

# THE MOTORSPORT SHOW

23-24 NOVEMBER 2019  
RDS DUBLIN

*For all motorsport fans, experts,  
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## DATES & LOCATION

### WHEN?

SATURDAY NOVEMBER 23 | 10:00 - 18:00

SUNDAY NOVEMBER 24 | 10:00 - 18:00

(FRIDAY NOVEMBER 22 | 15:30 - 18:00 MEDIA PREVIEW)

### WHERE?

RDS SIMMONSCOURT,  
SIMMONSCOURT ROAD, BALLSBRIDGE  
DUBLIN 4, IRELAND

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*Tickets available from Ticketmaster and usual outlets.*

# LECLERC SOAKS UP THE PRESSURE



# MOTORSPORT NEWS



FERRARI ROOKIE BECOMES A NATIONAL HERO IN ITALY P4

SEPTEMBER 11 2019 ■ EVERY WEDNESDAY £3.60

# TICKET BOOM FOR WALES RALLY GB

## BRITISH SPECTATORS FLOCK BACK TO UK'S FLAGSHIP EVENT

By David Evans

Wales Rally GB is shaping up to be one of the busiest in history with pre-event ticket sales rocketing by 98.5% and roads tuned and worked to perfection.

British fans have warmed to the combination of a Liverpool start, Llandudno service and some of the best gravel roads in the world to deliver sell-out stages ahead of next month's event.

Clerk of the course Iain Campbell told Motorsport News: "We drove the route last week and the stages are in beautiful condition. Everything is coming together for what will be a fantastic event."

Full story, p2-3



THE VOICE OF BRITISH MOTORSPORT  
MOTORSPORT NEWS

## THE UK'S MOST EXPENSIVE MOTORSPORT BATTLEGROUND

FULL PREVIEW FOR THE GOODWOOD REVIVAL MEETING P13



# IN THIS ISSUE



**Leclerc wins for Ferrari at Monza**

**P4**



**WHAT TO EXPECT FROM THE GOODWOOD REVIVAL**

**P13**



**P22**

**THE 750MC CELEBRATES 80 YEARS**



**P27**

**PRYCE WINS WALES'S FIRST CLOSED-ROAD RALLY**

Italian Grand Prix report	4	Rally reports	26
Racing news	6	Sporting Scene	29
<b>SUBSCRIBE TO MOTORSPORT NEWS</b>	<b>10</b>	Letters/Comment/What's On	30
Historic race and rally news	12	Classifieds	32
Goodwood Revival preview	13		
Rally news	14		
Racing reports	22		



**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31**



Dyfnant is back to its full length

# INTEREST IN WALES

## Record-breaking sales figure signals

By David Evans

**Route innovations and returning heroes have made next month's Wales Rally GB an unmissable event, according to Motorsport UK boss Hugh Chambers.**

Year-on-year ticket sales are up 98.5% this week as fans get in early to bag their tickets for the British round of the World Rally Championship.

Based out of Liverpool and serviced in Llandudno for the first time, Chambers says those

changes have fired the imagination of fans.

Kris Meeke will be back after missing last year's event and there's the chance to see Elfyn Evans return to WRC action after his back injury in the summer. Fan favourite and 2003 champion Petter Solberg will also wave goodbye to the end of his professional driving career.

Delighted at the unprecedented hike in ticket sales from last year, Chambers told Motorsport News: "The latest incarnation of the World Rally Championship is really packing in the crowds and we are excited by the way our tickets are selling – indeed, actually selling out in some cases."

"Internally, we have worked hard introducing a new World Apart brand plus a revised ticketing strategy, while externally the World Rally Championship has probably not been such a huge draw since the Group B era."

"Indeed, the latest generation of cars is the fastest the sport has ever seen and, with the world's top drivers spread across the top four teams, they are producing some

incredibly close competition.

What's more, we have two potential home winners in Kris Meeke and Elfyn Evans plus, of course, the much-loved Petter Solberg making his farewell WRC appearance. It all adds up to a Wales Rally GB no-one wants to miss."

Grandstand tickets are sold out for Oulton Park and there are no more hospitality tickets to be bought at Brenig or Colwyn Bay with Sweet Lamb almost a sell-out too.

Chambers continued: "As a result of this strong demand, we are now focusing most of our marketing efforts on promoting spectator-friendly venues such as Oulton Park and Sweet Lamb – those which are best placed to handle large numbers of visitors. We are monitoring sales daily and are expecting more categories to sell out in the coming days. The advice we are giving all those thinking of coming is to buy now."

Mindful of overflowing car parks and disgruntled fans being denied access to stages even when they have a valid ticket, the organisers of Britain's round of the WRC



Public roads link Penmachno

**TOYOTA TEAM FEELS ROUGH AND READY FOR TURKEY**

# HEADLINE NEWS

Photos: mcklein-imagedatabase.com



Fans are already flocking to get close to the GB action

# BOOMS RALLY GB

## what could be the best-ever event

have plotted the route carefully to offer as much variation in each of the three days as possible.

Having just completed his latest inspection of the route, clerk of the course Iain Campbell says there's plenty of variety and opportunity for fans on the October 3-6 event.

"The stages are in beautiful condition," said Campbell. "But starting from the beginning, Thursday night's stage in Oulton Park is really impressive. As a spectator, you're going to be able to see lots of action from one place, pretty much the whole stage. Starting at just after seven in the evening, it'll be dusk and really atmospheric.

"In the forests, so many of the stages stand out. Elsi opens Friday morning and has to be probably the most technical stage on the route – anybody whose notes aren't absolutely perfect in there will probably find themselves losing time.

"Coming out of there, we have the first section of closed public roads, linking the two Penmachno stages. Dyfnant is back to its full length after running as the live TV stage last year and from there

we go to Aberhirnant, which is so quick – it's likely to be the fastest stage of the event. Slate Mountain's back again and this year offers fans the chance to watch the cars in action before heading down a fairly steep hill to the car park where they can watch the crews working on the cars in a technical zone."

Saturday's mid-Wales roads provide the mainstay of the action with the three classics, Dyfi, Myherin and Sweet Lamb Hafren split by the usual Newtown tyre fitting zone. "What can you say about those roads?" said Campbell, "they are what they are and that's just perfect. Dyfi was looking absolutely magic at its full length. There are some sections which have been clear-felled of trees and offer spectacular views. Myherin's the jewel in the crown, especially with the return of those amazing hairpins – the section known locally as Pikes Peak – at the end of the stage. Sweet Lamb offers pretty much non-stop action with cars on view from anywhere in the bowl for more than a minute at a time.

And Hafren's as tricky as ever with surface and grip level changes."

Sunday takes the crews back to a Brenig powerstage – scene of M-Sport's finest hour two years ago, where Evans won the rally, Sebastien Ogier won the drivers' title and secured the makes' crown for the Cumbrian firm. Alwen and the Great Orme are the other stages on the final day, with the all-asphalt headland test running in the conventional direction, starting from the town and heading anti-clockwise around the Orme.

"The Orme's a great place to go up and watch and then come down for the podium celebrations," added Campbell. "Llandudno's looking really good; there's going to be a fantastic buzz about the place with service right in the centre of the town. Looking over the stages last week was a real treat to see just how good the route is and what a fantastic sporting challenge [it will be] right from Oulton Park on Thursday evening all the way through to that tricky asphalt section at the end of Brenig on Sunday afternoon."



"Amazing" hairpins in the "Pikes Peak" part of the Myherin stage will return for this year



Oulton Park grandstand tickets have sold out



The Great Orme features on the final day

## ITALIAN GP REPORT

BY JAMES  
ROBERTS

# LECLERC: A NEW HOME TOWN HERO

Ferrari's rising star holds his nerve under the toughest pressure to win for the tifosi



Leclerc had to work hard at the start



A nation's darling: crowd celebrates



Mercedes drivers had no answer for Charles Leclerc



Lewis Hamilton struggled with bad tyre wear



Mistakes crept into Charles Leclerc's defence...

## FIVE KEY TALKING

### 1. Charles Leclerc: the new hope

A sea of red swamped the start-finish straight in the minutes after the end of last Sunday's Italian Grand Prix. After waiting nine long years, the Monza faithful had finally been rewarded when Charles Leclerc crossed the finish line to record his second straight victory and Ferrari's first home win since 2010.

After 53 thrilling laps, mechanics from Maranello climbed the fence next to their pit gantry and pumped their fists into the air.

On the opposite side of the track, the tifosi – head-to-toe in scarlet – cheered their approval in unison. Leclerc's victory from pole position, in front of the partisan crowd, was significant for two reasons.

Firstly, it represented the moment he came of age as a grand prix driver, not only because he had to fight for victory under the most intense pressure from both Mercedes drivers but because he had the weight of Italy willing him to succeed too.

Despite one mistake where he straight-lined the first chicane and a black and white warning flag for a robust defence of his position from Lewis Hamilton, Leclerc held on to take a momentous victory.

Secondly it signalled another shift. His team-mate, four-time world champion Sebastian Vettel made an unforced error, spinning on his own accord at the Ascari chicane and finishing a lowly 13th. The momentum in the team has now swung to the youthful side of the red garage.

The 21-year-old was asked about the pressure he'd felt in the closing stages and explained how he was able to stay focused. "I could see activity in the grandstands and I knew how much it would mean to them," said Leclerc. "I told myself to stop looking at the crowds and to look at the track and focus on my driving."

When the Monaco-born driver ran onto the podium, he emerged above the sea of euphoria and soaked up the atmosphere. "It felt amazing," he added. "I'd never seen a podium with so many people stretching all the way down the straight before. It was 99% red and they were all singing and clapping. There was a lot of emotion."

When the Ferrari man made his one and only pitstop, he switched to a hard compound tyre, while the Mercedes duo opted for medium Pirellis (after they'd started on the soft).

For three-quarters of the race Hamilton had Leclerc in his sights and would regularly try and close-up as the pair rounded the Parabolica. But he found the pace of the Ferrari power unit negated his deployment of DRS as they sped along the start-finish straight. With his tyres shot, Hamilton made a mistake at the first chicane and the crowd roared with delight. His Mercedes team-mate Valtteri Bottas inherited second with 12 laps to go and, despite attacking Leclerc in the closing stages, he also made a mistake at the Rettifilo and was forced to settle for second.

Spa and Monza have highlighted Ferrari's power advantage, but Singapore will be an altogether different story.

Photos: LAT

## POINTS FROM MONZA

### 2. Hamilton asks for stewarding consistency

At the previous grand prix in Spa, Lewis Hamilton finished in Charles Leclerc's wheeltracks, but never got the chance to attack the Ferrari driver. It was a different proposition at Monza when twice he came close to overtaking his rival.

Despite the straight-line speed advantage of the SF90, Hamilton never allowed Leclerc to build a gap and closed on the leader as the pair neared their one and only pitstops.

On lap 23, the Mercedes hounded Leclerc around the Curva Biassono and pulled out from behind his rear wing as they braked for the Della Roggia chicane. Leclerc gently squeezed Hamilton off the right-hand side of the track and forced the British driver to straight-line the second chicane.



Hamilton was a bit aggrieved

The stewards studied the incident and decided to award Leclerc the black and white driving standards flag. The use of the flag – which has been largely redundant in F1 – has been encouraged to give drivers a warning for their behaviour without instantly issuing them a penalty. The idea is to encourage harder racing.

But when Leclerc made a mistake 12

laps later and locked up at the first chicane, he was again robust in the defence of his lead from Hamilton. Rounding the Biassono, Leclerc blocked Hamilton again and held his place. No subsequent penalty was deemed necessary.

Afterwards, the British driver was asked about the close-quarter moves. He said: "I had to avoid colliding with him a couple of times. We've constantly asked for consistency and there was a rule put in place that wasn't abided today."

Leclerc admitted that since Austria (where he was out-manoeuvred for the win on the final lap by Max Verstappen) he has become more robust in his on-track driving.

"Since Austria it's clear we can go a bit further in the way we defend and overtake," he said. "It's obviously on the limit but I'm happy to race like this."

### 3. Vettel in danger of one-race ban

A week on from the tragic Formula 2 incident in Belgium, when a fast-moving car struck a slow-moving one, attention was focused on a double incident on lap six of Sunday's Italian GP. In the middle of the Ascari chicane, Sebastian Vettel spun by himself and stopped his Ferrari perpendicular to the racing line.

As the following cars came past, he drove back onto the circuit "in an unsafe manner" and Racing Point's Lance Stroll had to take avoiding action. The pair touched and Stroll spun, coming to a halt at the exit of Ascari.

The Canadian also returned to the



Sebastian Vettel blundered again

circuit while the remainder of the field came around the corner and the Toro Rosso of Pierre Gasly took to the gravel to avoid T-boning Stroll.

Vettel was struck with a 10-second stop-go penalty and three penalty points on his licence. He is now in danger of a race ban for a further

serious misdemeanour as he has nine points of a permitted 12 in the current 12-month period. Stroll was also penalised during the race and issued with a drivethrough penalty.

Vettel must avoid accumulating more than three points in the next three races to avoid the ban.



Qualifying was a complete farce

### 4. Drivers in hot water for qualifying chaos

The final moments of Q3 on Saturday became a farce when only two of the 10 drivers managed to start their final qualifying lap before the clock ran down. In an attempt to avoid giving each other a significant slipstream advantage, drivers drove deliberately slowly – but the situation nearly caused them to collide.

A similar scenario in the F3 support race led to the session being red-flagged by the race director and 17 drivers were hit with grid penalties.

In the F1 session, Nico Hulkenberg, Carlos Sainz and Lance Stroll were all reprimanded by the stewards for their

slow driving tactics.

Lewis Hamilton suggested a change in the qualifying format at venues where a tow is critical to laptime and warned that safety was at stake.

"It won't be until someone crashes that we'll see change," said Hamilton after qualifying. "In some places, you want a bigger gap, and some places it is about the tow. These are track-specific. I always thought they could do something different, depending on the track, but it's highly unlikely that will happen."

It didn't leave the home crowd too disappointed as no driver could threaten Leclerc's first timed Q3 run which secured pole.

### 5. Alonso makes a high-profile visit

Following Charles Leclerc's second consecutive victory, the world championship standings makes for an interesting read. The Ferrari youngster is fourth in the table, 13 points ahead of his experienced team leader and four-time world champion Sebastian Vettel.

A week ago at Spa, Vettel struggled to match the pace of his younger team-mate and did so again at Monza. After Vettel's troubled 2018, he was expected to return to form but has failed to win a race this year and has struggled in comparison to Leclerc. Therefore it was significant that Fernando Alonso – officially still

connected to McLaren – came to Monza to remind everyone he's still available. Vettel is contracted to drive for Ferrari in 2020 but Ferrari bosses will be asking questions of the German in light of his performances over the past 12 months.

Vettel would love nothing more than to emulate his hero Michael Schumacher, but with Leclerc's rise to prominence and Alonso lurking, the feat is looking increasingly unlikely.

Publicly Alonso spoke about 2021 as a "good opportunity" to return, with plans to take on the Dakar Rally in January, but he's probably hoping an opening might appear in a top F1 team before then...



