw offered me the known world to join. It was a pretty decent wage packet and lots of possibilities. The other thing about that deal was the Bridgestone tyres. That's what made it interesting. There was always going to be a chance – and that is what happened in Hungary – that Bridgestone was going to turn up with all the right ingredients. I knew I would get a shot. When I tested, the Bridgestones were fantastic and Michael Schumacher won most of his races on Bridgestones. They got it right in a few places where Goodyear got it wrong, and another appeal of that whole deal was that I got to work with [designer] John Barnard too. In Hungary, taking the lead, it was pretty special. Brilliant in fact. I could see it coming. I could see Michael Schumacher's tyres were going to pot. He had no traction, and I just thought 'I've got him'. There was nothing he could do: he tried though. He had a points lead to protect and I didn't, so in that situation as opposed to Adelaide in 1994, the boot was on the other foot that time. He had to stay well clear and he didn't want to collide with me. He is not that stupid."

Question: "In dealing with the aftermath of Ayrton Senna's death, were you able to draw any inspiration from your father Graham's own experience of lifting the Lotus team after the death of Jim Clark?"
Greg Tomkins
Via Twitter

DH: "We all take so much from our parents' example, don't we? That is in every way. I was lucky in a way that my dad had had this terrific career in motorsport and he had faced a lot of challenges that I have read and learned a lot about how he dealt with those things. And his approach to life definitely armed me well for the challenge we had after losing Ayrton Senna. But it is slightly odd comparing the two situations, even though there are some curious parallels."

MN: You were tested as much off track as you were on it, and you were still in the early stages of your Formula 1 career. That was a lot to cope with at that time, wasn't it?

DH: "In motorsport, when things happen like what happened to Jules Bianchi [who was killed after the Japanese Grand Prix in 2014]: all those guys who were around then, they had to come to terms with some pretty heavy questions and that is what makes motor racing a little bit more challenging than other sports like football for example. There are issues you have to deal with as a racing driver that you don't have to in other sports. That is not to say that it is unique. I wouldn't want to be a gymnast and land on my neck. There are dangers involved in a lot of sports. But to get back into a racing car after a team-mate has been killed is not something you want to have to do every day at all. Life is, as we are discovering right now, not what we want it to be. You are put in awful situations: think about the guys who went off to fight in the First World War. They didn't have any choice. You got a letter which told you you were off to the front and that was that. You either went over the top or they shot you while you were in the trench. That *is* challenging. Being a Formula 1 driver is easy by comparison."

Question: Did you ever consider making a grand prix comeback like Niki Lauda or Michael Schumacher, or were you in no doubt that the Japanese Grand Prix in 1999 was your final race in Formula 1?
Sam Dyson
Via Twitter

DH: "I definitely knew that it would be my last race in Japan. I had enough. My mind was made up and I was closed to the idea after that."

MN: So what prompted it then?

DH: "I was 39 years old! And you don't get better. You know yourself where you compare to your best, and I peaked in the Japanese Grand Prix in 1994. I had a few more occasions where I knew I was on it. At Spa in 1998 [where Hill won in a Jordan-Mugen Honda], to win that race took quite a lot out of me. I remember thinking after that that maybe I didn't have the stamina for the role anymore. Given a good car and a little less opposition, it was still possible to win, but tough races take a lot out of you."

MN: But you decided to walk away completely. Many of your contemporaries did things like Le Mans or the DTM. Why not you?

DH: "Jackie Stewart did it. He walked away: he hardly ever drove a car after that, he just had a chauffeur! I knew that for me, it seemed like a trap. There are two things that are going to happen: you are going to go slower, or you are going to get hurt. I didn't fancy either of those. One of those two things are inevitable. Maybe that is too negative actually. Maybe you could win a couple of DTM races. David Coulthard did it, and I know Rubens Barrichello races quite energetically and you could have done Le Mans. But it is clear to me that there is nothing out there that is as good as Formula 1. Formula 1 is the top. Everything else is going to be slightly less, in all areas: it will be slower, slightly less well prepared and, as a result of that, it will be less enjoyable."

Question: "Both Martin Brundle and Karun Chandhok have driven some Formula 1 cars while working on Sky



Hill's Arrows swap was strategic



Sometime 1994 team-mate Nigel Mansell was always encouraging



Hill was chucked in with Alain Prost in '93

"That period of my life gave me the ultimate professional satisfaction" Damon Hill



Lotus 49 was Hill's ultimate race car

F1. Is there any chance of seeing you drive one of the modern F1 cars? I, for one, would love to see you drive the Williams and hear your feedback on it."
Tufael Ahad
Via Twitter
DH: "The last modern Formula 1 car I drove was one of Sebastian Vettel's Red Bulls – I can't even remember what year – but since then no-one has asked me! I don't know what I did wrong back then. It was a demonstration run at a Renault World Series round at Barcelona. I was given a couple of laps, it was bloody amazing: it was absolutely painted to the road, and I was only on wet tyres too. I don't think the average fan or even the top fans realise just how difficult it is to drive and get the maximum out of an F1 car. Physically, the forces are ridiculous. It is insane. I just haven't got the muscles to do that anymore and my heart rate would go through the roof and I would probably have a heart attack. I could do a couple of laps, maybe but I just couldn't keep it up. It is too hard. It looks easy, and everyone can play computer games and they think they can do it but I am telling you, if you are not experiencing the *g*-forces, and the wind, and the bumps and the noise and it is all that stuff, plus the fear, then you are not really driving the car."
MN: And, of course, the drivers have to do so much more now…
DH: "I am staggered what the drivers do today. I would find that so distracting. I would probably get to cope with it, but it is certainly not something I would have wanted to do. I enjoyed manhandling the cars with the gears and the clutch. I liked that: I appreciated the manual side of things, even though I drove the active car which was a lot of fun. It is like trying to spin plates now: patting your head and rubbing your tummy at the same time."

Question: "Which part of your career so far, either racing or not, has given you the most personal satisfaction?"
Kevin Meeks
Via Twitter
DH: "When I get asked by journalists to talk about things that I have done, I am taken on a journey back to the experiences I had in Formula 1 and I would say they were the best times of my life, certainly my professional life. That is because you are so wholly invested in it. There is something very enhancing about that and fulfilling. It is very difficult to get that when you stop racing. I am very lucky I can look back and appreciate my career and some great results. Some people haven't got that, and so I do thank my lucky stars."

Question: "Which out of your two wins in the Japanese Grand Prix would you consider to be your best?"
Chris Miles
Via Twitter
DH: "It is 1994. The degree of difficulty and the pressure was totally off the scale. Although, I have to say, 1996 had its own unique challenges. Once Jacques Villeneuve fell off the road when his wheel came off it was OK, but up to that point there was a lot going on and there was a lot of anxiety about how things were going to pan out, because it was three weeks between the penultimate race in Portugal and Japan. It was a big gap, and I got the sack in between when Williams said it wouldn't be re-employing me, so I was looking for a drive too. Three weeks is a long time to wait to find out if you were going to be a world champion."
MN: But the win in 1994 seemed like a typical Damon Hill win: there was *everything* thrown at you in that race and you have to overcome it all. Nothing seemed to ever come easy to you.
DH: "If you ever wanted some sort of proof that you really did beat Michael Schumacher and it wasn't because you had a better car or something, that was it there. Suzuka does it for me, because I didn't even have four new tyres on the car. When they came into the pits, they couldn't get the left rear off and it was bald as a coot by the end of the race. I am impressed with myself for that, and also indebted to Carl Gaden, who was my mechanic, who took the decision to leave the damn thing on. If it wasn't for that, I would have lost the race. That was brilliant thinking on his feet."