Alonso was chatting to Ferrari

### RACE FACTS

Results © 2019 Formula One Administration Ltd

**ITALIAN GRAND PRIX**  
**Circuit:** Autodromo Monza **Lap:** 3.599 miles  
**Race distance:** 190.79 miles **Laps:** 53  
**Lap record:** 1m 21.046s (Rubens Barrichello, 2004)  
**2018 winner:** Lewis Hamilton (Mercedes)

**TYRE CHOICE**

Option **SOFT**

Prime **MEDIUM**

Prime **HARD**

**Date:** September 8  
**Weather:** warm and dry

### RESULTS

FIA Formula 1 World Championship, round 14/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Charles Leclerc	MCO	Ferrari	1h15m26.665s
2	Valtteri Bottas	FIN	Mercedes	+0.835s
3	Lewis Hamilton	GBR	Mercedes	+35.199s
4	Daniel Ricciardo	AUS	Renault	+45.515s
5	Nico Hulkenberg	DEU	Renault	+58.165s
6	Alexander Albon	THA	Red Bull-Honda	+59.315s
7	Sergio Perez	MEX	Racing Point-Mercedes	+1m13.802s
8	Max Verstappen	NLD	Red Bull-Honda	+1m14.492s
9	Antonio Giovinazzi	ITA	Alfa Romeo-Ferrari	-1 lap
10	Lando Norris	GBR	McLaren-Renault	-1 lap
11	Pierre Gasly	FRA	Toro Rosso-Honda	-1 lap
12	Lance Stroll	CAN	Racing Point-Mercedes	-1 lap
13	Sebastian Vettel	DEU	Ferrari	-1 lap
14	George Russell	GBR	Williams-Mercedes	-1 lap
15	Kimi Raikkonen	FIN	Alfa Romeo-Ferrari	-1 lap
16	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
17	Robert Kubica	POL	Williams-Mercedes	-2 laps
R	Kevin Magnussen	DNK	Haas-Ferrari	L43/hydraulics
R	Daniil Kvyat	RUS	Toro Rosso-Honda	L29/oil leak
R	Carlos Sainz Jr	ESP	McLaren-Renault	L27/wheel

Winner's average speed 151.571mph Lap leaders: Leclerc 1-19; Bottas 20-27; Leclerc 28-53

**FASTEST LAP | LEWIS HAMILTON 1M21.799s** ON LAP 51 (AVERAGE SPEED: 158.466MPH)

### QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Leclerc	1m19.307s	11	Magnussen	1m20.615s
2	Hamilton	1m19.346s	12	Kvyat	1m20.630s
3	Bottas	1m19.354s	13	Grosjean	1m20.784s
4	Vettel	1m19.457s	14	Russell	1m21.800s
5	Ricciardo	1m19.839s	15	Kubica	1m22.356s
6	Hulkenberg	1m20.049s	16	Norris	1m21.068s***
7	Sainz	1m20.455s	17	Gasly	1m21.125s***
8	Albon	no time set	18	Perez	1m21.291s***
9	Stroll	no time set	19	Verstappen*	
10	Giovinazzi	1m20.517s	20	Raikkonen**	

\* = permitted to start, required to start from the back, additional power unit elements used; \*\* = required to start from the back, parc ferme rules broken, also five-place penalty for replacement gearbox; \*\*\* = required to start from the back, additional power unit elements used



Albon battled to sixth place

### CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	284	1	Mercedes	505
2	Valtteri Bottas	221	2	Ferrari	351
3	Max Verstappen	185	3	Red Bull-Honda	266
4	Charles Leclerc	182	4	McLaren-Renault	83
5	Sebastian Vettel	169	5	Renault	65
6	Pierre Gasly	65	6	Toro Rosso-Honda	51
7	Carlos Sainz Jr	58	7	Racing Point-Mercedes	46
8	Daniel Ricciardo	34	8	Alfa Romeo-Ferrari	34
9	Alexander Albon	34	9	Haas-Ferrari	26
10	Daniil Kvyat	33	10	Williams-Mercedes	1

# RACING NEWS

## IN BRIEF

### Sainz apology

Carlos Sainz Jr offered an apology to Alex Albon via team radio after they clashed early in the Italian Grand Prix, but Albon felt the incident was his fault. Albon went through the gravel at the Lesmos, which Sainz put down to getting out of shape and tapping him, while Albon thought he'd simply gone too far off line.

### Albon aggrieved

While Albon was relaxed about the Sainz incident, he did think a five-second time penalty for corner cutting in a battle with Kevin Magnussen was "harsh". The stewards offered to drop the penalty if Albon let Magnussen back through but Red Bull declined as it was adamant Magnussen had forced Albon off.

### Kimi woe

A misinterpretation of F1's pitlane start rules led to a penalty that made Kimi Raikkonen's "sh\*\*\*" Italian GP weekend even worse. Raikkonen had crashed at Parabolica on both Friday and in Q3, consigning him to a pitlane start as he needed a gearbox change and opted to switch Ferrari engine specification. Alfa thought the pitlane start meant he didn't have to use his Q2 tyres as the other Q3 drivers had, but the rules only allow this if a chassis is changed. That meant a 10-second stop/go penalty for Raikkonen and a long trundle to 15th place.



Rosberg slammed Verstappen's Spa race



Villeneuve's often criticised

# HAMILTON 'CRACKED UP' AT MAX'S ROSBERG DIG

## Verstappen described 2016 champion as the "new Jacques Villeneuve", to Hamilton's delight

By Scott Mitchell

**Lewis Hamilton reignited his feud with former title rival Nico Rosberg during the Italian Grand Prix weekend with his response to Max Verstappen's suggestion that Rosberg was turning into "the new Jacques Villeneuve" by making outspoken remarks as a pundit.**

Rosberg's YouTube channel is among the projects he has focused on since retiring from racing, and he annoyed Verstappen by

suggesting his Belgian GP first-corner collision showed the Red Bull driver was back to his "old self". A month earlier, Rosberg had argued that Verstappen had surpassed Lewis Hamilton to become the best driver in modern F1.

Villeneuve has also become known for expressing controversial views since retiring, and Verstappen called Rosberg "the new Jacques Villeneuve" and criticised his "extreme" comments – adding "he has got no charisma and he

doesn't get to work anywhere".

Hamilton then posted on social media that Verstappen's dismissal of Rosberg had him in "stitches" and later told journalists that he found it "really funny".

He added: "I think Max is generally a really funny guy so I was cracking up when I saw it. "All the drivers have been here and know what it's like being criticised from the public, and when in the sport moan about being criticised by people from the outside.

"And then when drivers retire they become those critics, so it's an interesting dynamic. Unfortunately drivers become irrelevant when they retire and have to hang on to utilise other people's light to keep them in the light."

Rosberg admitted during an appearance on Sky Sports' F1 coverage that Verstappen's Villeneuve comparison was "not necessarily a compliment".

Verstappen had been particularly irked by Rosberg's suggestion that he went into Eau Rouge "flat out"

with a damaged car on lap one at Spa, a comment Rosberg stood by.

"I would have backed off and been a bit careful and he was flat out, balls of steel and of course goes straight on and shunts," he said.

But Verstappen, whose stance was backed up by onboard footage, insisted he was driving carefully.

"The trackrod was bent, so I was driving slowly trying to get it back to the pits," said Verstappen. "But then I went up Eau Rouge and because of the compression it broke."



Peroni's car ended up on top of the barrier

## F3 driver Peroni suffers back injury in frightening airborne crash in Monza race

FIA Formula 3 driver Alex Peroni sustained a back injury when he was launched into a terrifying airborne flip at Monza in an incident that left watching Formula 1 drivers stunned.

But F1 is not considering any major changes to its use of the 'sausage' kerbs that sent Peroni into the air.

The Campos driver ran wide at the Parabolica and hit the kerb, flipped in the air and landed

upside down on the tyre barriers at the exit of the corner.

The car rolled upright and Peroni walked away unaided. He was taken to hospital for checks and diagnosed with a broken vertebra. He is in hospital under observation as MN went to press.

The kerb was immediately torn up following the F3 race, delaying F1's final practice session.

Asked if the FIA would respond to the crash by changing its use of

such kerbs elsewhere, FIA race director Michael Masi said: "No, I don't think you can generalise in that regard at all to be quite honest. It was a freak incident, is the best way to put it, even when you look at it now.

"From our end we will continue looking at everything, various solutions, what they are. And we will evolve when we find other better things in different areas, different circumstances, and

different corners obviously – and if there are different profiles of corners and different speeds.

"From my understanding that [kerb] has been there at least two or three years."

The FIA's investigation has already begun, with Masi making it clear there will be a 'forensic' analysis of the crash.

He said preliminary evidence suggested the kerb was not broken nor loose prior to the accident.

## Sainz: Hubert's death has altered run-off debate

Carlos Sainz Jr believes Anthoine Hubert's fatal Formula 2 crash at Spa has changed Formula 1's run-off debate.

Spa circuit bosses were already looking at putting in a gravel trap at Raidillon, where Hubert's car rebounded onto the track after hitting the wall and was violently collected by Juan Manuel Correa. "I hope and I'm sure we'll hear

answers in the near future on what's going to happen with these kinds of run-off areas," said Sainz.

"Unfortunately, the focus switches now to safety because of the accident, but if you think about it the last five years has been 'why do we need run-off areas because it makes the driving less exciting?'. Up until [Spa], we were not talking about run-off areas' safety."

## Alonso: 2021 'good opportunity' for F1 return

Fernando Alonso says the planned regulation changes for 2021 would make for a "good opportunity" to possibly return to Formula 1.

The two-time champion was back in the F1 paddock at Monza and said racing there again was still on his mind.

"I think I need to figure out a couple of different challenges out of Formula 1 that I need to complete," Alonso said. "They are

not yet finished, like the Indy 500 and some other stuff.

"The reasons why I left F1 last year are still present now, with the domination from one team and the races [being] a bit too predictable, but in 2021 these things can be changed and maybe it's a good opportunity there."

Alonso said he was "always" in talks with teams about a potential F1 return, but refused to expand.

NEW PORSCHE CAYMAN SERIES TO SUPPORT BTCC AND BRITISH GT

PAGE 11



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*'Rookie takes a double win'*  
Silverstone Euroformula Open, p25



# DTM LOOKING AT MOVE TO SILVERSTONE FOR 2020

## Northamptonshire venue could replace Brands Hatch on calendar

By Tom Errington

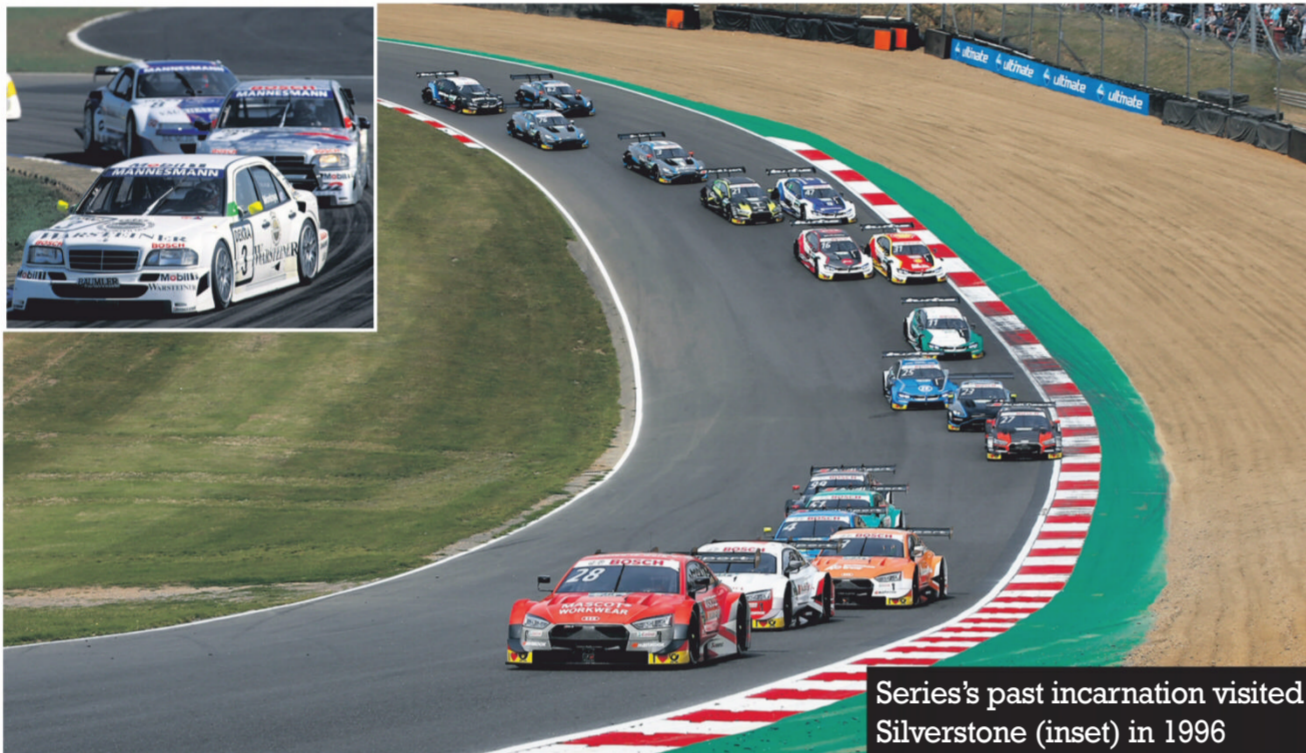
The DTM has approached Silverstone to discuss the possibility of moving its British race from Brands Hatch to the British Grand Prix venue, MN understands.

The Silverstone talks follow confirmation that the DTM will switch to a current F1 circuit for its other 'away' round – moving its Italian event to Monza for 2020 after struggling to gain a foothold in Italy at Misano in the last two years.

Like Misano, Brands Hatch had a difficult start on the calendar. But Brands then made a vast improvement this year, which was aided by a change of approach to marketing the event and the attraction of the new-for-2019 W Series being on the bill.

DTM boss Gerhard Berger said at this year's Brands race that there was scope for the DTM to grow a stronger presence at the circuit, making the Silverstone approach a surprise.

An ITR spokesperson told MN: "When it comes to the



Series's past incarnation visited Silverstone (inset) in 1996

creation of the DTM race calendar, ITR always has to consider alternatives and options. It goes without saying that we want to race in a market as important as the UK next year."

It is understood that the DTM doubled its total number of spectators at Brands Hatch

this year compared to 2018.

The DTM has not raced at Silverstone since its International Touring Car Championship variant visited it in 1996, with Klaus Ludwig (Opel) and Gabriele Tarquini (Alfa Romeo) sharing the wins.

The last 10 DTM events in Britain have taken place at

Brands Hatch across the 2006-19 period, with the last two seasons featuring the full Grand Prix circuit rather than the Indy layout.

The series also visited Donington Park in 2002/03, but that track is understood not to be a candidate for any move away from Brands.

## QUICK LAPS THE FASTEST NEWS ROUND-UP

Jenson Button will race in Europe again next month when he represents Honda as it and SUPER GT rivals Lexus and Toyota enter wildcards in the DTM finale at Hockenheim ahead of the two series' joint race at Fuji. But Button's hopes of successfully defending his SUPER GT title are all but over after his co-driver Naoki Yamamoto crashed early in a

dry/wet Autopolis race won by ex-F1 driver Heikki Kovalainen and Yuichi Nakayama... Ginetta believes it can begin to challenge properly in the World Endurance Championship from round two at Fuji next month after an encouraging display in the Silverstone opener. Marque boss Lawrence Tomlinson said "we have the pace, we just need to get organised" in the wake of

a fourth-place finish for Ben Hanley, Egor Orudzhev and Charlie Robertson in which Hanley's pace in his final stint matched rival privateer Rebellion Racing's best times... Seven-time NASCAR champion Jimmie Johnson's streak of making the series' 'playoffs' title chase every year since the format's inception ended with a crash at Indianapolis. Johnson,

who has not won a points race since June 2017, was already a long shot to make the top-16 cut even before the incident, which was triggered by a spin while side by side with Hendrick team-mate William Byron. Ryan Newman and Clint Bowyer grabbed the final two playoff spots, with Daniel Suarez joining Johnson in missing out.



Aitken won Monza F2 sprint race after strong defending from King

## AITKEN ADMITS WEAVING WAS 'NAUGHTY'

Renault Formula 1 junior Jack Aitken admitted his weaving on the straights in the Monza Formula 2 sprint race was "a bit naughty" after rival Jordan King called it "dangerous".

Aitken moved on the straights entering and exiting the Parabolica in order to break the slipstream tow to King as they battled for the lead, and earned the revived black and white 'yellow card' warning in the process.

King complained over team radio and after the race added: "Although the rule of the book says it is fine, it is dangerous."

Aitken replied: "I think everyone knows that at this track the tow is quite powerful. I was maybe a bit naughty doing my weaving on the straight but I was just trying to break the tow and I was trying to make sure I was always stopping when people got close."

Aitken went on to win the race, after retaking the lead from King following a virtual safety car restart.

The two both took to the run-off at the Variante della Roggia chicane later in the race, which handed Callum Ilott second ahead of King. But on the last lap Ilott locked up and spun at Turn 1 handing the position back to King.

Carlin's Nobuharu Matsushita won the first race after Ilott's challenge wilted when his tyres went off. Ilott had dedicated his pole position to Anthoine Hubert, who was killed in a Spa crash a week earlier in which Ilott's Sauber Junior team-mate Juan Manuel Correa was also involved.

Correa's condition worsened over the weekend as he contracted Acute Respiratory Distress Syndrome. He is listed as critical but stable in a London hospital.

F1 RACING ASSOCIATE EDITOR

# JAMES ROBERTS

"A brilliant insight into the challenge of Monza"



**I**n February 2003, at a cold and wet Snetterton, I went in search of a hot cup of coffee. One of my first ever assignments for Motorsport News was a long day of winter testing for the British Formula 3 championship. In the paddock cafeteria I met an enthusiastic young driver called Karun Chandhok and we've been friends ever since.

Fast forward 16 years and I finally got to appreciate the talents of the man who started 11 grands prix with HRT and Caterham and won in GP2. Thanks to Pirelli, I was invited to enjoy a hotlap of Monza last weekend with KC driving an Aston Martin Vantage.

"You've joined me just as the brakes are starting to fade," says Chandhok with a gleeful grin.

From the perimeter of the circuit, Monza appears free-flowing. Fast and expansive. But viewed from a car circulating at high-speed, the reality is different. Yes it's quick, but the sweep of Curva Biassono, the double Lesmo right-handers and Parabolica are much tighter in reality.

Accelerating off the start/finish line, the most surprising characteristic of the first chicane is how the track suddenly narrows. After the pitlane exit, the emergence of the barrier on the right-hand side acts as a funnel and hides the second part of the Rettifilo until you are 75 metres from the first apex.

While the Biassono (Curva Grande) appears a wide-long sweep on the TV, from inside the cockpit of the Vantage, it's much tighter than you would expect.

More alarming – at the pace we are motoring – is the small patch of gravel lining the outside of the bend and the proximity of the wall.

"There's plenty of run-off..." says Chandhok with a wry smile.

All too quickly, we're braking for the Variante della Roggia and Chandhok threads a needle between the two apexes. He attacks the enormous sausage kerbs which dramatically unsettles the car and fights an oversteery moment on the exit with a flick of opposite lock to bring the Vantage pointing straight towards the Lesmos.

On the back straight, we pass the little chapel on the inside of the track and dip under the low bridge – the crossing point of the old track. Like the rest of the lap, the Ascari chicane is surprisingly narrow.

"I love this corner. If I could have a chicane on any of my dream tracks it would be this one," he adds. Finally after the back straight he powers through Parabolica with the lightest of fingertips on the wheel.

As we slow to a halt to finish our lap, I remark on what a great job he's got. It was a brilliant insight into the challenge of Monza and a long way from that Snetterton cafe...



# RACING NEWS

## IN BRIEF

### Allen's award

Formula 4 racer Lucca Allen has been the first driver nominated to be a Motorsport Ireland Young Driver of the Year. The ex-British F4 racer is second in the South East Asian F4 standings with three events remaining and has taken eight wins so far this year. The 17-year-old was 14th in the British F4 standings last season.

### Bushell's win

Former British Touring Car driver Mike Bushell was among the race winners at Brands Hatch last weekend after making a guest appearance in the Trackday Trophy. Bushell, currently working as race engineer for Rory Butcher in the BTCC, shared a Honda Civic with Sam Gay in the 45-minute contest. Despite not receiving a call about sharing the car until late on Wednesday and no prior running, Bushell was able to help Gay claim victory ahead of Production BMW regulars David Graves and Matt Swaffer in their 130i.

### Clarification

Motorsport News would like to clarify a statement in our Bikesports report from the 750 Motor Club's race meeting at Silverstone last month (MN, August 14). We said that a spin for Joe Stables caused Ash Hicklin to rotate but in fact Hicklin hit the rear corner of Stables' Radical SR3 and caused them both to spin. We apologise for the error.

### Oil mistake

Rob Spencer was left red-faced after being forced to retire from the second BCV8 race at Donington Park last weekend when he forgot to secure the oil filler cap on his MGB GT. "My feet were slipping on the pedals and I could smell oil which I don't normally smell," he said. "When I pulled up after the formation lap I knew what I had done." It denied the chance for another thrilling contest between Spencer and Neil Fowler, with the latter just prevailing in the opening race.

## Chadwick could join Euroformula Open field

W Series champion Jamie Chadwick tried out the Dallara F317 Formula 3 car last weekend at Silverstone, as she considers her 2020 racing plans.

The 21-year-old joined free practice for Euroformula Open with Double R Racing, going 13th fastest and thoroughly enjoying her time in the car.

"It's unbelievable," Chadwick said. "So much downforce, a lot more power than I'm used to."

"I think it's a great F3 car, it's a shame they don't run it still in other series, or W Series as well. It's fantastic to drive."

"The W Series season has ended, but it's quite early so it's nice to be able to get some seat time."

EF Open still has races at



Aston Martin is now supporting award

# AWARD FINALISTS ARE REVEALED

## Final 10 contenders chosen for refreshed AMABA prize

By Kevin Turner

The final 10 candidates for the 2019 Aston Martin Autosport BRDC Young Driver of the Year Award have been selected.

The Award, which started in 1989, aims to find and assist the best junior British racing drivers. Aston Martin joined the Award this year and the prize for the 2019 winner includes £200,000 and a test drive with the Aston Martin Red Bull Racing F1 team.

Finalists have to be primarily competing in a category below FIA Formula 3, and be 16 years old by the time of the Award tests at Silverstone in October. They must

also be under 24 at the start of the relevant year.

This year's final 10 are Japanese F3 race winner Enaam Ahmed, Formula Regional Europe racer Olli Caldwell, W Series champion Jamie Chadwick, British F4 winners Louis Foster, Josh Skelton and Luke Browning, BRDC F3 frontrunners Johnathan Hoggard, Ayrton Simmons and Kiern Jewiss, and Euroformula Open race winner Billy Monger.

They will be invited to an event hosted by the Awards team, when the four finalists will be announced. After two days of testing at Silverstone, in a range of machinery including MotorSport

Vision Formula 2 cars, a Ligier LMP3 sports car and Aston Martin Vantage GT3 racers, the winner will be announced at the Autosport Awards on December 8.

The £200,000 prize for the winner is a new addition for this year.

Aston Martin president and CEO Dr Andy Palmer said: "As a British sportscar manufacturer whose very roots are defined by its racing ethos, we consider it vital to underpin this country's proud motorsport legacy by nurturing the talent that will keep us at the top for years to come. This is a large sum of money and it will make a demonstrable difference to the career of the right driver."



Entrants will have Silverstone tests

## New British Formula 4 Scholarship unveiled with prize pot worth over £35,000 for one new driver

British Formula 4 has launched a new Scholarship programme for next season with the winner receiving a prize package worth over £35,000.

A number of the category's partners – including engine tuner Neil Brown Engineering, tyre maker Hankook, fuel supplier Carless and racewear company HRX – as well as promoter RacingLine have offered various discounts and free items to contribute to the

prize fund.

The Scholarship is open to drivers who haven't previously raced in the series and hold a minimum of the International Karting C licence. Drivers can apply via the British F4 website and successful applicants will be paired with a team for an assessment day at Silverstone on November 5.

As well as their on-track performance, a number of other factors will also be assessed

including a driver's media skills. The runner-up will receive free registration to the 2020 championship, worth £2500.

"Developing the next generation of motorsport stars sits at the very centre of everything the championship is about, so to give prospective entries for 2020 an early opportunity to sample the car, work with our teams and compete for a very generous prize fund is excellent," said

championship promoter Sam Roach.

"Our thanks must go to each of our championship partners, as well as Ford Performance, for their assistance in putting the programme together."

"With such a cost-effective, race-proven and reliable package, it's little wonder some people are already pointing to British F4 as the 'place to be' for anybody serious about making their mark next season."

## PROBERT ENDS HIS 17-YEAR WAIT FOR WIN

Tim Probert took his maiden Formula Vee victory 17 years after first entering the championship last weekend at Donington Park.

The Storm driver was running third heading into the final chicane on the last lap of race one when leaders Daniel Hands and reigning champion Craig Pollard came together, allowing Probert to sneak through.

"I had a new engine put in this weekend and it's obviously paid off," said a delighted Probert, who also took third in the second race.

"I completely run myself, someone builds my engines

but everything else on the car I do myself.

"We're a small team, we never test and getting to the top step has always been a challenge. "I've been deeply touched by the sentiments, when I came into parc ferme everyone was clapping."

Formula Vee frontrunner Ben Miloudi also marked an occasion last weekend as it was his final race in the category as he takes a sabbatical from racing in 2020.

Miloudi has competed in the 750MC-run championship for a number of years which culminated in him winning



Formula Vee racer finally prevailed at Donington Park

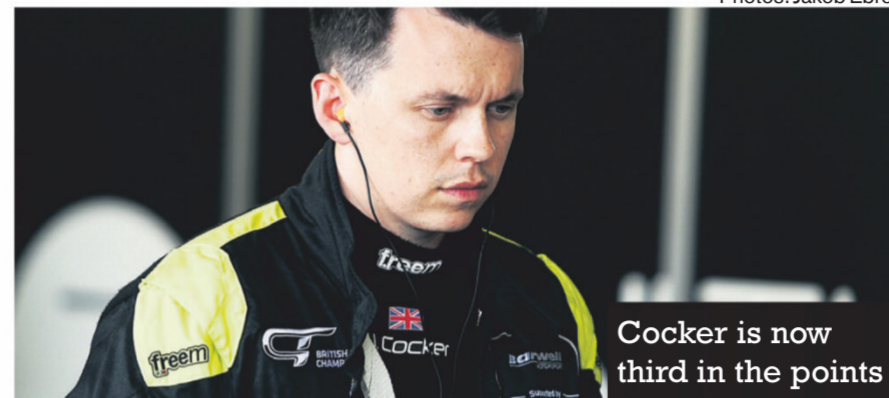
the overall title in 2017, but has now sold his Storm GKBM.

His final race meeting last weekend at Donington was mixed as, after finishing second

in the first race, he ended the second outing in the Redgate gravel trap after contact with Graham Gant when battling for the lead.



Keen (r) attacked Cocker at Brands, ignoring order



Cocker is now third in the points



Adam and Davidson still have a strong chance of taking the spoils

Photos: Jakob Ebrey

### Lind: Barwell can end British GT drought

Lamborghini factory driver Dennis Lind believes the Italian manufacturer can claim its first British GT title with Barwell Motorsport, having won the Barcelona 24 Hours with the team in August.

The Dane has raced against Barwell, an official Lamborghini supported team since 2016, in British GT with WPI Motorsport's Huracan since the Silverstone 500 in June, and has also seen Barwell at close quarters in the Blancpain Endurance Cup.

Lind shared with Adrian Amstutz, Leo Machitski and Patrick Kujala to win the Creventic-run 24H and said his experience with Mark Lemmer's team gave him confidence that Barwell could seal its first British GT title since 2014, when Marco Attard prevailed in a BMW Z4.

"I've known them for a long time from talking with Lamborghini and seeing how they operate from an exterior viewpoint, I always knew that they have been a title contender in British GT so I knew that they are a very strong team," he said. "Working with them in Barcelona just confirms my suspicions. "They're a very well-oiled construction, so I was very impressed with them and I'm pretty confident that they will come to Donington and be ready to take home the title."

# COCKER HAS "NOTHING TO LOSE" IN TITLE FIGHT

## Former champion says he's put Brands Hatch disappointment behind him ahead of finale

By James Newbold

**British GT title challenger Jonny Cocker says "nothing has changed" in his perception of Barwell Motorsport team-mate Phil Keen's controversial final-lap pass at Brands Hatch, but is fully focused on winning the Donington Park decider this weekend.**

Cocker and Sam De Haan are 11.5 points behind Keen/Adam Balon after Keen's outside move at the fast Hawthorn Bend caused Cocker to lose momentum and drop from fourth to eighth. Brands winners Jonny Adam and Graham Davidson lie six points off the lead in second, but the TF Sport pair face a 20-second success penalty. Keen/Balon and Adam/Davidson can seal the title with victory, while Cocker/De Haan need to win with Keen/Balon third or lower. Keen admitted he expected the

### THE BATTLE FOR GT4 HONOURS

Six cars remain in mathematical contention for the GT4 drivers' crown, with three different makes in the top three positions. Here's how they stack up

POS	DRIVERS/TEAM/CAR	POINTS BEHIND *
1	Tom Canning/Ash Hand, TF Sport Aston Martin Vantage GT4 <b>MN says</b> Ultra-consistent since a pointless start at Oulton, but 10s penalty carried over from Brands could count against them	117.5
2	Dean Macdonald/Callum Pointon, HHC Motorsport McLaren 570S GT4 <b>MN says</b> Recovered well from Spa nightmare to stay in the hunt with P2 at Brands, but 15s success penalty won't help their cause	-8.5
3	Seb Priaulx/Scott Maxwell, Multimatic Motorsport Ford Mustang GT4 <b>MN says</b> Winners at Donington last time, and with no success penalty, they will fancy their chances	-12
4	Jordan Collard/Lewis Proctor, Tolman Motorsport McLaren 570S GT4 <b>MN says</b> Usually not quite on the pace of their team-mates, but third at Donny in June plus no success seconds so don't discount them	-20
5	James Dorlin/Josh Smith, Tolman Motorsport McLaren 570S GT4 <b>MN says</b> Long-awaited first win at Brands probably too late to save title aspirations after three DNFs, especially with 20s penalty	-33
6	Martin Plowman/Kelvin Fletcher, Beechdean Motorsport Aston Martin Vantage GT4 <b>MN says</b> Beechdean pair won't be worried about overall honours; Donington is all about sealing the Pro-Am title	-37

\*(37.5 available)

atmosphere in the Barwell garage to be strained (MN, August 7), but 2004 champion Cocker says he will put the frustration to the back of his mind.

"It was unfortunate, but I'm thankful that we've had a break for everybody to put it behind them and push on," said Cocker, who finished third in the

championship's first of two visits to Donington in June. "We're going to put everything into winning that race, because we've got no other option. "We should be going in four to five points ahead, I feel like that's what we deserve, but nothing is going to change that now. In terms of awkwardness within the team,

that's not where my focus will be, I couldn't care less to be honest. "The key is for us to qualify well and for Sam to get up the road, whatever happens behind us at that point is outside of our control. We could win the race and still not win the championship, but that's where we need to be finishing.

"We're not interested in finishing second, so we've got nothing to lose and we'll be driving accordingly." Meanwhile, Davidson has fired a warning shot at the Barwell team, having scored his first series pole and won on the championship's previous visit to Donington.

"The most critical lap of my life comes in qualifying and I need to do what I did last time, be on the front and pull away, then if we come out of the pits ahead we should be OK," Davidson told MN. "It's annoying that we're not going in with a bit of a points buffer, but it's better to chase than be chased."

### Keen takes his first title as factory driver

British GT points leader Phil Keen sealed his first title as a factory Lamborghini driver last weekend at the Hungaroring, taking the Blancpain GT World Challenge Europe Pro-Am class with Japanese Hiroshi Hamaguchi. The FFF Racing pair only finished off the class podium once all season, and put the gloss on the weekend with a fourth win of the season in race two. It was Keen's first title success since he won British GT's poorly-supported

supersport class in 2009 alongside Marcus Clutton in a KTM X-bow. "It's been an enjoyable year, Hiroshi hadn't been to any of the circuits apart from the Hungaroring but he's driven really well, considering he flies in from Tokyo and he's jetlagged most of the time!" Keen said. "Hopefully we're going to carry on next year as well." Keen has the chance to win a second title, in British GT, this weekend alongside Adam Balon.



Geddie has been replaced by Witt for Donington finale

### Witt to return to British GT with Team Parker

GT Cup champion Jordan Witt will return to British GT at Donington Park for the first time since Spa last year in place of Glynn Geddie in Team Parker Racing's Bentley Continental GT3. Witt, who contested three races in an R/JN Nissan GT-R last year, has spent this season in the Blancpain GT Endurance Cup, winning the Silver Cup class at the Spa 24 Hours in a Barwell Lamborghini. Meanwhile in GT4, Jordan Albert returns in the second HHC McLaren

570S alongside Ruben Del Sarte, replacing Jamie Caroline, after spending last year with Tolman as part of the Driver Development Programme. Multimatic Motorsport's second Ford Mustang will be driven by two new drivers, sometime Formula Palmer Audi racer Ash Davies and Canadian karting graduate Marco Signoretti. Elsewhere, Matt George steps out of the Invictus Games Jaguar, which will run as an Am-Am entry with Steve McCulley joined by Paul Vice.

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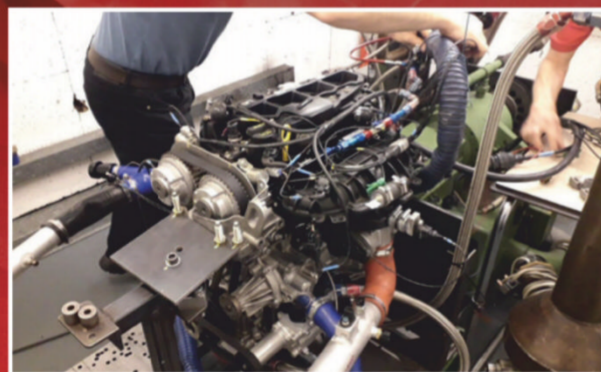


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# RACING NEWS

## BTCC AND BGT EVENTS FOR CAYMAN SERIES

### New category will also feature alongside Porsche Club series

By Stephen Lickorish

Porsche GB's new one-make series for the Cayman will appear alongside both the British Touring Car Championship and British GT next season.

The new Porsche Sprint Challenge GB category will feature the 718 Cayman GT4 Clubsport – which has a 3.8-litre engine that can produce 425bhp – and has a six-event calendar for its inaugural campaign.

Three events will be held at British GT meetings (Silverstone GP and both Donington Park fixtures), two alongside the BTCC (Silverstone National and Croft) and the other round will take place alongside Porsche Club GB's two club championships. Each will include two races and there will be classes for Pro and Am drivers.

"We have the Porsche motorsport pyramid and we identified that with Carrera Cup GB we only occupy one level of the pyramid," said Porsche GB motorsport manager James MacNaughton. "With the launch of the new 718 Cayman GT4 Clubsport we saw that was a great opportunity to fill that out and capture more of Porsche's products in what we do in the UK.