Question: "What is your favourite 'cheat day' meal?"
Sir Meerkat
Via Twitter
DH: "I am vegetarian, and I have been for about 18 years – only because I would rather not kill little creatures to eat them. That kind of drives you towards pulses, soups, lentils, chickpeas and Indian food. Indian is a treat. There is a particularly good one near here. I like a Chaat Masala."

Question: "What is your favourite racing car and favourite motorbike?"
The Hunt Brothers
Via email
DH: "I think it would be the Lotus 49. It is a pretty looking car. It would have to be the 1967 car because they didn't have wings on and they didn't have anything. They were just raw and I have driven one. Anyone who has driven a modern car knows that these older ones do have their limitations. They look beautiful and you can slide them around and use the power, so that is fun. But my Williams FW18 would be the best Formula 1 car I drove and, as far as bikes go, I have always loved lots of them. If I look at a motorbike, I love it. I normally am interested and they bring up all sorts of memories, but a [1970s] Yamaha TZ750 is special. It was a beast. I think Sebastian Vettel has one, but I am not sure. He has a Kawasaki too. He has lots of things that he keeps quiet." ■



Spa win in 1998 was Hill's last, but it also opened his eyes to the future



The team owners gathered for Damon's final race in Japan in 1999

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FEATURE

HOW BMW CREATED THE ULTIMATE TIN-TOP

David Addison explores the story behind one of touring car racing's finest ever machines



Frank Sytner was a prime mover behind the M3



M3 conquered all before it on the European Scene

It was an instant hit. From its debut race in 1987, the E30-generation BMW M3 turned touring car racing on its head worldwide and title after title fell to the two-door homologation special. From World titles to club racing, the M3 conquered all that was before it.

Work on the M3 started in 1985 after BMW head Eberhard von Kuenheim paid a visit to the firm's motorsport department in Munich, headed by Paul Rosche, who had overseen the company's successes as an engine supplier in Formula 2 and latterly Formula 1 for Brabham. "We need," Kuenheim reportedly said as he left, "a sporty engine for the 3 Series."

The four-cylinder two-litre 3-Series engine was increased to a 2.3-litre powerplant and used four-valve engineering. It was kept to a four-cylinder engine, rather than six, as the larger engine started to vibrate much sooner than the smaller one, so the BMW engineers managed to wring 10,000 rpm out of the smaller block.

Photos: mcklein-imagedatabase.com, Motorsport Images

Bernard Beguin's Tour de Corse win in 1987 was a first

According to Rosche, work started immediately. With the six-cylinder engine having the same cylinder gap as the four-cylinder, two combustion chambers were cut off and a panel bolted over the hole on the rear side, and the engine that had made the BMW M1 so good and transformed the venerable M635CSi now had a four-cylinder offshoot made, amazingly, in less than two weeks. With 300 horsepower on tap from the 2.3-litre engine, the 960kg car was an instant hit.

"It was the ultimate turn-key race car," remembers Malcolm Swetnam who looked after Frank Sytner's Prodrive British Touring Car Championship machine in 1988. "It came as a kit of parts from the factory and all you needed was some paint for when it was finished. It was amazing customer service and if you had a washer left over, you knew that you had missed something! You never needed extra bits: it was always supplied spot-on."

The car's first major race was the 1987 World Touring Car Championship race at Monza. The series, so eagerly expected at the time, turned into a shambles before the opening race when the sporting governing body, the Federation Internationale du Sport Automobile (FISA), demanded a $60,000 registration fee to score points and then the Monza scrutineers excluded the Eggenberger-operated Ford Sierra Cosworths before the race. Hence, it was a top-six lockout for the little Bimmers, headed home by the CiBiEmme-tended car of Johnny Cecotto/Riccardo Patrese, until, with the cars now in the teams' transporters, the scrutineers asked for another look. Somehow, they had got wind of the difference in roof thickness between a Hungarian team's car (converted from a road car) and the BMW Motorsport-provided cars. Their roof panelling was deemed to be too thin, and hence the first six cars were all excluded. The fact that the seventh-placed win-inheriting Holden of John Harvey/Allan Moffatt wasn't scoring points just added to the mess….

While BMW Motorsport was busy changing roof thickness, a band of busy Brits was looking at the German weapon for a different purpose.

Prodrive wanted a new rally car and team boss David Richards identified the M3 as an ideal Tarmac rally car, with a market in France and the Benelux countries there for the taking.

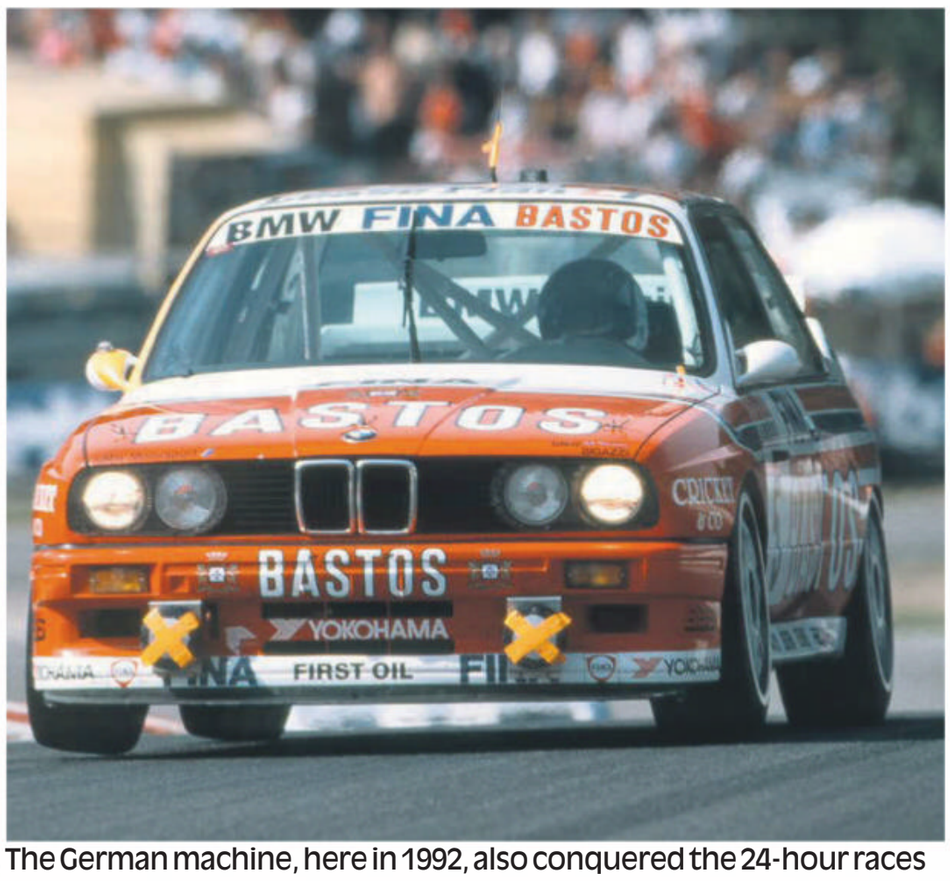
Richards struck up a relationship with Wolfgang-Peter Flohr, the head of BMW Motorsport, who did him a deal on a number of cars and parts, but plans to garner support from BMW GB were soon scuppered: MD Tom Purves felt rallying wasn't right for the brand, but circuit racing was.