Photos: Porsche, James Roberts, Gary Hawkins



New series is for 718 Cayman Clubsport

"By supporting both TOCA and British GT we feel we are showcasing the car to the right audiences. With the TOCA package they can see what that's like as they look to graduate to Carrera Cup GB. And with British GT they can see what that championship is like and they can do that with a 718 Cayman GT4 or step up to the GT3 class in a GT3 R. "We will also have one round with the Porsche Club, which will showcase our championship to those people currently taking

part in Porsche club racing. We've had other things introduced including new experiences at the Porsche Experience Centre so we've really fleshed out Porsche's activity in Great Britain."

The series is designed to sit between the Porsche Club Championship and the Carrera Cup GB, with it being significantly cheaper than the Carrera Cup. The Cayman, complete with the additional MR homologation kit, has contested the GT4 class of British GT this

season, as well as the GT Cup.

MacNaughton says the car boasts low running costs as the engine and gearbox don't have a prescribed life and can run for long periods with the correct servicing.

He added he's been very encouraged by the amount of interest in the series already, despite it only being officially launched earlier this week.

"We started mentioning it to teams and people who bought a GT4 Clubsport this year to gauge

the level of enthusiasm and, as we've done with the Carrera Cup, we wanted development to be very collaborative," MacNaughton said.

"As often happens in motorsport, the news spread reasonably quickly and the amount of interest we've had prior to the official launch is fantastic. A number of Carrera Cup teams are interested and we've also had a lot of interest from potential championship sponsors."

#### CALENDAR

##### 2020 Porsche Sprint Challenge GB

RDS	DATE	VENUE	MEETING
1 & 2	April 25-26	Silverstone National	TOCA
3 & 4	June 6-7	Silverstone GP	British GT
5 & 6	June 20-21	Donington Park	British GT
7 & 8	TBA	TBA	Porsche Club
9 & 10	Aug 15-16	Croft	TOCA
11 & 12	Sept 19-20	Donington Park	British GT



Kodric didn't want third place

### GT Open frontrunner hits out at handicap rules

International GT Open championship contender Martin Kodric has hit out at the series' success handicap system, calling it "bulls\*\*\*" and saying that it creates "carnage" by incentivising lower finishes.

Teams who finish in the top three of each of the series' races are given an additional pitstop handicap time for the following contest, with the winner getting 15 seconds added to their minimum stop time, second place getting 10s added and third place getting 5s.

Kodric in his Teo Martin Motorsport McLaren 720S was running third in Silverstone's second International GT Open race. Both he and fourth-placed Norbert Siedler's Emil Frey Racing Lamborghini slowed late on in an attempt to finish fourth rather than third. They were caught by Oliver Wilkinson's Aston Martin and Miguel Ramos's Mercedes, and amid the multi-car fight on the last lap, Ramos hit Kodric, spinning Kodric into Wilkinson.

Kodric finished sixth and Wilkinson seventh, while Ramos got a 10s penalty for the clash, dropping him to fifth.

"It's a bit of a bulls\*\*\* championship rule," Kodric told MN. "Where it all [the problem] starts is the penalties that you carry on [to the following round]. It's just the risk that you take because it's a carnage in the end with people slowing down, me slowing down [and] Lambos slowing down.

"We decided to go for fourth position as that's, in this championship, sadly the best thing to do, to clear the penalties."

However Alfredo Filippone of championship organiser GT Sport says competitors seeking to finish fourth rather than third "doesn't happen very often because experience tells that grabbing the most points you can is always a more effective way to be ahead.

"It does work very well and we think it's better than technical measures which change the behaviour of the cars. Now of course teams do their strategies and it's up to them!"

### Son of BTCC champion Gravett tests Mini ahead of planned 2020 campaign

The son of 1990 British Touring Car champion Robb Gravett is eyeing a Mini Challenge JCW campaign next season after testing the car for the first time at the end of last month.

Bradley Gravett, 25, has not raced before but did compete in Super One karting as a teenager. Since then he's worked with his father's firm, Ultimate Car Control.

Gravett Jr sampled the Mini at Snetterton at the end of August

and now plans more tests ahead of his racing debut next season.

"He absolutely loved it," said Gravett Sr. "He did about 70 laps and it's all about driving to get used to the environment. It's a different environment – he drives a lot of different cars and he's very good at teaching car control but it's a big difference getting into a race car.

"The test wasn't about being against the clock, it was about getting miles in the car. He

wants to do it even more now and you need to have that desire to do well. I always said he shouldn't race because I raced, he should want to do it and he is the one who has forced this.

"The plan is to do the JCW series next year when it's part of the TOCA package. We're going to do some more testing at the back end of this year and he's probably going to go to Spain before the start of next year."



Bradley Gravett has raced karts in the past, but not cars



Boullier took a sixth place finish

### Former McLaren F1 team boss Boullier makes his racing debut at Brands Hatch... in a Ford Ka

Former McLaren and Lotus Formula 1 team boss Eric Boullier made his first competitive appearance as a racer at Brands Hatch last weekend in the EnduroKa series.

Boullier took part in two of the four EnduroKa sprint contests last weekend, recording a 13th

place finish in his first outing (race two of the weekend) before being involved in a hard-fought midfield battle in the finale en route to finishing sixth.

Aiming to raise awareness of two charities (JDRF UK and The Halow Project), the meeting enabled the Frenchman and his team to familiarise themselves

with the characteristics of the 69bhp car ahead of making a further planned appearance at the 500-minute endurance event set for Brands on November 16-17.

"I'm just loving driving the car," Boullier said. "Collectively, my team and I have had less than two

hours behind the wheel, but it's been a blast."

Boullier resigned from the racing director role at McLaren in July last year amid a management restructure of the team. Since then he has taken on a role as "strategic advisor" and global ambassador for the French Grand Prix.



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# HISTORICS

'Moss crew's short outing'  
Drama on the Three Shires, below



Photos: Paul Lawrence

## DOWN THE PUB

### MARK MARTIN

Masters racer  
Age: 50 Lives: London



Martin: taking it seriously

#### He's been racing for six years

"At the end of this season I will have done six full seasons. I bought a Ferrari, went to the factory and they let me drive at Fiorano. They said: 'You should race!' Later, I realised that they were lying and just trying to be nice so that I would buy more Ferraris! But, I fell in love with the sport and it's become a big part of my life."

#### He likes Masters

"I've always been on the other side, watching as a fan on TV and I couldn't afford to race when I was younger – but now I can. When I first started, I did a bit of Masters and some other series, but the more I saw of Masters, the more I liked it. It's not just about the racing, it's the people behind it too. The drivers are great and I have made a lot of new friends."

#### He has good partners

"I drove with Andrew Haddon, who is a friend of mine, and I became friends with Steve Soper. I don't have a history with racing, unlike a lot of other people, so I'm just trying to accelerate my learning curve. Steve has given me some tuition and has taught me a lot. I got a lot quicker once I realised that I was trying too hard. I'm so impressed that a driver of that talent and ability will spend time with me. It shows the love of the motorsport that he has."

#### The Silverstone Classic was good

"I did an under-two-minute lap in the Hesketh at the Silverstone Classic. That's a really competitive time and I'm quite proud of that. I got some great and surprising wins: one was winning at Imola on my own. It's a special place to me because of Ayrton Senna."

#### There's a fresh car coming

"I hope to do some more single-seater racing, but I've got a Shelby Cobra Daytona Coupe waiting for me. I'm really looking forward to that. I don't think I'll ever be as good as Julian Thomas and Calum Lockie – they are a formidable pairing. This year was all about putting a lot of effort into me. I lost 25 pounds, got a driver coach and I'm already five seconds faster."



Littler will tackle epic R.A.C. Rally

# LITTLER BACK FOR R.A.C. RALLY ATTACK

## Former BTRDA champion relishing forest comeback in Ford Escort

By Paul Lawrence

**After 17 years out of rallying and losing a leg in a motorbike accident, Pete Littler is back competing this season in a build up to contesting the Roger Albert Clark Rally.**

The Cheshire driver won the BTRDA title in 1997 in a Ford Escort Cosworth but stopped rallying after the Jim Clark Rally in 2002. A

subsequent off-road motorbike accident exacerbated an earlier motorbike injury and he lost his right leg. However, with a prosthetic leg he is now able to rally again.

Littler returned to rallying earlier this season in a historic-specification Ford Escort Mk2 from RED Historic Rallysport and has done a mix of events as a build-up to tackling the Roger Albert Clark Rally for the first time.

"It's great to be back and the pace is betting better," said Littler. "The plan was always to gain some experience in the car before the Roger Albert Clark, we'll do the Trackrod Rally at the end of the month and then get the car rebuilt ready for November."

A final shakedown on the Wyedean Stages is a possible option ahead of the five-day challenge.

Aside from some modifications to the pedals to stop his leg slipping to the right of the throttle, the Ford Escort is to normal specification and Littler says that he has adapted well to being back in a rally car.

Previously, he did some racing in 2014 and 2015 in the VW Racing Cup and the British GT Championship but has now returned to his first love of rallying.



Kedward on Three Shires

### Ford Escort Cosworth outing for rallying returnee Dave Kedward

Rallying veteran Dave Kedward ended an eight-year break from competitive rallying to drive his ex-Patrick Snijers Escort Cosworth on the Three Shires Stages.

Kedward, who regularly

demonstrates Group B cars from his collection, was joined by Dave Price, who usually co-drives for Nick Elliott.

"I've come out of retirement," said the Cheltenham driver of his local closed-road rally. "It's a

proper car but I'd only driven it up the road before the rally started. It's very quick!"

Most recently, the Bastos-livered car was owned by John Morgan in South Wales who rallied it in Belgium up until two or three years ago.

### British Escort crews head to Belgium

A gaggle of British crews will be contesting this weekend's Escort Rally Special in Belgium, a closed-road event solely for Ford Escorts.

The rally will be based closed to the French border at Chimay, with Rally HQ at the race track. Among nearly 30 UK entries are 2018 winner Osian Pryce, Marty McCormack, Ben Friend, Tim Pearcey and Gareth Lloyd.

The event will build on the inaugural 2018 event and will be celebrating the 40th anniversary of Bjorn Waldegard winning the World Rally Championship in an Escort Mk2.

Alister McRae will fly from Australia to drive a modern-spec Mk2 from Meirion Evans.

He will be co-driven by Stephane Prevot.



Father-and-son crew have ambitious plans

### BRADY AND SON BEGIN A STAGE ADVENTURE IN A 911

Father-and-son James and Jack Brady have started stage rallying in a 1985 Porsche 911 and chalked up a finish on their debut event, the recent Woodpecker Rally.

The Cornish crew have done some sprints in the car, which

remains largely standard and runs in the H4 category. They finished second in the division.

"It was a road car until recently and it's a 3.2 Carrera," said James. "We've done bike enduros in the past, but we're new to rallying. We'll

just see how it goes and try and get round."

They duly completed the Woodpecker and will now make the long haul from Bodmin to Filey for the Trackrod Rally at the end of the month.

## IN BRIEF

### Bob Meacham

MN is sad to report the recent death of Bob Meacham OBE, a seasoned European touring car racer in the 1980s in a range of Volkswagens. He previously raced extensively in the early years of Classic Saloon Car racing in the 1970s, notably in Jaguars. His racing career dated back to the 1960s when he raced in the early years of the Clubmans formula.

### Full Trackrod

More than 40 historic are in the first 100 entries for the Trackrod Rally in the Yorkshire forests on Friday-Saturday, September 27-28. The leading British Historic Rally Championship title contenders are included, as is Nick Elliott who will rally his Ford Escort Mk2 on gravel for the first time since breaking his arm in an accident on the Pirelli Rally in April.

### Williams at Prescott

Hillclimber Anthony Williams celebrated his 70th birthday on Saturday by competing at Prescott over the weekend in his ex-Ginetta Challenge G27R model. The former Vintage Sports-Car Club competitor from Faringdon in Oxfordshire was given the race number 70 for the event to mark the occasion.

### Escort man back

Ross-on-Wye rally driver Roger Matthews tackled his first event in three years when he ran his historic-spec Ford Escort Mk1 on his local Three Shires Stages on Saturday. It was his first event since the 2016 Rally Isle of Man as he's been occupied with a classic hot rod recently. He's planning to tackle the Roger Albert Clark Rally in November and may use the Wyedean Stages as a gravel shakedown.

### Disaster for Moss

Son-and-father team Frazer and Andy Moss suffered the first retirement of the day on the Three Shires Stages on Saturday. Their Peugeot 205GTi snapped a driveshaft at the first corner of the first stage of the day, a hairpin left on Castlemorton Common, and the crew retired on the spot.

### Optic is ready

The date for Tour Auto Optic 2000 for next year has been announced as April 20-25. The French classic race and rally tour will start in Paris as usual, but the finish venue has yet to be announced. The 2020 edition will celebrate Porsche prototypes including the 550, 904 GTS, 910, 906 and 907. Examples of these models are expected on the entry list.

### Henney's hillclimb

As well as racing in an Austin Healey Sprite in Classic Sports Car Club Swinging 60s, this season Michael Henney is hillclimbing the Lotus Cortina previously raced by Brian Ashley. He has been contesting the Prescott-based classic championship he sponsors.



Henney has taken to the hills

# GOODWOOD REVIVAL PREVIEW

Photos: LAT

## MOTORSPORT NEWS TOP GOODWOOD HIGHLIGHTS



**1** Friday evening's Kinnara Trophy is billed as having the most valuable grid in motor racing. Cars with total value stretching into hundreds of millions of pounds will race for an hour into the dusk of the Sussex evening and the big-engined pre '63 GT cars will make a glorious spectacle.

**2** There are almost more Le Mans winners in action than you could shake a stick at. Topped by nine-time winner Tom Kristensen, the list of 24-hour victors racing this weekend includes Richard Attwood, Jochen Mass, Derek Bell, Marcel Fassler, Neel Jani, Emanuele Pirro and Benoit Treluyer.

**3** The racing return of Dario Franchitti will be special. Five years on from IndyCar injuries that ended his mainstream career, the Scot has been cleared to race in historics and will drive both a Ferrari 250GT SWB and an AC Cobra. Few modern racers have more passion for motor racing history.



**4** Few drivers are as visible in their passion for racing at Goodwood as Mini ace and leading engine builder Nick Swift. This year he'll switch to a Mini-based sportscar to race the 1966 Mini Marcos of Martyn Spurrell in the Fordwater Trophy for pre '67 road-going GT and sports cars. He'll give lots of horses away to most of his rivals, but if it rains, then look out.

**5** The Studebaker marque does not have a great European racing pedigree but former BTCC racer Patrick Watts likes a challenge and has built up a striking 1959 Silver Hawk for the St Mary's Trophy. He's been out testing recently and is ready to share the be-winged car with former F1 racer Karl Wendlinger.



**6** Nick Padmore remains one of the fastest drivers around Goodwood in the circuit's second life thanks to his pace in a Lola T70 Spider. This weekend, the Historic F1 ace will step back even further in the racing history to race the thundering 1958 Chevrolet-powered Lister Knobbly of John Saunders in the Sussex Trophy. He will be a contender.

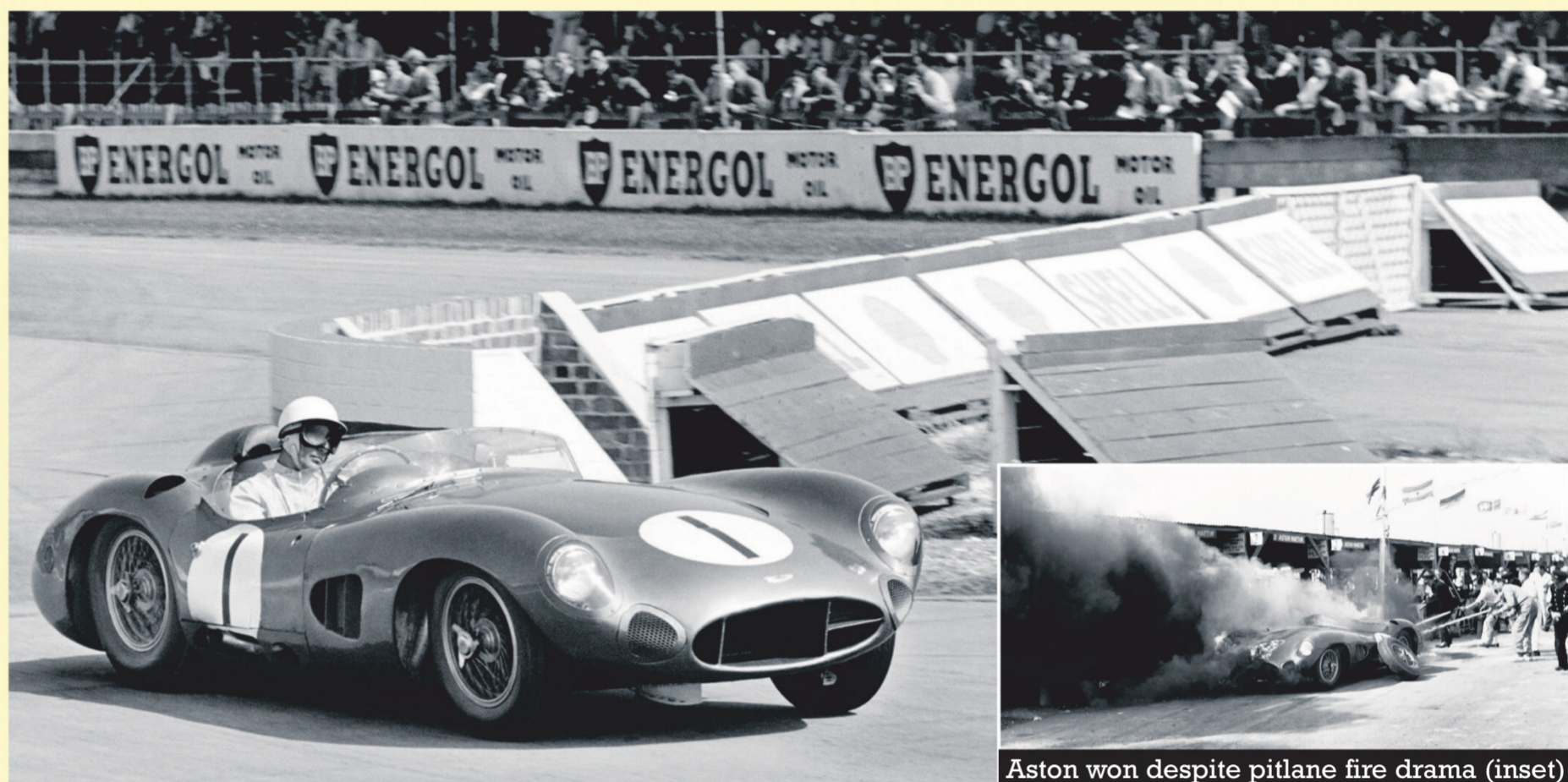
**8** Evoking the spirit of Brooklands in the 1920s and 1930s will be a grid full of Bentleys for the Brooklands Trophy to mark the centenary of the timeless British marque. Race fan, actor and comedian Rowan Atkinson will race a rare 1926 Parkward Saloon. The 1927 special of Oliver Llewellyn should set the overall pace.

**7** With 20 different marques in the 30-car field, the Earl of March Trophy for 500cc Formula 3 cars is a glorious recreation of the early post-war days of single-seater racing. Edwin Jowsey will end a sabbatical from racing to field a 1949 Iota Wasp while Richard de la Roche will take on his son Peter, the current Formula Junior champion, in a two-car team.

**9** Three young guns of historic racing will drive grand prix cars that pre-date them by around by three decades in the Glover Trophy for one and a half-litre Formula 1 cars of the early 1960s. Rising United States star Tim da Silva (Lotus 24) will go up against Ben Mitchell (Lola T60) and Sam Wilson (Lotus 24) in a star-studded entry.



**10** The entry for the TT Celebration race is as stellar as ever, with a host of F1, Le Mans and touring car stars in pre '65 GT cars. Former F1 racers on the grid will include Jochen Mass, Emanuele Pirro, Karl Wendlinger, Karun Chandhok, Henri Pescarolo, Derek Bell and Tiff Needell.



Aston won despite pitlane fire drama (inset)

## SPORTSCARS GATHER TO MARK 60TH ANNIVERSARY

The most dramatic RAC Tourist Trophy to be recreated. By Paul Lawrence

**T**his year's Goodwood Revival will include a spectacular recreation of one of the most important and dramatic races in the circuit's history.

On September 5, 1959, the works Aston Martin team survived six hours of racing and a major pit fire to win the RAC Tourist Trophy.

This weekend, as many as 15 original cars from that race will take part in a high-speed

demonstration to mark the race's 60th anniversary, with some typical Goodwood theatre promised.

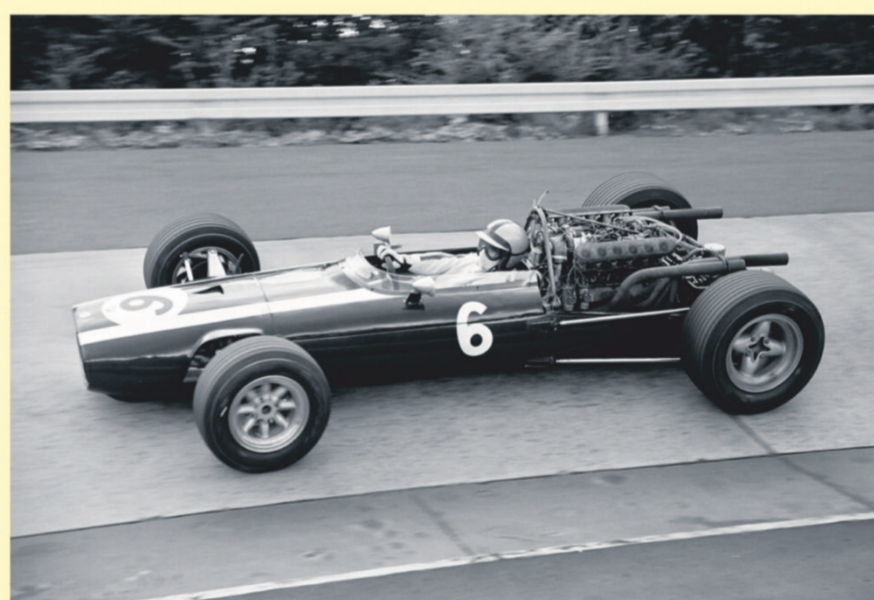
The Revival will celebrate Aston Martin's landmark anniversary along with honouring Sir Stirling Moss, the star of the race, who will reach his 90th birthday on September 17.

The 1959 RAC TT at Goodwood was the final race of the World Sportscar Championship season and Ferrari, Porsche and Aston Martin were battling for the prestigious title. Aston Martin

brought three DBRs1 for Stirling Moss/Roy Salvadori, Carroll Shelby/Jack Fairman and Maurice Trintignant/Paul Frere.

The Moss/Salvadori car sprinted off into an early lead but when Salvadori pitted for fuel the hose was knocked open too early and spilt fuel burst into flames. With his own car out, Moss leapt into the car of Shelby/Fairman and set about making up for lost time. After a stunning drive, Moss finished a lap ahead of the leading Porsche to give Aston Martin the world championship.

The Duke of Richmond said: "The 1959 Tourist Trophy was without doubt the most momentous race that Goodwood staged in period, and it delivered a true landmark in British motoring when Aston Martin claimed the World Sportscar Championship. "We shall be celebrating that performance to the fullest, as well as toasting the 90th birthday of Sir Stirling Moss, by recapturing the entire spectacle of the occasion when we open the 2019 Goodwood Revival. I am sure that our visitors on Friday will be amazed."



The Cooper T81-Maserati will be demonstrated at Goodwood

### Cooper gathering set to turn heads in Sussex

The 60th anniversary of Cooper winning the 1959 Formula 1 Constructors' Championship will be one of the key celebrations of the Revival weekend. An unrivalled gathering of racing Coopers will be at the heart of the event.

Nearly 50 Coopers, covering single-seaters and sportscars, will take part in the demonstrations and they will be joined by several notable Mini Coopers as well as period Cooper race team support vehicles.

On track will be examples of the 500cc F3 cars from as early as 1947 that started the company

when John Cooper joined the front of two Fiat Topolinos together and fitted the engine in the back for convenience. Coopers would later spearhead the switch to rear-engined designs for single-seaters from Formula 1 downwards.

The cars on track will run right through the 1950s and early 1960s and finish with a 1966 Maserati-engined T81 F1 car. At the end of the 1968 Formula 1 season a lack of commercial sponsorship forced plans for a Cosworth DFV-engined F1 project to be abandoned and Cooper closed its door to race car production.

### Birthdays for Jackie Stewart and Stirling Moss in the spotlight

Landmark birthday years for two of Britain's greatest racing drivers will be celebrated over the weekend. Sir Jackie Stewart's 80th and Sir Stirling Moss's 90th birthday will both be marked.

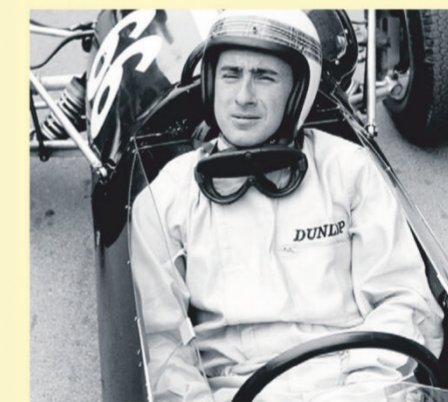
Following demonstration runs in his 1969 Matra at the

Festival of Speed and Silverstone Classic, Stewart will step back to the earlier days of his career to drive his Cooper T72 Formula 3 car in the Cooper Car Company celebration. Sadly, poor health means that Moss is unlikely to be able to attend.

Owned by the Cooper family,

the T73 is the car in which Stewart first came to prominence in 1964, starting with a test session at Goodwood.

Though he'd never driven an F3 car before that day, he immediately set sensational times and was quickly signed up by John Cooper.



Stewart will be in the cockpit

# RALLY NEWS RALLY TURKEY PREVIEW: TOYOTA SPECIAL

## Wheel rim woe is cured for Turkey

Not only is Toyota's technical chief Tom Fowler confident he's got its brake issue under control (see separate story), he is sure the wheel rim issue which caused so many tyre-related problems on asphalt this year is also under control.

Toyota introduced a third specification of rim last time out in Germany and emerged from the toughest Tarmac challenge of the year in Panzerplatte without any issues.

"After Monte Carlo we made a step with the specification of wheel for Corsica, but it wasn't enough," said Fowler.

"We had been running simulations on the wheel for some time and the data wasn't all there for Corsica – that was, if you like, a best-guess calculation.

"We added strength where we felt the rim needed it, but in the end the data showed it's more about the stiffness in the wheel [than the robustness of the rim itself].

"During our pre-event test, we found a place to replicate the scenario where we'd had issues – a corner with a step.

"We drove this corner many times and were able to monitor the impact, but we weren't able to create a puncture. I think the story of our rims is done and dusted."

# TOYOTA BUOYED BY PRE-RALLY TURKEY TEST REVOLUTION

## Suspension tweaks put Tanak and co on the front foot



Rough and ready: Toyota is now ready

## NOTHING TO SLOW THE PROGRESS OF THE TOYOTA FLEET FROM NOW ON

The brake problem which could have cost Ott Tanak his Rally Germany win last month has been traced to a bedding-in issue which Toyota has fixed – by getting the drivers to do the job themselves.

Like all manufacturers, Toyota uses a machine to bed pads and discs in ahead of each rally. That machine will still be used, but the drivers will now drive each set of pads and discs and conclude the process themselves before each event.

Toyota Gazoo Racing's chief engineer Tom Fowler told Motorsport News: "The data from the machine indicated the job had been done properly. Obviously, we need to look more closely at that,

but firstly we're making changes to the process.

"The first of those changes is the easiest, which is getting the drivers to bed the brakes in themselves – or at least complete the process and make sure they are happy with each set. To an extent, the drivers do this on the way to a stage, just to get a feel for a new set – but now we're going to be doing all sets before the rally starts. It is, a little bit, going back to the old ways of doing it."

Offering more detail on Tanak's problem, he said the bigger issue came from an imbalance across the car. He added: "The pads and disc weren't

bedding properly and across the loop of stages there was a gradual degrading of the bite. That wasn't the main problem for Ott. The real issue was that this problem manifested itself on a front corner of the car, which gave an imbalance in the braking and affected the handling."

Fowler pointed out that this bedding-in issue might have been there for a while, but only came to light on a German event which is one of the hardest on brakes.

He concluded: "The braking forces and temperatures are higher in Germany, so it's possible it might have been there [before]."



Last-minute panic the the championship-leading team in Germany

## ACTION FROM THE PROMENADE STAGES

PAGE 26



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*'Delighted to be back'*  
Paddon relishes R5 challenge, below



Photos: mcklein-imagedatabase.com



Tanak was first in Turkey in 2018

## By David Evans

**Toyota says it has unlocked pace from its Yaris WRC on rough rally surfaces which should give it an edge when the championship enters its next round in Turkey this week.**

Toyota won last year's Rally Turkey but Ott Tanak admitted the car was nowhere in terms of the pace its rivals had achieved in the mountains above Marmaris. Recent rough gravel testing in Greece has delivered a big step: and those are Toyota Gazoo Racing chief engineer Tom Fowler's words.

Toyota and Tanak got lucky in Turkey 12 months ago. Fowler said the team couldn't simply cross its fingers and hope for more of the same next week.

"From our pre-event test onwards last year, right through the race and everything the drivers were telling us, we knew it was going to be tough last year," Fowler told MN. "Then we had Ott sitting ninth on day one, which is pretty much last of the factory World Rally Cars.

"For days two and three, we knew if we could keep the car on the road and avoid problems, we could probably make the podium.

"We decided not to start making changes or go on a set-up mission in the middle of the rally. We accepted that we weren't fast, but we understood the others could run into trouble.

"That won't happen this time. The other teams have learned about this rally and they'll be ready for it. We can't and won't rely on bad luck or poor reliability from the others."

Fowler's engineering team has been working on a process of lightening suspension components to reduce mass on each corner. While Greece wasn't quite a Eureka moment,

the difference with the new parts was marked.

"It's a big step," said Fowler. "And it was a bit of a tricky decision to put so many new parts into the cars for one rally."

Asked if the team had taken a gamble, Fowler replied: "This isn't something we've rushed into, we've thought about this for a very long time. These parts have been in the homologation papers since January. Basically, when we first made this car in 2017, we simply didn't have the time to go into every detail on every damper and suspension part – that's a lot of parts. Now we've had the time to do that and after the test and seeing the results of the test, it was a no-brainer."

Fowler added that these new developments explained the presence of a fourth Yaris WRC at Rally Italy.

He added: "These parts are the very reason that Juho [Hanninen] was in Sardinia. We thought about running them on the cars in Italy, but in the end decided to run Juho and see how they went under rally conditions. They worked very well, that's why we're going with them in Turkey."

In short, the new parts in the BOS-sourced suspension will offer improved traction without compromising ground clearance.

"We've lightened some of the connector components in the suspension and the shimming inside the damper is a little different," Fowler said. "Naturally, as engineers we were a bit more [guarded], but when all three drivers went for this, the fastest set-up, at the test, it was hard to argue.

"How big a step is it? It's hard to say. We were a fairly long way behind last year, so it's possible we've just caught up with the rest. We'll see this week."

## Points leader says he is ready to take it easy

Points leader Ott Tanak has told MN he will take a measured approach to this week's Rally Turkey – leaving the risk-all effort to his title rivals Thierry Neuville and Sebastien Ogier.

Tanak arrives in Turkey in a very different position to last season, when he was chasing the championship and started the Marmaris-based rally third in the table, 36 points behind then leader Neuville. This time, it's the Estonian in the driving seat with a 33-point lead over Neuville.

Tanak said: "We won't push like mad to win this rally from the start, but I would like to be in that position on Sunday afternoon! Seb [Ogier] and Thierry [Neuville] are the ones who need to take more risks. If you want to win this rally, the most important thing is not to stop. Not stopping for a problem or a puncture in Turkey should guarantee you a good result."

Tanak's 2018 Rally Turkey win was based on precisely that tactic. This time he knows he's going to have to bring more speed and ride his luck.

He added: "Turkey is a tough and difficult challenge – but it's still a little bit about the speed. You have to play it smart all of the time, but you still need some luck to get you through.

"It's hard for the tyres. The rhythm in the stage can change quite a lot; you can get a smoother section where you have to push and drive over the top of the rocks and then in some other places you have to come off the throttle and be really careful. It's not so straightforward as driving Finland."

Running as low as ninth on the opening day of last year's Rally Turkey, Tanak admits he expects Friday to be tricky again this time around. "It [Friday] was roughest day last year," he said. "I'm not sure if [the performance] got any better on the next days, but it did get a little bit smoother so, yes, in that way it got easier."



Ott Tanak has promised caution

## Redesigned rear wing to feature for rest of 2019 season

Toyota will run a new rear wing on its Yaris WRC from this week's Rally Turkey onwards.

The FIA clarified regulations regarding aerodynamic regulations in Finland during the summer and, while the governing body's rally director Yves Matton went to great lengths to clarify that the new rule wasn't directed at any team in particular, Toyota's spoiler was that coming in for closest scrutiny.

The Yaris ran with an interim rear wing in Germany, but will bring a visibly different device to Marmaris.

The new wing has already passed homologation – ironically chief engineer Tom Fowler missed much of the last rally in Germany because he was working with the FIA on the homologation process – and will be fitted to all three cars from now on.

Fowler told MN: "In Germany we'd worked on the mountings [for the rear wing] and changed some measurements that way. But now we have a new device which has been fitted to the car following Yves Matton's step-by-step guide."