That meant that Prodrive had to go it alone with Bernard Beguin behind the wheel and Motul and Rothmans providing backing. The Banbury squad worked on axles, strengthening the car and improving suspension, for example, and took what was always meant to be a racer into a competitive stage winner, too.

Prodrive was soon to diversify. Sytner arrived at Prodrive, having never met Richards, with a desire to get back into the BTCC after a torrid time in the early Group A days in his 635. Sytner wanted to be more than just a customer with a BMW-supplied car, and a look around the Prodrive raceshop identified enough spares to build a race car.

Sytner remembers: "My plan was to run the new M3, and I had my own team and I had sponsorship from Mobil 1. Then I was introduced to Richards, who I didn't know at that time. I met him, and here was

Continued on page 18



The German machine, here in 1992, also conquered the 24-hour races

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FEATURE



The opening European race turned into a farce



Frank Sytner (left) and broadcaster Mike Smith had a fractious – but successful – partnership at Prodrive

this guy doing rallying and I was the racing guy. We were connected to BMW and he was connected to sponsors and he had a workshop and a team and so the idea was to get together and see if we could do something.

"David was already getting chassis kits to make his M3 rally cars and he had one bodyshell left over and it was agreed that I would bring in my backer. I told David that I could convince BMW to stay on board with me and we would effectively be the works team. I said to David that he could own the team – he was the team man, I was not. All I wanted to do was to win the championship. As it happens, we then became very close friends, but take into account I had never even met him at the start of all this."

In July, Sytner gave the car its bow, and led, at the grand prix-supporting BTCC race and a month later on Donington Park's shorter layout he ran out the winner by half a second from Graham Goode's Sierra, Sytner's brakes having faded in the second half of the race. It was the car's only outright win in the multi-class era of the BTCC, an impressive result.

"Remember, the M3 was already developed as a race car. If you ordered a race car, and it was the same as with the 635, you essentially got a kit to go racing," points out Sytner. "It had whatever was homologated. What they had was already a Tarmac rally car, but actually Tarmac rallying and circuit racing are pretty close in what you require from a car. It is not a million miles away."

The Prodrive engineering expertise made the BTCC cars different from the manufacturer-supplied cars, though. By 1988, Prodrive was running a six-speed gearbox. "BMW didn't want to know about that," remembers Swetnam. "It had its reliability issues at times and for the last race Frank wanted a five-speed box to be safe and to win the championship."

BMW GB came to the party in 1988, thanks to BMW dealer Sytner's efforts, with Mobil sponsorship as well. Sytner, despite occasional impudent speed from team-mate Mike Smith, won the championship and a year later James Weaver came on board as his team-mate in a season of fierce fighting.

Swetnam remembers the relationship with BMW Motorsport as an exceptional one. He says: "Schnitzer always got the new parts first and would try them for a race and then the customers got them. We knew that, and we accepted that was the process, but because we all got the parts soon after, no team every felt it was being had over. You could genuinely compete against the Schnitzer, as plenty of teams proved. It was like racing against the works Porsche 962s: the good customer teams could take them on."

The M3 was a prolific winner in Group N and Production Saloon Car racing as well. It was a simple car, easy for the national-level racer to buy and maintain.

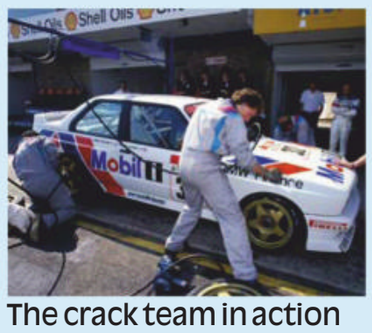
Teaching the mud racers the way to tackle the tracks

For a rally team, Prodrive made a huge success of its motor racing baptism with BMW M3s. BTCC race wins and championship titles (overall in 1988 and a class crown in 1989 for Frank Sytner and James Weaver respectively) came quickly, but some in Banbury took convincing.

Sytner remembers: "The guy who was the chief engineer for David Richards then was a guy called David Lapworth – really good guy. But most of the guys at Prodrive were totally cynical about it. They thought motor racing on a circuit was bloody stupid. Going around in circles.

"We had a team manager come in, who was a racing guy, and he was coordinating the circuit side, and that was Malcolm Swetnam. He was a terrific guy. It was funny, because all the rally guys looked down on him because all he did was circuit stuff, but he branded the rallying guys the 'muddy men'. He was always joking with them."

"Nah, 'mud racers' I called them," reckons Swetnam. "Mind you, they were a God-send at Spa when we did the 24 hours in the European Touring Car Championship. They could do a clutch and flywheel change in the pitroad in 17 minutes!" Eighth overall was the result.



The crack team in action

18+

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Rapid BMW catches some Nordschleife air in 1991



Will Hoy took the E30 to a final BTCC title in 1991

The likes of Matt Neal and Mike Jordan enjoyed success in Group N, while BMW enlarged the engine to 2.5-litres (380hp) for the DTM where, after Eric van der Poele had won in 1987, Roberto Ravaglia (the 1987 WTCC title winner) won in '89. Indeed, Ravaglia, who also won the European title, the Nurburgring 24 Hours and Italian championship aboard M3s, would have a special edition model named after him.

Back in rallying, the M3 was enjoying success on Tarmac, cannily staying away from gravel events as much as possible. In France, Beguin was the man to beat, before Francois Chatriot scooped the 1990 title, while in Ireland, Billy Coleman's car was in top form. Beguin also won the 1987 Corsican Rally giving the M3 a WRC success.

The M3 continued winning in the 1990s, at the Nurburgring and Spa 24 Hours, its last win in the Belgian classic coming in 1992. To keep it competitive, the car had undergone significant evolutions, such as weight reductions, improved aero, bigger brake ducts and more power.

Even when the E36 shape was introduced in 1992, there were so many of the original cars competing that successes continued for many more seasons. In the UK, for example, four straight Snetterton 24 wins fell to the M3, Neal being part of 1990's winning trio, while Jordan took a brace of wins in '92 and '93.

"It was such a solid car," remembers Jordan. "I bought mine from Neal and in that era of Group N we had sprint races, a couple of 500-kilometre races and 24 hours at Snetterton. The car worked in all of those formats! It was bombproof, a simple car and was massively well-engineered. If you prepped the car properly, it was a surprise to have a problem."