Rear wing has now been altered

## Hyundai boss says team must stop shipping its points

Hyundai Motorsport director Andrea Adamo says his team has to stop making Toyota's job easier in the WRC.

The squad's 44-point lead over Toyota has been cut to just eight over the last two rallies and Adamo says he wants to see that trend reversed from this week's Rally Turkey onwards. Adamo said: "We have to be in control of our own destiny and that means being high performing and reliable in every single area of our operation.

"We can't wait for others to have problems to get results. This is not how we should come rallying or racing. So our car performance in Germany has been good but our team performance has not. We have to do better.

"One of the worst things I heard said is: 'Ah, we stopped because of a two Euro component failing.' If that happens then you are twice stupid – firstly for letting it happen in the first place and then because you don't spend five

Euros and it won't happen. We all know what we expect from Hyundai and there is pressure on my shoulders, but that is coming on top of the pressure I put on myself."

Asked how Hyundai could stop shipping points to Toyota in Turkey, Adamo replied: "It's not just Turkey, it's all the events where we have to show we have learned from our mistakes. It's about procedures, controls, the organisation. My team has done some amazing things so far, but the level of performance has to be improved. We have had issues and these have let Toyota back in. If we take points instead of these small issues then things would look very different."

● Hyundai has confirmed it will field an i20 Coupe WRC at next month's Rallylegend (Thierry Neuville) and Rally Ciudad de Granada (Sebastien Loeb) as preparation for the penultimate round of the season, Rally of Spain.



Hyundai wants to stamp out problems

## GROUP RALLYING EDITOR

# DAVID EVANS

**"There are special people to recall at this time of year"**



**I** love autumn, always have. I love the chill in the air, the trees ditching their green coats in favour of something far more colourful and the fact that Britain's round of the World Rally Championship isn't too far away.

But this second-to-third week in September is generally, these days, a bit rubbish. These days will forever be about a couple of blokes we all cherish. These days will always be about Colin McRae and Michael 'Beef' Park. The Scot passed away on September 15 (2007) and 'Beef' three days later, but two years earlier.

I've said this before, but it's worth saying again – maybe I'll say it in this column every year, these were the days when those guys would have come into their own. McRae would have tucked away a couple of East African Safaris, added an extra something to the World Rallycross Championship and generally entertained at every turn.

'Beef' might have faded from the sport's frontline, but he'd have been there. And, like any good mate, that would always have been enough. More than enough.

Thoughts, as always, go to their families and many, many friends around the world at this time.

Aside from lost legends, the WRC's focus will be on Turkey this week. And what's shaping up to be an absolute corker of a rally. This week brings the flip side of Finland; it's gravel, but it has very little – if anything – in common with what goes on in Jyväskylä. Turkey's about winning slowly and with the least possible risk.

Ott Tanak was forced into that approach last season, but his slow Toyota paid handsome dividends.

While I'm a big fan of the flat-chat, I have a huge appreciation for what a win this week means. Rallies which offer real opportunity through strategy, scheming and the odd gamble are few and far between, but Turkey's one of them.

Charging at this week's stages full tilt is absolute folly. The removal of any margin for error will likely leave a driver on the sidelines sooner rather than later. But... Thierry Neuville and Sebastien Ogier have very little option. They have to push. Thirty-three and 40 points adrift respectively, those boys can't afford to be nibbling at Tanak's lead. They need to slash into and pull some big points out of it.

And the only way to do that is to push. Turkey was the Toyota's Achilles' heel last season and, while Tom Fowler and Ott Tanak have talked in detail about suspension improvements elsewhere on this page, the Hyundai and Citroen both had more pace (remember Craig Breen led early doors in his C3 WRC).

The Estonian has told us he's not going to go at it for the first morning (it is possible he might revise these tactics – we shouldn't believe absolutely everything every driver tells us...), but a potentially steady start could offer Neuville and Ogier a window of opportunity. And they have to take it.

Regardless, bits will break and stuff will happen in the mountains around Marmaris this week and, much as Tanak is increasingly deserving of this year's title, you still have the feeling there's another twist and turn to come.



# RALLY NEWS



Paddon will be back behind the wheel of WRC Ford Fiesta



Paddon will handle an R5-spec car on Wales Rally GB

## HAYDEN PADDON Q&A

### What does a good result in Australia look like for you?

"It'll be 12 months since I was in a World Rally Car when I get there, so it's going to be a fairly tough ask, but I'm naturally a very competitive person and I'll want to be looking at the top five. Have you seen the recent results in Australia? From 2014 until last year, we finished: sixth, fifth, fourth, third and second in 2018. There's only one place to go from there. No pressure then!"

### Some people talk about the stages around Coffs being similar to your native roads in New Zealand, does that help?

"They're unique. I think the performance comes from the fact that I've been there a few times and I feel comfortable on the rally. It's the same with Wales – I've been there eight or nine times, I know what to expect and you can relax and take confidence from that."

### Do you fear it could be too late by November to sort a deal for the 2020 World Rally Championship?

"It's definitely not too late to get something sorted for 2020, that's why I'm doing these rallies – I'm still absolutely determined to be back out there [in the WRC]. We're talking to people, but there's not really any point in talking seriously until we've got something to talk about and, again, that's why we're doing these events. I have no doubt I can still deliver as a driver."



Paddon wants fast WRC return

# PADDON RELISHING M-SPORT CHANCE WITH TWO OUTINGS

## Kiwi will tackle GB round in second tier before returning to top flight for Australia

By David Evans

**Hayden Paddon says the intensity of R5 competition at next month's Wales Rally GB doesn't bother him – he's focused on the bigger picture of landing a full-time return to the World Rally Championship.**

The Kiwi was confirmed as an M-Sport driver for both the British and Australian rounds of the series, driving a Ford Fiesta R5 Mk2 in Wales before finally getting around to start a world championship round in a Fiesta WRC in New South Wales. Paddon had been scheduled to compete at Rally Finland

before a testing accident ruled him out of the August event.

Paddon's news was confirmed last week, when he was in Austria for the latest TitansRX round. The Kiwi will test the Fiesta R5 later this month and is looking forward to sampling another R5 car after driving Hyundai's i20 at the recent Eureka Rush Rally in Australia.

Paddon will jump into the heat of a WRC 2 Pro battle in Llandudno, but that doesn't faze him at all.

"The competition is irrelevant," he told Motorsport News. "Obviously, I know the level of the competition is really high, but all I can do is focus on

myself, my preparations, my recce, everything that I do. I'll go to both events and do my own thing and back myself to do a good job, regardless of the competition and what anybody else is doing. It's the same when it comes to Australia as well.

"To be honest, Wales was a bit of a bonus really. M-Sport offered it to us and I jumped at the chance to drive the car and work with the team. There will be some time to test the R5 car before Wales and all of this is seat time and more experience with the engineers."

Within days of the test accident which wrecked his chances of a Rally Finland

outing, Paddon was back home working on a solution for Rally Australia in a Fiesta WRC.

"In my mind there was no doubt we had to come back and do something," he said. "There was absolutely no way we could leave it as it was after Finland. I had to be back in the car and I've got there with more phenomenal support. There's still a little way to go yet in terms of sorting the financial side out, but we'll definitely be there."

"I'll test the car before the event, we're going to Spain for that test and I'm happy to say we'll be using the test car this time."

## Tidemand ready to step back into M-Sport car

M-Sport's Wales Rally GB entry has been strengthened with a third factory car for Swedish driver Pontus Tidemand.

The 28-year-old started the first two rounds of the season in a Ford Fiesta WRC and will return to the car in Turkey this week. The Cumbrian squad has now confirmed he will join Elfyn Evans and Teemu Suninen in Llandudno between October 3-6 as well.

The former WRC 2 and Asia Pacific Rally champion has only competed in Wales three times, but he has a strong record, winning his class in a Skoda twice and finishing second on the other occasion. He placed a factory Fabia R5 10th overall last season in Britain.

Tidemand, who finished 20th and eighth overall in Monte Carlo and Sweden respectively, is looking forward to his British debut in the sport's top class and wants to demonstrate his potential to teams for 2020.

Tidemand said: "It's such a positive boost to know that I have another rally waiting, especially this close after Turkey. It's important to have a bigger



Tidemand to make WRC comeback

plan and I really want to show my progress and that I belong here in the World Rally Championship.

"I'm really grateful towards M-Sport and my local partners for making this happen. Wales Rally GB is an event that I like a lot – and the roads remind me of those we have back home in Sweden. I have great memories from Wales, but this time it will be an even bigger challenge, but I'm excited to see what I can do."

Team principal Rich Millener added: "All of the manufacturers will be keen to see how he progresses over these next two events. We know how competitive he was in WRC 2 – especially in Wales – and I'm looking forward to monitoring his progress over these next few weeks."

## ALONSO TO GAIN MORE EXPERIENCE ON SOUTH AFRICAN RAID EVENT

Two-time Formula 1 world champion Fernando Alonso will take another step towards a Dakar entry this week when he drives a Toyota Hilux on the Lichtenburg 400 event in South Africa.

The Spaniard's entry on the South African Cross Country Series won't be competitive, but it will offer a firm indication of his cross country pace following a two-day test in the car in Poland earlier this month. Alonso

completed 350 miles on a variety of sandy, gravel terrain in Szczecin.

Alonso said: "It was a positive couple of days in Poland where I could experiment with a different sort of terrain. At this stage of my training, I welcome every kilometre in the Hilux and I'm happy we were able to push ourselves beyond the team's original plans. It's really great to be part of the Toyota Gazoo Racing family and be given opportunities to try

my hands at different types of motorsport. The Hilux has been fun to drive and I'm enjoying every test."

TGR South Africa team principal Glyn Hall said Alonso is looking more and more comfortable aboard the Hilux.

"This [Poland] is the first test for Fernando in Europe with the Hilux driving on very different terrains and conditions compared to Namibia two weeks ago," he said. "As we progress through our training, we are focused on getting quality kilometres as Fernando continues to familiarise himself with the Hilux and rally raid, more so than pure mileage."

"Nevertheless, we were able to double the planned mileage for this test which demonstrates just how quickly Fernando is acclimatising to the Hilux. Next week, we leave the relative comfort of a private test setting to give Fernando a first taste of a rally raid competition environment at the Lichtenburg 400."



Fernando Alonso has been getting in more miles driving Toyota's Hilux

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## BRC PREVIEW

## EDWARDS AND CAVE PREPARE TO BATTLE FOR BRC CROWN

Title will be decided this weekend on Galloway Hills Rally as Edwards holds advantage

Photos: Jakob Ebrey



Cave will be the underdog



Edwards aiming for second title

By Jason Craig and Stephen Brunson

**Matt Edwards reckons that all of the pressure is on Tom Cave going into the final round of the British Rally Championship this weekend following their contrasting fortunes on the Ulster Rally.**

Edwards led home the BRC field alongside Patrick Walsh in their Ford Fiesta R5 as Cave and Dale Bowen crashed out on the penultimate stage meaning they left the counter scoreless.

Both drivers are set to renew their rivalry on the Galloway Hills Rally this weekend where 30 points are on offer for the winner as both men will play their double points joker.

However, a top-five result will be enough for Edwards to defend his title, a feat last achieved by Keith Cronin in 2010.

"Tom has got to win – it is as simple as that," said Edwards. "He is going to be under pressure to make sure that happens. After the Ulster result the onus is all on him whereas I only have to drive around and get the points that I need. We've done some

rough calculations and fifth or higher would be enough. We don't need to go all out for the win.

"We will go there with a safety-first approach because at the end of the day you do whatever is necessary to win the championship, don't you? You only do as much as what is required."

Cave and Bowen walked away unscathed from their fourth-gear crash on Shinn Bridge that led to the Korean car sustaining considerable damage. "It was a fair stop and it was not pretty but that is what can happen when you are pushing. That is the way that it can go," said Cave.

"I'm looking forward to getting back on the Scottish gravel, it's been a while since the last time and I like the flow of those stages.

"Matt will be playing the championship game and we're very much against it going into the event, but we'll be giving it our all.

"He might have a bit of pressure as it's always harder to drive at 70% than 90%. A lot can happen in 75 miles."

Meanwhile, Edwards' performance on the Ulster was good enough to put Walsh's name on the British Rally Championship co-driver's trophy.

## ENTRY LIST

Galloway Hills, September 14

NO	DRIVER/CO-DRIVER	CAR
1	Matt Edwards/Patrick Walsh	Ford Fiesta R5
2	Tom Cave/Dale Bowen	Hyundai i20 R5
3	Jonny Greer/Dai Roberts	Ford Fiesta R5
4	James Wilson/Arthur Kierans	Hyundai i20 R5
5	Alex Laffey/Stuart Loudon	Ford Fiesta R5
6	Ian Bainbridge/Giles Dykes	Skoda Fabia R5
7	Alan Carmichael/Claire Williams	Hyundai i20 R5
8	Enda McCormack/Colin Fitzgerald	Hyundai i20 R5
9	William Creighton/Liam Regan	Peugeot 208 R2
10	Marty Gallagher/Dean O'Sullivan	Ford Fiesta R2



Bell (l) and Williams are both vying for €60,000 prize

## JUNIOR WRC PRIZE FUND UP FOR GRABS AS BELL AND WILLIAMS TIED ON POINTS

Junior British Rally Championship contenders James Williams and Ruairi Bell are poised for a winner-takes-all battle on the Galloway Hills Rally for a subsidised prize into the 2020 Junior World Rally Championship.

The top classified Ford Fiesta R2T competitor in this year's JBRC will receive €60,000 from M-Sport and Pirelli to be put towards a JWRC campaign the following season. Williams and Bell are tied on 48 points

heading into the final round in Scotland this weekend.

"The prize is obviously what we want to compete for and we've come this far; I'd be lying if I said 'oh yeah I'm just going to let him walk away with it,'" Bell told MN.

"James is very good, he's beaten me at every round I've been up against him but we haven't really competed on gravel so I don't really know what he's going to be like. I haven't got very much experience, I've only

done two gravel events in the UK."

Bell has been eligible for the prize in all five rounds thus far to Williams's three, but Williams has had the stronger results with a dominant win in Ypres and a second on the Ulster.

"I haven't driven the car on gravel yet so that'll be the biggest challenge, but I'm pretty confident I can have good pace," Williams told MN. "Obviously I want to go and win the rally but if it comes to it the prize is

my number one priority. We can't underestimate each other and, although I've had the better of him this year so far, you never know what can happen on the day so for me [I'm approaching it] level-headed."

Finlay Retson is still mathematically in contention but is 17 points adrift, however the Scot is the only one with previous Galloway Hills experience and is yet to play his points-boosting joker.

## John Easson Award launched for 2019 offering winner £6000

The 2019 John Easson Award has been launched offering young rally drivers the chance of winning up to £6000.

The award was first held in 2004 and is named after rally driver John Easson, who died in an air accident in 1999.

Past winners include Osian Pryce, Chris Ingram and George Lepley. This year's winner will receive £5000 throughout 2020 to pay for entry fees.

An additional £1000 will also be awarded should the driver or

co-driver win the overall class in the championship they are taking part in.

Run by the 2300 Club, which Easson was a supporter of, the free-to-enter award is open to drivers and co-drivers of almost any experience.

Entrants must be aged under 25 as of October 31, 2019, be a resident in the British Isles, including Northern Ireland, Isle of Man and Channel Islands, as well as hold a Motorsport UK competition licence.

Entries opened on September 1 and close on October 31, with entrants required to submit a motorsport CV outlining their career to date, cover letter explaining why they should win and a reference letter from any third party.

All entries should be sent to John Easson Award, Allan Durham, c/o Pro-Tec Motorsport Unit 6, Clifton Business Park, Preston, New Road, Clifton, Preston, Lancashire, PR40XQ.

## Positive reaction to Wales's first closed-road rally Rali Bae Ceredigion

Rali Bae Ceredigion became the first closed-road rally to be held in Wales last weekend under new legislation and to the approval of competitors.

Four Welsh Association of Motor Clubs members – Newton and District Motor Club, Aberystwyth Motor Club, Lampeter Motor Club and Teifi Valley Motor Club – joined forces to run the event, which was based at Aberystwyth University.

Each of the four stages was run twice with the 43-stage-mile route taking 120

competitors through villages and over mountain roads.

"The local community has been brilliant, and there has been a party atmosphere and buzz about the event for some time," said deputy clerk of the course, Eurig Evans.

"There are things we need to build on, but the general consensus is that everyone is coming back next year."

Damian Cole, who is a regular competitor on closed-road events, said: "There's a lot of corners. They are one after another: it's the most

technical rally I've ever done."

The inaugural Three Shires Stages held on Saturday also received a huge vote of approval.

The third closed-road event to be run in England took in three laps of six special stages in Worcester, Gloucestershire and Herefordshire to widespread acclaim from competitors.

The rally was widely praised as an accessible closed-road event for clubmen and 101 crews started the 47-stage mile rally.

The event organisers hope that they can build on the first event to repeat the rally in 2020.

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'Pryce wins in Wales'  
Rali Bae Ceredigion report, p27



Photos: Jakob Ebrey

# WALES RALLY GB 2019 SPOT FOR McERLEAN

## Junior BRC champion will drive Hyundai i20 R5 on WRC event

By Jason Craig

Josh McErlean says that he is ready to take on the challenge of driving an R5-specification car for the first time after being "handed a golden ticket" to compete on Wales Rally GB.

The 20-year-old will take to the wheel of a Hyundai i20 R5 on the World Rally Championship event as he makes his debut on the gravel rally.

The opportunity has been made possible with help from British Rally Championship bosses and Hyundai Motorsport Customer Racing after he wrapped up the Junior BRC title on August's Ulster Rally.

McErlean is hoping his experience of taking part in the Cambrian Rally earlier this year, which uses some old Rally GB stages, will help him.

"The Welsh forests are out of this world, after sampling them on the Cambrian Rally I can't wait to do more of them," he told Motorsport News. "My co-driver Keaton [Williams] has done Wales Rally GB before, so that is going to be a massive help, too.

"This is quite an exciting opportunity for us and one that I have been dreaming of. To say you are going to be competing in a round of the World Rally Championship is like being handed a golden ticket! We are going to be thrown in at the deep end but

I'm excited by the challenge."

McErlean says that he is determined to make the most of the chance to share the stages with the world's best and reckons the transition from his silverware-winning Peugeot 208 R2 to an i20 R5 should not pose too many problems.

"I have to be sensible and use my head because we have worked extremely hard to get this," he said.

"With a good recce and lots of preparation beforehand, we should be in a good shape to give the event our very best shot.

"I don't think moving from R2 to R5 is going to be difficult. After all, it is a natural progression and many others have done it before, so it should not be a major issue."



McErlean given 'golden ticket'

## Jim Clark outing on the cards for double champion Thorburn

BTRDA and Scottish Rally champion Euan Thorburn has his sights set on November's Jim Clark Rally as he looks to dial his Ford Focus WRC05 into Tarmac.

Thorburn is currently serving a 28-day driving ban after admitting to a speeding offence in Selkirk's Justice of the Peace court earlier this month which has ruled him out of this weekend's Galloway Hills Rally.

But Thorburn has stated his focus is on switching to asphalt

for 2020, and the Jim Clark Rally, returning for the first time since 2014, features Thorburn's local stages and represents the ideal chance to become accustomed to Tarmac driving again.

"The plan was always to do the Jim Clark because it's our local rally," Thorburn told MN.

"We haven't driven the car on Tarmac yet so it would be good to give it a shot before we commit to anything next year. Paul Benn [from rally preparation firm P&R Benn]

has always said the '05 Focus is the best Tarmac car so we can't wait to find out."

Thorburn has won the Jim Clark National twice in 2012 and '13 but never the main event and so has a score to settle.

"It feels like a long time ago since the last Jim Clark so it's almost going to feel like a new rally again," he said.

"So I'm sure there will be a good buzz about it and for sure everyone will want to win including ourselves."



BTRDA and SRC winner

## Scottish Rally joins BTRDA 2020 calendar

The 2020 BTRDA calendar has been announced with the Scottish Rally joining the bill in place of the Plains Rally.

Traditionally a round of both the British Rally Championship and the Scottish Rally Championship, the Scottish Rally is now solely an SRC round but remains one of the UK's most iconic events with past winners including Roger Clark, Hannu Mikkola, Stig Blomqvist, Richard Burns, Colin McRae and Ari Vatanen.

Scottish Rally clerk of the course Jonathan Lord is delighted to be welcoming the BTRDA on the event's 75th anniversary.

"We're pleased to be a part of it and part of the Scottish Championship as well, we're delighted to bring the two championships together

for the first time for quite a long time," Lord told MN.

"We'd like to create some friendly rivalry. The two championships obviously have a common champion this year in Euan Thorburn so it's quite appropriate that we're able to be a part of both in 2020.

"We are hoping the extra entries we might get through being part of the BTRDA will mean we won't have to have any double usage stages so that should be welcomed by everybody."

Several BTRDA competitors are thrilled with the switch, including BTRDA 1400 champion Callum Black, who finished second on the Scottish Rally in 2014.

"The Scottish Rally will bring some fantastic stages. I remember getting to the end

### CALENDAR

#### BTRDA 2020 calendar

DATE	ROUND	LOCATION
February 8	Cambrian Rally	Llandudno, North Wales
March 14	Malcolm Wilson Rally	Cockermouth, Cumbria
April 18	Rallynuts Stages Rally	Builth Wells, Wales
June 6	The 75th Scottish Rally	Moffat, Scotland
July 11	Nicky Grist Stages	Builth Wells, Wales
September 5	Woodpecker Stages	Ludlow, Shropshire
September 26	Trackrod Forest Stages	Filey, North Yorkshire

of one of the Ae forest stages in 2014 and thinking what a fantastic stage it was," he told MN.

"They flow really nicely and have some fast sections into some technical sections."

Silver Star champion George Lepley added: "Personally I think it's great that the BTRDA is going to Scotland [as it] gives a more geographical spread which is what it's all about.

"Hopefully the BTRDA will gain some more customers from

Scotland with Malcolm Wilson in Carlisle and the Trackrod in North Yorkshire, the Scottish guys would only need two trips further south for a BTRDA championship campaign with the best five scores from seven [counting]."

The remainder of the BTRDA calendar remains the same as 2019 starting with the Cambrian Rally in February and concluding with September's Trackrod Rally.

## REVELLING IN HISTORIC RALLYING

# PAUL LAWRENCE

## "Trackrod Rally will be perfect backdrop"



Seldom, if ever, will there have been as much excitement on the seafront of the gently upmarket Yorkshire seaside town of Filey as promised on the afternoon of Saturday, September 28.

That's the setting for the final reckoning for this year's Motorsport UK British Historic Rally Championship. Seldom, if ever, have five crews gone into the final round chasing the title. Stark contrast to a year ago when the late cancellation of Rally Isle of Man prompted rather a damp squib conclusion as Paul Barrett was confirmed a worthy champion without a shot being fired.

This year is very different and the consistently excellent Trackrod Rally will be the perfect backdrop. Whoever wins, a new name will join former multiple champions like Steven Smith, David Stokes and Jason Pritchard on the roll of honour.

Following the penultimate round on last month's Ulster Rally, Simon Webster and Jez Rogers take their Ford Escort Mk2 to one of their favourite events chasing a first BHRC title. Without any fuss or drama, Webster has quietly and constantly upped his pace to the point where a breakthrough win on the Red Kite made him reconsider his plans and two asphalt events were added to his schedule to turn the year into a title bid. Rogers has been outstanding on the notes and they have gelled into a winning combo.

The major threat to Webster and Rogers are Northern Irishmen Stanley Orr and Graham Henderson (Ford Escort Mk1), who matched consistent gravel pace with mighty speed in Ulster to take just a two-point deficit to Yorkshire.

However, the dropped scores scenario makes it advantage Webster as he has a nine to drop while Orr will shed a 16 if he scores better on the Trackrod. Both crews will bag seven start points in the championship's frequent flyer programme.

The three other crews are the longer shots. Adrian Hetherington, Rudi Lancaster and Joe Price all have a mathematical chance of taking the crown but Lancaster will drop out once Webster drives off the start ramp. A place in the top 14 BHRC crews for Webster would then knock Hetherington and Price out the running.

If Webster can beat Orr in Yorkshire, then it is job done for the East Anglian. If Orr wins, Webster needs to be second but the Yorkshire Grand Prix is likely to feature return appearances by Matthew Robinson and Nick Elliott and they could well bag the big points to make it even harder for Orr.

Of course, with a stage in the dark of Dalby on Friday evening and 45 flat-out miles on Saturday, anything could happen. On paper, it is advantage Webster but championship manager Colin Heppenstall will need his calculator fully lit when the contenders arrive back on the Filey seafront.

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4th



Hugh Peat and Mark Swallow

Wemix Concrete would also like to thank all the competitors, volunteers and Marshals and a special thanks to Lindholme Motorsports Club for managing against all odds to put on an amazing rally that was perfectly ran and enjoyed by all spectators and competitors.

## ORTON Electrical

Orton Electrical would like to congratulate Martin Pavier and his co-driver Peter Kettle finishing 1st overall at the Vale Of York Stages



Orton Electrical would also like to thank all the competitors, volunteers and marshals for making the event as fun and successful as it was. We look forward to seeing you all again next year.

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# FOCUSING ON SAFETY AWAY FROM THE TRACK

Promotional Feature

Safety is undeniably an important topic for racing drivers on the UK's circuits. But it's not just the racers themselves that need to stay safe, team members do too. And one company that's very much embracing that safety philosophy is the family-run awning and trailer business WeatherWeave.

The majority of awnings that teams use, need to be constructed and packed away by mechanics standing on top of trucks. Even with equipment like harnesses now being used, it's still not a particularly safe practice.

"When they break the awning down they get on the truck, they pull the roof sheet back, so that's 30m<sup>2</sup> of roof sheet on the truck, four metres in the air and that can catch the wind," points out WeatherWeave's managing director Alex Pilgrim, himself a former Caterham and British GT racer. "The roof sheet acts like a

sail and with extreme weather, that can be dangerous."

But Pilgrim's company has developed a clever solution to this problem. WeatherWeave has created a system that allows the awning to be assembled and taken down while still on the ground. Using ropes and pulleys, the roofing sheets can be fed onto the frame – which is constructed as normal – and a joining strip secures it all in place. Rather than standing on the roof of a lorry, this can all be done from step-ladders or on the ground.

Significantly, this technique can be applied to existing awnings, so teams don't have to buy a whole new piece of kit.

"The product was originally designed to fit our awnings," explains Pilgrim. "We've now brought out another product for people that have other brands' awnings because they use different sized beads. We've got three different sizes: 5-8mm, another which is 5-11mm and one that's 5-13mm.

"It's also about being able to take an awning down easier and faster, so there are massive benefits. The teams that have got it are over the moon with it."

It's affordable too, with the joining strips costing between £10 and £30 and the rope kit £40. But the key benefit is safety and it was designed with that very much in mind.

"The reason I developed this is I couldn't live with having someone injured because I developed a product that they couldn't use safely," says Pilgrim.

This and a range of WeatherWeave's other products are available to buy from the company's online shop, featuring next-day delivery by courier.



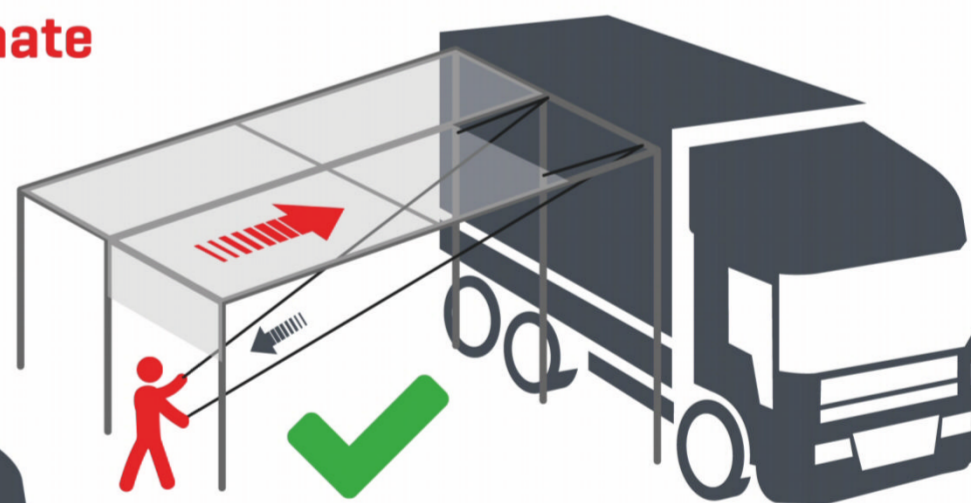
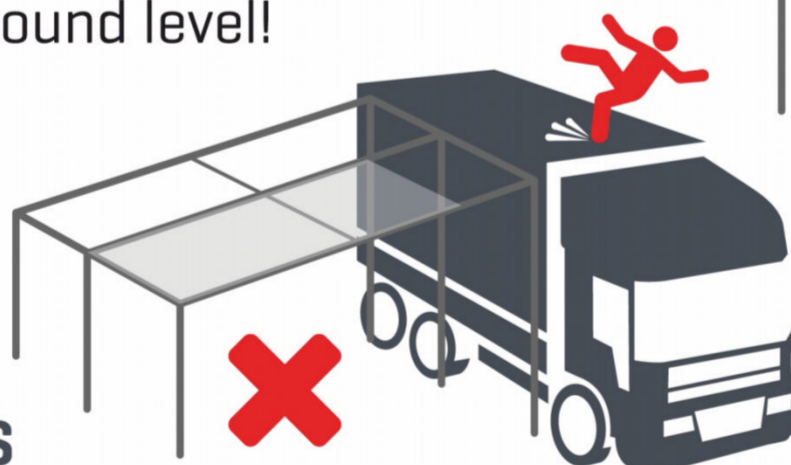
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# RACING REPORTS

## DONINGTON PARK: 750MC BY IAN SOWMAN

### FREE TITLE NOT YET SECURE IN GANT'S HANDS



Hands (1) and Pollard got too close for comfort at the final chicane in the opening race



Bove pounced on Glover encountering a backmarker to take a double 750 Formula win

**Danny Hands ensured that the Formula Vee title would be decided at Oulton Park next month by winning the second race at the 750 Motor Club's 80th anniversary meeting.**

A controversial collision had marred Saturday's opening contest, in which Tim Probert took his maiden victory after 17 years of trying.

Graham Gant was on course to wrap things up a meeting early with victory in race two but he lost places after a clip on the left rear of his WEV from Ben Miloudi's Storm at Redgate on lap six of 11. The 2017 champion retired in the gravel while Gant continued, only to retire three laps later when his engine dropped a cylinder.

The GAC of Hands and recent returnee John Hughes' Scarab traded places and were joined in a four-car battle by Probert – up from 14th – and Maurice Gloster, with Hands making the decisive move at Old Hairpin on the penultimate lap.

Saturday's restarted five-lap bout had an astonishing conclusion, with Hands and reigning champion Craig Pollard disputing the lead into the chicane. Contact between the two spun Hands around and allowed Probert to pounce for a long-awaited win in his Storm from Pollard's GAC. The clash need never have happened, though, as Hands incorrectly retook his pole position spot having stalled on the green flag lap and dropped to the back of the field, earning him a 10s penalty. Pollard was disqualified, ending his title hopes, and thus his season.

Two 750 Formula victories for Peter Bove prolonged his title battle with Mark Glover, who was twice second, into October. Glover's Falcon led for the first seven of the 11 laps but was delayed by a backmarker at the chicane, allowing Bove's Darvi 88P to take the lead around the outside at Redgate. In the second race, Bove's initial lead was overturned by Glover at McLeans on lap three only for Bove to recover it at the chicane three laps later. Racekits constructor Martin Kemp scored a rare podium, attributing his improved pace to his creation's modified aero package.

Shaun Traynor chalked up a ninth

victory on his way to securing a fourth MR2 championship with two rounds to go. He eased away from the field in the opener in his Mk2 – he is contemplating a Mk3 for 2020 – with Stuart Nicholls' Roadster grabbing second from Darren Aldworth at Redgate on lap eight. Aaron Cooke passed both Aldworth and Ali Topley at Coppice further around the lap to grab third from row four of the grid.

Traynor had more of a race on his hands later, with Paul Cook – back after a licence suspension – taking the lap record and almost the victory, but for outbraking himself into Redgate on the final lap.

In wrapping up the RGB Sports 1000 title with two uneventful victories, Chris 'Chippy' Wesemael maintained the 100% winning record for Mittell over Spire this season. Richard Morris got second for the rival outfit on Saturday, plugging away after a poor start, but was classified fourth on Sunday following a spin in pursuit of delighted runner-up James Walker and an accumulated 15s track limits penalty.

Ryan Polley's Sunday morning Clio 182 victory made up for a fuel pump fuse failure ruling him out of a winning position on Saturday, and kept him on top of the points ahead of the finale. Polley took the lead after a safety car restart but 2015 champion James Bark got into the side of him at the Old Hairpin, delaying both. Saturday winner Jack Kingsbury briefly looked set to double up, but Polley retook the lead at the final corner.

David Drinkwater extended his run of Hot Hatch maximum scores to seven with another couple of Class C wins in his BMW Compact, whereas Honda Civic driver Martin Ward – his title rival from Class B – dropped just a fastest lap bonus. There was a more serious setback for top class runner Ben Rushworth, who won race one despite a temporary fix being applied to the holed radiator on his Integra. Battling for the lead with Gary Prebble later, he had a big spin through the Craners – delaying his rival – and he returned to the pits with fluid spilling from his car. Prebble, meanwhile, bounced back in his Civic by overcoming Ben Leach's more modern version which went off song.