Like many, Jordan was impressed by how the car was delivered by BMW. "It was very Germanic! Everything was homologated, so engineering-wise there was little to do. For example, it came with a fixed set of Bilstein dampers that worked everywhere so you just adjusted tyre pressures, got in and drove. There was nothing else that needed doing…"

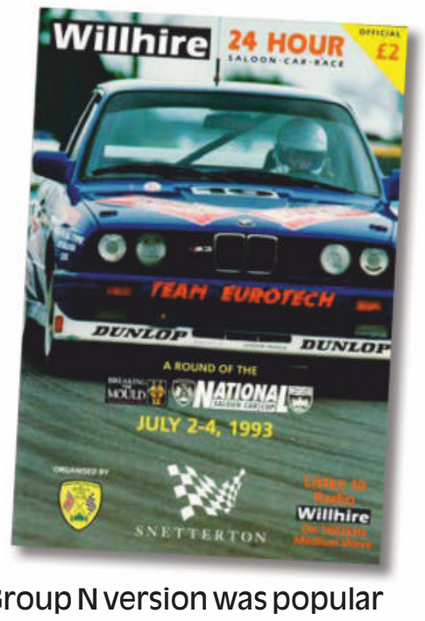
Sytner agrees: "It was a fantastic car in the way it had such poise on the race track. And the key was that it just didn't wear itself out. The tyres, the brakes: it was cleverly designed."

That user-friendly nature of the car not only allowed hordes of them to hit the circuits at national level but for smaller teams to take on the larger ones. In Group N, Guy Povey, almost single-handedly, took on the larger squads to good effect.

Behind the wheel, the car required precision. "In Group N trim it only generated around 200bhp," remembers Jordan, "so it wasn't a powerful car, not especially fast and you needed to drive it tidily. If you tried to get it sideways, you would go slower."

BMW had already been a mainstay of touring car racing at all levels around the world, but the M3 was the car that enhanced the company's reputation as a touring car powerhouse. World, domestic and club level titles fell to the BMW M3, with Will Hoy taking the 1991 BTCC crown, for example. The list of drivers reads like a Who's Who of motor racing. Nothing like it has been produced since.

The beauty of the car was its simplicity. Says Swetnam: "It was like a modern Lotus Cortina. You didn't need to do anything to them. They just worked." ■



Group N version was popular

MATT JAMES



MOTORSPORT NEWS EDITOR

"The BMW M3 grabbed the airtime on the BBC's touring car coverage"

Touring car racing, certainly when I was introduced to it in the 1970s and 1980s, was a curious thing. The bewildering class structure meant that the machines at the front of the grid were battling it out for individual race wins but they were regularly put in the shade in terms of overall titles by minnows from the smaller classes.

I have got nothing against a Toyota Corolla, a Mazda RX-7, a Mini or a Chrysler Avenger (which you can't help calling a Hillman), but they weren't the heavy metal of the contest. They were fighting for the crumbs on the Tarmac but ended up with the three-course meal at the end of the season.

Indeed, from Frank Gardner's Chevrolet Camaro victory in 1973 through to Andy Rouse's win in a Rover Vitesse in 1984, the championship had not been won by the top class. And the top-class drivers were, of course, the ones who the paying public had seen fighting it out at the front of the field. It was all rather odd.

It is remarkable to think that the Ford Sierra RS Cosworth never won the overall crown and the RS500 evolution only lifted one overall title when Robb Gravett sealed the accolade in 1990 in the Trakstar-run version.

The TV spotlight fell on the BTCC at around the same time that Prodrive and Frank Sytner introduced the M3 to the UK, and it was an immediate hit. The purpose-built rear-wheel-drive car, which sounded stunning, was arguably the most refined weapon on the grid and slotted into Class B, where its rivals were the long-in-the-tooth Ford Escort RS Turbos and the odd Alfa Romeo. It ripped up the Tarmac.

Such was the battle between Sytner and team-mate Mike Smith, though, that the BBC cameras were often trained on the fight. Indeed, I know of stories where some Class A Ford Sierra RS Cosworth racers, who were having a struggle in a particular race, would deliberately drop back to grab some of the airtime that was being focused on Class B.

The M3 was the perfect tin-top racer with its sublime handling, its user-friendliness and its excellent build quality. It is very unlikely that there has been a better saloon racer ever built, and it holds a place in the heart of all who got behind the controls.

The BMW M3 also marked a watershed for the German firm, and it would go on to be a major force in the BTCC over the following 30 years, provided it had equipment capable of running at the front.

The current WSR-run BMW 330i M Sport is a prime example of that.

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FEATURE

FREDRIK AHLIN REFLECTS ON HIS ROLLER COASTER CAREER

Swedish sensation Fredrik Ahlin looks back on his career as he prepares to take a step back from rallying. By Luke Barry



Back down to earth: rally career pause for Ahlin

There are plenty of famous rallying dynasties across the world: think the McRaes, the Rovanperas and the Solbergs. But a glance at Fredrik Ahlin's family tree reveals more than enough pedigree to rival the aforementioned three.

Both of Ahlin's grandfathers competed and competed at an extremely high level. Freddy Kottulinksy for example won the second ever Dakar Rally in 1980 and was later involved with Audi as the Quattro was unleashed. Fredrik's parents Susanne Kottulinsky and Jerry Ahlin were both professional rally drivers while his sister Mikeala Ahlin-Kottulinksy currently races in Swedish TCR for PWR Racing.

"Definitely I had something in the genes and the DNA to get me involved in motorsport," Ahlin says. "I started with karting like I think most kids nowadays and then at 16 years old I started to go down the rally route because it was always my main thing. I thought it was the coolest way and then things just developed into what it became in the end."

What it became in the end was a hugely successful international career that, given a little more luck and funding, could've propelled Ahlin into the World Rally Championship elite. Outside of his native Sweden, Ahlin first came to prominence very early in his career in 2011. After winning rallies outright in a Group N Subaru, Ahlin was awarded a Pirelli Star Driver scholarship to compete in the WRC Academy in a Ford Fiesta R2.



Ahlin celebrates with co-driver Torstein Eriksen (l) on Pirelli 2017

"I was probably [not mature enough back then]," he admits. "I came from Sweden being the super talent so I think my expectations and also expectations of everyone else around me were a little too high to cope with. To be honest I just drove over the limit at moments all of the time. I didn't really understand that to be second on a stage sometimes is enough to win a rally. I wanted to win every stage, in every country everywhere which maybe [wasn't smart]."

Ahlin's WRC Academy journey continued into 2012 where again he showed searing pace to lead rallies but couldn't convert the speed into results. A terrifying accident in Spain which put Ahlin into a short coma and left him with four days of memory loss was a nasty end to the season and led to the Swede's motivation plummeting to nil.

"In 2013, I was more or like 'f*ck it I'm not interested in this anymore' but then I started to do some local rallies with the R2 car back home and found joy in driving again," he says. "I think it's very easy when you're young and ambitious to forget why you actually started with the sport from the beginning. So I found some joy again and did a lot of really good result during that year. I won in Sweden against Pontus Tidemand who was that year's JWRC champion, I won in Norway and I won when I went to Finland so overall it was a very successful year."

Despite his absence from the WRC service park, Ahlin began to make important connections too; namely Dick Cormack, the managing director of DMACK, and Martin Wilkinson who ran the CA1 Sport team. After finishing second on Rally Uppsala in Sweden behind the wheel of a DMACK-shod Skoda Fabia S2000, Ahlin received a call from Cormack asking if he'd like to contest a WRC2 programme in 2014 alongside Jari Ketomaa and Ott Tanak.

"I jumped on that train, did my WRC 2 debut in Sweden in 2014 with the Fiesta R5 for CA1 Sport and that's how I met Martin Wilkinson for the first time," Ahlin adds. "We finished third on debut and things just developed from there."

Ahlin's relationship with CA1 is what helped raise his profile in the UK, as after another strong season in the R5 in 2015, the Swede headed for the British Rally Championship.

"Martin became more of a mentor than a team manager to be fair," Ahlin says. "He suggested to skip WRC 2 as we didn't have the budget to compete with those guys on the correct level, we could only do three or four rallies. So we put that money into doing Rally Sweden and the British Championship, finishing the year off with Wales Rally GB."

Ahlin immediately made his mark on the season-opening Mid Wales Stages, leading the event with two stages to go but ultimately finishing second behind eventual champion Elfyn Evans. This performance surprised a few, but it shouldn't have as Ahlin was pushing Evans all the way on Rally Sweden a matter of weeks earlier before a technical failure led to his demise.

"I knew the level would be really, really high," Ahlin recalls, "but I knew that I had a chance to fight with them and I was pretty sure that I had the speed anyway to be second behind Elfyn on all gravel events."

But he'd go one better than that on round three – the Pirelli Rally – with a near 30-second victory in Kielder that elevated him to the head of the championship on an event that was dominated by bogey time and chicane controversy. That was as good as it got however as Ahlin failed to register a single point on the remaining four rounds to slip to fourth come the season's end.

A Skoda switch in 2017 brought immediate results, with comfortable victories on the Border Counties Rally and again on the Pirelli establishing him as title favourite. Then came the Scottish Rally and a massive scrap with team-mate David Bogie in Bogie's backyard. Heading into the final 8.1-mile Ae test, Ahlin trailed Bogie by 0.1s but wouldn't finish as a stone pierced a radiator pipe and he was forced to park his Fabia R5.

The 2017 BRC season is famous for being decided by one point and 0.1 seconds on the Isle of Man in favour of Keith Cronin as Ahlin could only manage third on both points-scoring legs behind Cronin and Matt Edwards. But ask Ahlin, and it's that retirement four months earlier that cost him his championship as he lost at least 18 points for second place.

"Without that hole I would've been champion before even going to Isle of Man," Ahlin says. "[But] I'm going to be perfectly honest, it would be have been cool to win it but I don't think it makes too much difference to my career. I lost the championship on a technical mishap but I'm happy with the year I did. I was the fastest guy on the gravel, I was getting better on the Tarmac, so couldn't ask for more even though I don't have the title."

In 2018, Ahlin graduated to an ERC Junior U28 programme, capping off the year with a strong third overall in Latvia. He took a 10-month break before returning in late 2019 to contest three

Photos: Jakob Ebrey



In his dust: Ahlin bossed gravel



Ahlin has had lots of fun

Swedish championship rallies; winning on what could very well be his last start in Karlshamn last September. The budget just hasn't been there for Ahlin to be rallying week in week out.

"I was going to announce this in February but I didn't want to announce that I was stopping rallying when we are in this global situation, it's irrelevant," Ahlin reveals.

"I'm not saying that I've stopped forever. If there's an opportunity opening where I can do professional rallying again I would definitely do it but I will not drive around in the Swedish Championship just for fun. I'm not going to pull my hair out to try and get the budget again because it's been 10 very hard years where we always had the stress to find the money. I've done it, I've tried it, I had loads of fun but everything has its time.

"My goal was to be a factory driver fighting for wins in the WRC," he adds. "But I think one of the best lessons I've learned is you should never compare yourself to anyone else; instead just do your own thing. I never had a big budget to start a season and do 14 events or whatever but if you look at the other 99% of people in the world trying to be rally drivers, I probably had it better than them.

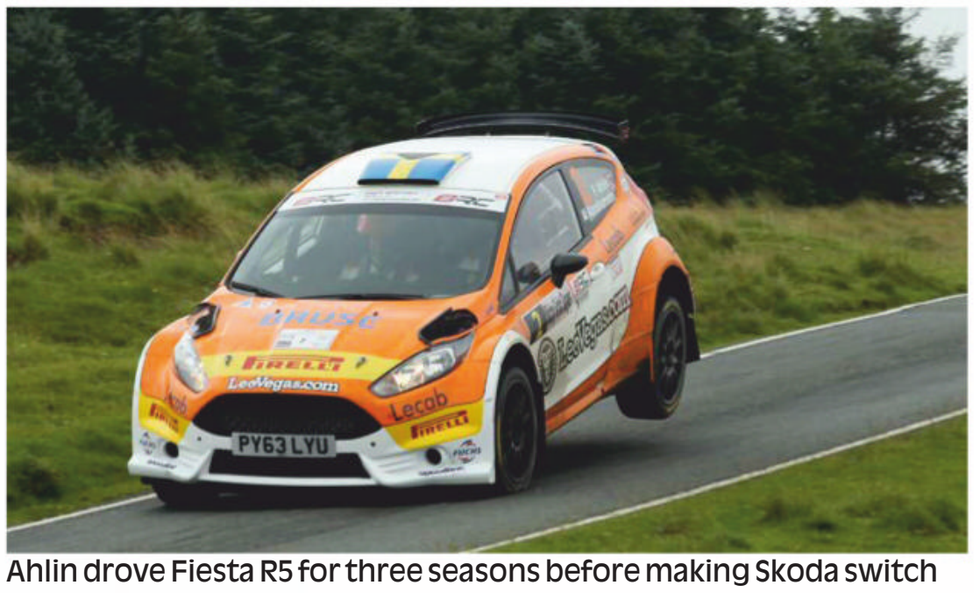
"Motorsport is always going to be like this. Like I've always said there's a reason I'm not a WRC driver because if I would have been as good as Ogier, I would have been there. Because if you look at a guy like Ogier, they will get there no matter what, if they have the back up or not." ■



Ahlin impressed on BRC debut in Mid Wales, finishing second



Fading title shot: Isle of Man 2017 didn't work out for the Swede



Ahlin drove Fiesta R5 for three seasons before making Skoda switch

DAVID BOGIE



TEAM-MATE TO AHLIN AT CA1 SPORT IN 2016 AND '17

"I've never seen anybody put so much work in"

The two years that I spent with Fredrik were very good, certainly for me. His passion and determination for rallying, I've never seen anything like it in any driver. His enthusiasm really rubbed off on me.

Everybody knows he's a very quick driver but what impressed me was his ability to be quick on all surfaces. Whether that was going to a Welsh forest, Kielder or to bumpy roads in Ireland or the Isle of Man he was just quick on every single surface and I always gave him credit for that as he'd never been to these places before. To go straight onto that pace from just a two-pass recce really showed his ability and his potential.

I've never seen anybody put so much work and development into car set-up either. When we went testing we had a good relationship where we'd share information between each other, and it got to the stage where I would just let Fredrik work away. He'd be pulling diffs, dampers, and springs off the car and changing various things; he just wanted to keep going until the car was perfect. And then fortunately enough for me at the end of the test he'd be like 'right David try this'. I would try it and be like 'yep that'll do me'. It allowed me to sit back, relax and drink coffee in between my runs!

I always felt with Fredrik if he was to succeed and make the pinnacle of the sport, there's not one person who could say he didn't deserve that. He certainly has the talent to go all the way and was so determined from chasing sponsorship to pre-event preparation and his determination on events.

But there probably comes a time in every driver's life where you've got to think properties, families, business and not just rallying because Fredrik was 100% rallying. He's a very good friend of mine and I've got a lot of time for Fredrik and his family. I wish him all the best.

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MATEJA MASTERS THE MONTE

Czech driver comes out on top of wintry season opener. By Luke Barry



Lukas Mateja was the leading racer



Ingram was top non-Volkswagen



Conditions were treacherous



Over 1500 crews entered the opening round in the Monegasque hills

He may have had to settle for a place off the podium in the DiRT Rally 2.0 World Series back in January, but there was no stopping Lukas Mateja on the opening round of the Motorsport News Chris Ingram Rally Challenge, the Michelin Monte Carlo Rallye.

Equipped with Volkswagen's Polo GTI R5, the Czech driver - competing as Crsedmicky - stormed to a 31.4-second victory with the rest of the top 10 split by a similar margin.

While the harbour in Monaco only has capacity for 60 cars in real life, there are no such concerns in the virtual world meaning an astronomical 1538 R5 cars started. And to prove just how demanding the Monte is, a third of those starters never made it to the end of all nine special stages.

To illustrate the point, WRC class winner Bernardo Sousa was one of the victims.

The opening test – Col de Turini – Sprint en Descente – proved that all pre-event speculation about the competition being outrageous was indeed correct. Just 10s covered the top 74 runners on stage one, with Mateja heading the pack by a shade over a second. As the rally headed down the other side of the famous Col, it was still Mateja setting the pace and he was now into a 2.9s lead.

Further scratch times on three, four and five swelled his advantage to 13.3s as an almighty jostle for position occurred behind. Italian Nickardi was into second ahead of Japanese driver Kazunokota and Virtual ERC Azores winner Pedro Silva.

Stage six – Col de Turini – Depart en Descente – would be Mateja's first defeat as he shipped 0.3s to Kazunokota but he was back setting the pace on the following three tests to record a near-perfect run on the icy mountain roads above Monaco.

Kazunokota came very close to snatching second place from Nickardi on the final Vallee Descendante stage with a time that was nearly five seconds quicker, but instead had to settle for third, a whisker over a second behind.

Portuguese ace Silva was fourth and delighted with that: "Monte Carlo has never really been my playground but I enjoyed taking part in this event this time around. I am pleased to have my time card delivered at the last stage," he said.

"It was absolutely memorable climbing Route de Turini at night with soft, worn tyres; definitely the most challenging stage of my career by far. In the end, the risky tyre strategy paid off as I was able to achieve good pace on the dry Tarmac and gain a bit of time there."

Jamie Moone was the top Brit in ninth overall, 10 spots ahead of Scottish motorsport photographer Alan Scott who edged Junior WRC driver and former WRC Esports champion Jon Armstrong by 1.3s.

"On stage two I lost my headlights after a crash so had to do the night stage blind," Armstrong rued. "Had good pace on some stages [but] had an accident a few kilometres from the end of the rally so limped home with a punctured tyre."

In what was a rally dominated by Polo R5s, the first non-VW was to be found in 31st place. That was European Rally champion Chris Ingram in his Skoda Fabia R5. But Ingram made a mistake on the final stage too, clouting the rock face in a tunnel which dropped him behind BTRDA frontrunner Matthew Hirst overall.

Incredibly, Hirst made a mistake of his own though with a half-spin, but was a second quicker to finish 0.3s ahead: "I'm 14 seconds off Jon Armstrong which I will take considering this is my first attempt at an esport event. It's encouraging being not too far away."

Fellow BTRDA regular and previous Trackrod Rally winner Mat Smith "struggled with car set-up for the changeable conditions" but sealed a strong 80th place in his Polo; nine places behind World RX esports winner and 2016 JBRC contender Mattias Adielsson and 11 spots from Turkish champion Orhan Avcioglu..

"I'm flat out at work at the moment and just started planting spuds so practice is likely to be non-existent for the next couple of rounds," Smith added. "Just lining up a couple of excuses!"

British Rally champion Matt Edwards finished 103rd, with fellow Welshman and Irish Tarmac frontrunner Meirion Evans 41s back in 152nd. Italian champion Andrea Crugnola was 294th in his Citroen C3 R5.

RESULTS

MN Chris Ingram Challenge Rd 1: Monte Carlo

POS	DRIVER	CAR	TIME
1	CRSEDMICKY	Volkswagen Polo GTI R5	41m24.629s
2	NICKARDI	Volkswagen Polo GTI R5	+31.409s
3	KAZUNOKOTA	Volkswagen Polo GTI R5	+32.498s
4	PEDRO SILVA	Volkswagen Polo GTI R5	+39.941s
5	KUND041	Volkswagen Polo GTI R5	+44.046s
6	DRUILOBA	Volkswagen Polo GTI R5	+53.385s
7	BABANA	Volkswagen Polo GTI R5	+55.654s
8	JONATHAN SCHAEFFER	Volkswagen Polo GTI R5	+59.359s
9	JAMIEMOONE	Volkswagen Polo GTI R5	+1m00.648s
10	ADJ0	Volkswagen Polo GTI R5	+1m04.430s



The Polo R5 dominated

CHRIS INGRAM



REIGNING EUROPEAN RALLY CHAMPION

"The competition has been incredible"

I want to thank everybody for getting involved in the Motorsport News Chris Ingram Rally Challenge. The uptake has been incredible. We had over 1000 people join in the first day and now have well over 2000 competitors registered to battle it out on the stages – it's mega. Hopefully it's been a great source of entertainment for you all.

I'm obviously more used to driving a car in real life than I am in the virtual world, but I've been pleasantly surprised how useful this practice has been. It's really brought out the best in me as I want to do the best I can and with testing the car beforehand too, it's helped keep me focused really well for when we get the chance to drive a car for real.

But the other side to it is that it's been really good fun as well. The competition has been super close right the way through the field. It's been fantastic to see so many real-life drivers with a strong pedigree taking part too with guys like German and Italian champions Fabian Kreim and Andrea Crugnola for example. WRC esports champion Jon Armstrong helped design the game so he's definitely the target for a lot of us, I hope to try and match and beat his pace.

The sim racers are giving us all a real run for our money. Some of these guys are unbelievably quick and I think some of them could do very well in real life provided they have the same bottle and commitment in real life that they do on the game.

You can read what happened in Monte to the left. Make sure you join our Facebook group and email your rally reports and videos to mnchrisingram@gmail.com and get involved!

WHAT'S ON

WHAT'S ON YOUTUBE



The 2018 Formula Ford Festival is on the BRSCC's channel

This column thus far in its short existence has focused on the retro footage available of YouTube. There is no shortage of modern racing on there either, not least from major international series such as Formula 1 and its recent regular treat of retro races shown in full.

Yet even several humble national clubs offer video coverage online and of a wide variety of their racing categories. They also often do so with impressive production values, such as professional presentation and graphics, driver interviews, as well as plenty of camera angles for the track action.

One such is the British Racing and Sports Car Club, and a good place to start for exploring its YouTube treasure trove is a 50-minute highlight package of the **2018 Formula Ford Festival**. It contains all the races from this famous end-of-season event, wherein a mass pack of eager up and comers and highly-skilled category veterans battle for survival and supremacy around Brands Hatch's Indy circuit.

The final was a captivating affair, boiling down to a frantic three-way fight. I won't spoil the ending, but you will struggle to find a better last lap. You can find this video by searching for '2018 BRSCC Formula Ford Festival', and here is the link: youtube.com/watch?v=-OhW8EJSJXs.

Graham Keilloh

TV GUIDE

Photos: Jakob Ebrey, Motorsport Images



The 1981 Spanish Grand Prix was a real classic

This week on TV is once again all about Formula 1 and Formula E, with Sky Sports F1 and FreeSports in particular doing their best to keep the motorsport fan entertained.

Continuing on from last week, the **2014 F1 season** is shown on Sky Sports F1 and it's reaching its crescendo. Starting with Singapore (Wednesday 1100hrs-1615hrs) and concluding with the dramatic finale between Lewis Hamilton and Nico Rosberg in Abu Dhabi (Friday 1600hrs-2130hrs), the entire back end of the season is shown in full during the middle part of Wednesday, Thursday and Friday.

Next weekend should have been the first European grand prix of the year in **Spain**, and on Monday and Tuesday the 2014-18 Spanish races are broadcast beginning with 2014 (Monday, 1100hrs-1600hrs) and naturally ending with 2018 (Tuesday, 1830hrs-2040hrs).

As ever, there are numerous episodes of **F1 Classic Races** throughout the week too, and MN particularly recommends the 2012 Singapore (Wednesday 1800hrs-2030hrs), 1995 San Marino (Thursday 2100hrs-2145hrs), 2003 Brazil (Sunday 2100hrs-2315hrs) and the 1981 Spanish Grand Prix (Monday 2200hrs-2240hrs).

For a different style of programme, **At Home with Sky F1** airs thrice with episodes from Karun Chandhok (Saturday 1900hrs-1930hrs), Natalie Pinkham (Sunday 1730hrs-1800hrs) and Simon Lazenby (Sunday 2030hrs-2100hrs).

Akin to last week, FreeSports is continuing its chronological rerun of every **Formula E ePrix** in history every day at 1100hrs-1300hrs. The 2015-16 Paris ePrix is first up at noon on Wednesday with the 2016-17 New York race rounding out the coverage at Tuesday lunchtime.

And finally, the esports fans are well catered for too with highlights from **Supercars** (Friday 0600hrs-0800hrs) and **eNascar** (Sunday 0000hrs-0200hrs) on FreeSports and live action on Sky Sports F1 for **Indycar iRacing** (Saturday 1930hrs-2100hrs) and the **F1 Virtual Grand Prix** (Sunday 1800hrs-1930hrs).

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Ric Wood's stunning Nissan in full flight at Oulton Park, photograph from Nik Broadbent



Ben Lawrence captured this 'moment'



Mark Hannay's dramatic drifting shot



Chris Collier's photo from Wales Rally GB



World rally memories, from Dean Chilvers



Andrew Brightman's gorgeous Triumph

NEXT WEEK

OUT WEDNESDAY, MAY 6

**Details correct at time of going to press; lockdown is so yesterday*

YOU ASK THE QUESTIONS WITH RALLY LEGEND JIMMY MCRAE
Scot takes the hotseat for MN reader



IN FOR THE LONG HAUL
We look back on the London-Mexico Rally



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EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: matt.james@kelsey.co.uk

Deputy Editor: Graham Keilloh
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Luke Barry
Email: Luke.Barry@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors
World Rallying Editor: Colin Clark
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical editor: Carl Faux

ADVERTISING
Tandem Media Ltd.
Account Director: Richard Rowe
Email: richard@tandemmedia.co.uk
Tel: 01233 228757

Account Manager: Peri Smith
Email: perianne@tandemmedia.co.uk
Tel: 01233 228753

PRODUCTION
Tandem Media Ltd.
Ad Production Manager: Andy Welch
Email: mn@tandemmedia.co.uk
Tel: 01233 220245

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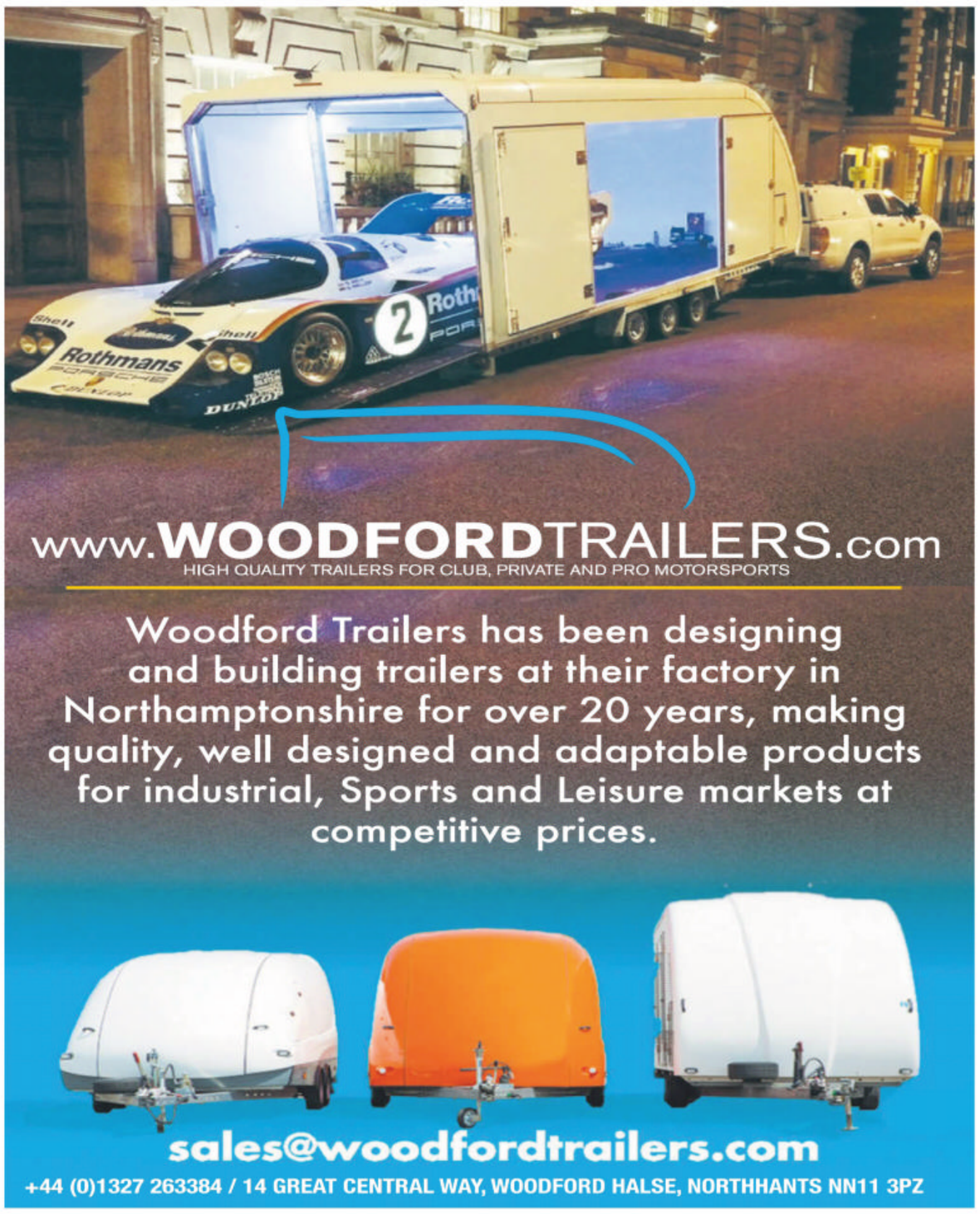
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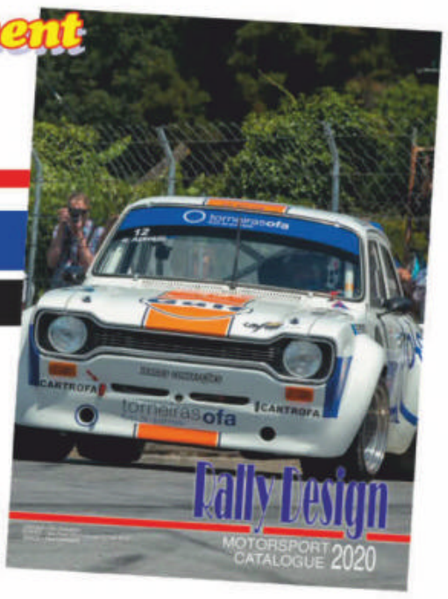
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Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



Wilwood brakes kits from £299.51 £359.41



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	each5.90	£7.08
Seal pack	pack z£13.90	£16.68
Bearing, top quality	each £38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each £77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each £82.50	£99.00

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



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

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 proprtioning 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
Quick steering racks	RH 2:9 ratio	£119.50	£143.40
	RH 2:4 ratio	£139.50	£167.40
	LH 2:4 ratio	£149.50	£179.40



H/duty quick steering racks	RH 2:4 ratio	£174.50	£209.40
	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 bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52



OEM TCA's £63.50 £76.20

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	£71.40
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	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	each	£49.50	£59.40
Stub axle hardware kit		£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		£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



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
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20



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



M16 Calipers from £89.00 £106.80

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



4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
14" or 17" rear view mirror	£14.90	£17.88

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

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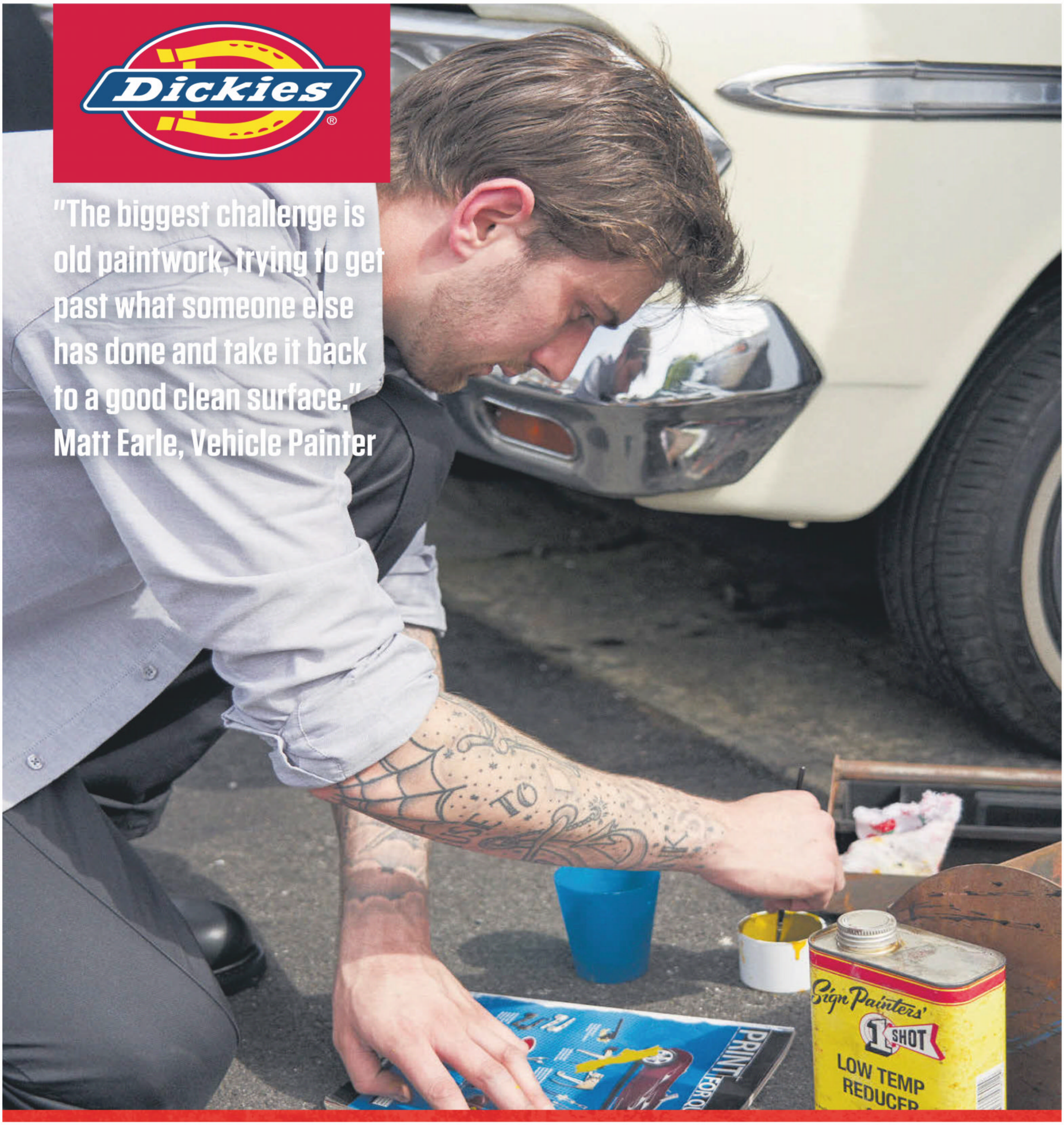
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THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Richard Rowe
Account Director
T: +44 (0) 1233 228 757
E: richard@tandemmedia.co.uk

Peri Smith
Account Manager
T: +44 (0) 1233 228 753
E: perianne@tandemmedia.co.uk

Andy Welch
Advert Production Manager
T: +44 (0) 1233 220 245
E: MN@tandemmedia.co.uk

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