Peugeot 205 GTis took both Classic Stock Hatch victories, with Stewart Place securing his maiden triumph in race one as championship contender Matt Rozier's similar car developed a misfire. Matt Stubington took the second contest, taking the lead from Andrew Thorpe's Citroen AX at Coppice two laps from the end and surviving the attentions of Ford Fiesta XR2i man Lee Scott, who increased his championship lead.

Neil Fowler won both BCV8 races, the first after an epic battle with Rob Spencer. There was no rematch in race two, with Spencer retiring early having failed to secure his oil filler cap beforehand. Spencer's title-chasing son Jordan had fared little better in the first race, exiting the Class C lead battle and spluttering home as he ran out of fuel. That was won by fellow contender James Wheeler, but Spencer Jr bounced back to win later, and both capitalised on the catastrophic engine failure that afflicted erstwhile points leader Russell McAngus in qualifying.

Lee Morgan continued his strong form in F1000, taking two wins from three and reducing his own lap record after seven years of trying. Matthew Booth took the other, to maintain his ascendancy into the final meeting.

A brilliant battle for victory in the second Armed Forces contest was resolved on the final lap when Matty Taylor got a wheel of his modified BMW Compact on the grass exiting the Old Hairpin as he lapped traffic, sending him into a spin and handing a double win to Vauxhall VX220-mounted Mark Inman.

An early safety car, to clear up Croft winner Matthew Weymouth's spilt oil, meant that almost everyone pitted in a heap when the Roadsports window opened. Warren Allen's Porsche Cayman came out on top.

Martin Depper won the opening Historic 750 Formula race, but had to settle for an enjoyable dice for second with fellow Centaur owner Trefor Slatter in race two, with Simon Boulter taking the spoils after clearing his Time 3B's race one misfire.

Mike Comber and Ben Short shared MX-5 Cup spoils as Will Blackwell-Chambers, making a return to the series in his second car, finished runner-up on both occasions.

### WINNERS

#### Formula Vee

Race 1: Tim Probert (Storm)  
Race 2: Danny Hands (GAC)

#### 750 Formula

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

#### Toyota MR2

Races 1 & 2: Shaun Traynor

#### RGB Sports 1000

Races 1 & 2: Chris 'Chippy' Wesemael (Mittell MC-53)

#### Clio 182

Race 1: Jack Kingsbury  
Race 2: Ryan Polley

#### Hot Hatch

Race 1: Ben Rushworth (Honda Integra DC2)  
Race 2: Gary Prebble (Honda Civic)

#### Classic Stock Hatch

Race 1: Stewart Place (Peugeot 205 GTI)

Race 2: Matt Stubington (Peugeot 205 GTI)

#### BCV8

Races 1 & 2: Neil Fowler (B GT V8)

#### F1000

Races 1 & 3: Lee Morgan  
Race 2: Matt Booth

#### Armed Forces Challenge

Races 1 & 2: Mark Inman (Vauxhall VX220)

#### Roadsports

Warren Allen (Porsche Cayman)

#### Historic 750 Formula

Race 1: Martin Depper (Centaur Mk14)  
Race 2: Simon Boulter (Time 3B)

#### MX-5 Cup

Race 1: Mike Comber  
Race 2: Ben Short

## CLUB CELEBRATES ITS ANNIVERSARY IN STYLE

The 750 Motor Club's 80th anniversary meeting at Donington Park last weekend was a fitting tribute which celebrated the very best of the past and present.

A total of 360 competitors took part in a bumper 26-race meeting across 13 formulae, with the majority of grids close to or at maximum capacity.

Many of the races were action-packed with incidents and crashes minimal as just a handful of red flags and safety cars were deployed during the weekend.

To celebrate the anniversary an '80 for 80' parade took place with a plethora of Austin road and race cars – a staple from the early days of the club – taking to the circuit during the lunchbreak.

Giles Groombridge, competitions manager at the 750MC, believes the club is in a good position at the moment but that things can't be taken for granted.

"We are in a very good place but the most important thing is to maintain that position and that level of customer satisfaction," he said.

"We aren't looking just to pursue growth recklessly. It's very easy in

motorsport and running race meetings to get in a position of losing money or over committing to track time.

"What we need to do is to be able to be a commercial success so that we can invest back in the clubs."

The club has come along way from its first meeting in 1939 – believed to be a sporting trial at Wolsingham – and has gone from strength to strength, doubling its turnover from 2012 and increasing its membership from 1200 to around the 2000 mark during the same period.

Many of the races are now streamed live on social media and effective cost-control methods have been put in place to make sure championships are financially viable and competitive.

Groombridge added: "We try our best to keep our entry fees as competitive as possible, actually try to implement cost-control methods in our championships and try our best to maintain that club atmosphere."

Maintaining a club atmosphere is one of the key cornerstones of any racing club and one which the 750MC has got

right, according to competitors.

Ian Jordan, a five-time class champion in Formula Vee and a member of the 750MC for 28 years, said: "It used to be tagged 'the Friendly Formula' because everyone helps one another, there's really good comradery."

Four-time 750 Formula champion Bob Simpson, who has competed for more than 50 years with the 750MC, also believes that a family atmosphere and comradery are key ingredients to helping a championship and racing club be successful.

"The club has changed completely since we started out, people travelled in household cars with a trailer on the back, but now we have motorhomes and the paddock is chockablock," he said.

"I lent a spare part to a competitor today so there's still that thing going on. If people here have got a spare part they will almost always let you use it."

With the club in good health and the majority of competitors happy it appears the 750MC can look forward to what the future holds.

Stefan Mackley



Special parade marked 80 years of the Austin 7 and the 750 Motor Club



A total of 360 competitors participated, with MR2 boasting a big entry

## SEPTEMBER 7-8

Photos: Steve Jones



A 1932 Austin 7 Special previously owned by ex-Formula 1 driver and former 750MC vice president John Miles was in Historic 750 Formula action last weekend. Timothy Roebuck, who worked with Miles at Aston Martin and Multimatic, bought the car following Miles's death in 2018 and has raced it throughout the season having only ever used it on hillclimbs previously. "He [Miles] tinkered with this for a long time after buying it in 2015," said Roebuck. "It was built as a road car so he stripped it down completely and stiffened the chassis. He really did a lot of work on getting the structure right." Roebuck took a ninth and 10th at Donington Park.



It wasn't just 750 Formula which was celebrating an anniversary (its 70th) at Donington Park, as one of the cars competing in the series hit a milestone. Greg Swan was at the wheel of his Ingham V3 which was built in 1969 as a gull wing coupe. Fifty years later the car now runs a Fiat engine instead of Reliant and, despite minor modifications, is mostly unchanged. Swan, who is half Finnish and competed against Formula 1 star Kimi Raikkonen's older brother, Rami, in Minis during the 1990s, managed to get out for the final few laps of the first race after replacing a blown clutch from qualifying. He finished ninth in the second race.



Despite being one of the oldest cars in the Roadsports Series, Chris Fellows brought his Ginetta G27 home in 26th overall and 14th in class from a 42-car field. Fitted with an 1800 Zetec engine producing 141bhp, the car was one of 26 works machines that were produced for the Bridgestone Ginetta Championship in 1996. "I got the car at Castle Combe an hour before practice," recalled Fellows, who has competed in more than 100 races with it. "I'm a Ginetta buff through and through. My school friend bought a G4 in 1965 and I've been in love with these things [Ginettas] ever since."

## CADWELL PARK: MSVR BY STEVE WHITFIELD SEPTEMBER 7

Photos: Richard Styles



Win apiece for Goodman (1) and Dalglish in Minis

## GOODMAN AND DALGLEISH CONTINUE THEIR MINI BATTLE



Gardner clatters over the kerbs en route to a double FF1600 podium

### WINNERS

**Mini Challenge Cooper Pro**  
Race 1: Toby Goodman  
Race 2: Robbie Dalglish

**Mini Challenge Cooper S**  
Races 1 & 2: Daniel Butcher-Lord

**Heritage Formula Ford 1600**  
Race 1: Jaap Blijleven (Reynard 88F)  
Race 2: Mike Gardner (Crossle 32F)

**Classic Touring Cars Pre '66**  
Races 1 & 2: J Roger Stanford  
(Lotus Cortina)

**Classic Touring Cars Pre '83**  
Races 1 & 2: Stephen Primett  
(Ford Escort Mk1)

**Classic Touring Cars Thunder/BOSS/Pre '93/Pre '05**  
Races 1 & 2: Andy Robinson  
(Ford Falcon)

Robbie Dalglish and Toby Goodman continued their title fight in the **Mini Challenge Cooper Pro** category by claiming a win apiece during the latest round at Cadwell Park.

Goodman closed the gap to points leader Dalglish with victory in the first race, which featured a five-way lead battle. Goodman led away from pole but his lead was shortlived, Dalglish passing both Hannah Chapman and Goodman on the second lap to take first place. But Goodman then wrestled back the lead into Gooseneck corner as the race neared the halfway mark.

Dalglish responded by setting the fastest lap but wasn't able to find a way by, finishing 0.2 seconds behind Goodman. Chapman remained on the tail of the lead pair – with James Hillery and Dominic Wheatley in tow – but was denied a repeat of her podium finish from the previous round as Hillery snatched third on the penultimate lap.

Chapman edged reversed-grid polesitter Wheatley off the line to take the lead in race two, with Dalglish moving up to second from fourth on the grid while chief rival Goodman remained

in fifth. Dalglish overtook Chapman to take the lead approaching mid-distance, going on to claim his fifth win of the season. Chapman made amends for missing out on the podium in race one by taking second, 0.9s behind Dalglish, while Goodman passed Wheatley on the last lap to grab third.

Normal order was restored in the **Cooper S** category with Daniel Butcher-Lord winning both races. Despite largely dominating the season so far, he had to settle for a pair of second places behind last year's runner-up Rob Austin last time out and, when Austin took pole, it looked like Butcher-Lord would have his hands full once again. Despite a close fight between the pair in race one, it was Butcher-Lord who came out on top, beating Austin to victory by 0.2s.

Butcher-Lord went on to dominate race two, finishing 9s clear of Austin to take his eighth win of the year.

**Heritage Formula Ford 1600's** first visit to Cadwell Park proved popular among the drivers, who relished the unique challenges of

the Lincolnshire circuit.

With championship leader Oliver White – who has dominated the season thus far – choosing to skip the latest round there was a chance for others to shine, Jaap Blijleven taking advantage by scoring a big points haul to reduce White's advantage. The Dutchman didn't have things all his own way though, two-time Classic Formula Ford 1600 champion Mike Gardner providing stiff competition in his Crossle 32F. Gardner led for most of race one from pole but, after Gardner ran wide at Gooseneck, Blijleven pounced to take the lead with two laps remaining and claim victory.

A small set-up change paid dividends for Gardner in race two as he took a dominant win, taking the lead at the start with a sweeping move around the outside of Blijleven into Cascades. Gardner built a 7.5s advantage in the first few laps with Blijleven stuck behind Scott Guthrie. Blijleven finally made his way by into Cascades but he wasn't able to close in on Gardner, who pulled away further in the remaining laps to win by 15s.





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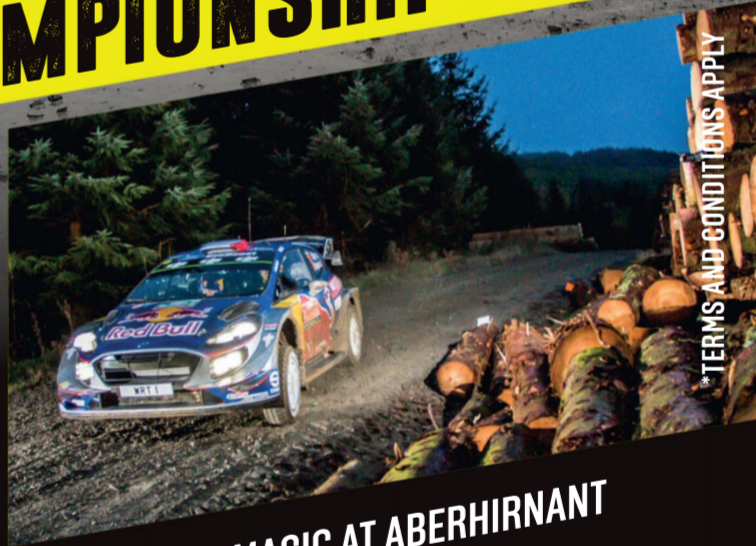


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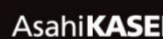
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# RACING REPORTS

**SILVERSTONE: BRSCC BY GRAHAM KEILLOH**
**SEPTEMBER 6-8**

Photos: James Roberts



Euroformula Open rookie Oyu proved to be unstoppable



Costa/Altoe took a double win



Castelli was another double victor

## WINNERS

**Euroformula Open**  
Races 1 & 2: Toshiki Oyu  
(Team Motopark)

**International GT Open**  
Races 1 & 2: Albert Costa/Giacomo Altoe  
(Lamborghini Huracan GT3 Evo)

**GT Cup Open Europe**  
Races 1 & 2: Hans-Peter Koller/Edoardo Liberati (Lamborghini Huracan Super Trofeo Evo)

**Alpine Europa Cup**  
Races 1 & 2: Gael Castelli (CMR)

# OYU ON TOP AS JAPANESE ROOKIE TAKES TWO

It was not only the absence of dominant Marino Sato, competing in Formula 2 at Monza, that gave Silverstone's Euroformula Open round a fresh look. There were four debutants; three with Sato's Team Motopark. And one, Sato's fellow Japanese racer Toshiki Oyu, straight from Japanese Formula 3 and new to Europe, sensationally dominated both races from pole.

In race one Honda junior Oyu built a three-second lead in no time, and won by 4.5s. And his second race was as imperious, again leading all the way to win by 6s.

"A perfect weekend, very, very happy," Oyu said. "When I first came to Silverstone I never thought I could get P1. I had good pace constantly throughout the weekend." He even noted room for improvement. "Actually I suffered a little bit [with the] handling

of the machine yesterday but today we were able to improve it," he added.

Motopark boss Timo Rumpfkeil described Oyu's weekend as "very impressive". "He had very little preparation, and [his] first time [was] here at Silverstone which is one of the most difficult tracks in this car," Rumpfkeil continued. "I expected him to be on the podium; I didn't expect him to dominate."

Oyu's closest rival was another new, though not entirely new, face at Motopark. Enaam Ahmed followed Oyu from Japanese F3 to return to the championship he competed in part-time in 2016, being asked "two or three days" beforehand to fill in for Sato. "I thought 'OK, why not?'" Ahmed said.

Ahmed was next best to Oyu in the opener, despite making a set-up 'wrong turn' in qualifying then starting race one on old tyres compared with Oyu's

new set. With two new sets of tyres saved for Sunday, Ahmed was confident of going one better in race two, but struggled throughout the day with mysterious snap oversteer. He salvaged another second place on the penultimate lap amid a multi-car squabble.

Lukas Dunner, second in the table, could not make points hay in Sato's absence. He'd made an overnight engine change then struggled for set-up in first qualifying, and started 10th. Then his first race lasted only seconds, as he was squeezed onto a sausage kerb at Becketts, launching him into Manuel Maldonado and out. He remained bewildered by his lack of pace the following day, and could only manage ninth in race two.

The **International GT Open** also had a double winner in Albert Costa and Giacomo Altoe. They led home an Emil Frey Racing Lamborghini

Huracan 1-2 in the opener, heading a tight multi-car battle despite two lengthy safety car periods. Their team-mate duo Norbert Siedler and Mikael Grenier did a long first stint but Grenier emerged from the pitstop just behind Costa, and they stayed in that order.

And Costa/Altoe made it a double win the next day. Their longer pitstop handicap time dropped Altoe just behind Andres Saravia, paired with Fran Rueda in a Teo Martin Motorsport McLaren 720S, after the stops. Saravia got home first but had a one-second penalty for the pitstop being marginally too short, due to an apparent GPS problem. This elevated Costa/Altoe to victory.

"Now in Barcelona [the next round] we are going to struggle a bit with the handicap," Costa said, "but this is what we have to do to win the championship is win as much races as we can, and now we are in a good position."

Costa and Altoe entered the meeting tied at the head of the points table with Martin Kodric and Henrique Chaves, and left with a 17-point advantage. Kodric and Chaves had a frustrating time in their Teo Martin McLaren, finishing fourth in race one after moving behind the third-placed Miguel Ramos/Fabrizio Crestani SPS Mercedes during the second stint to avoid a success penalty for race two. Kodric tried to perform a similar move in race two but Siedler behind also slowed to avoid third place. Then Kodric was hit and spun by Ramos on the last lap, leaving him sixth.

Edoardo Liberati and Hans-Peter Koller won both **GT Cup Open** races in their Vincenzo Sospiri Racing Lamborghini Huracan, meaning Koller takes the championship lead. Completing a perfect set of double winners, Gael Castelli dominated both **Alpine Europa Cup** encounters.

**BRANDS HATCH: MSVR BY MARK LIBBETER**
**SEPTEMBER 7-8**

Photos: Gary Hawkins



Reigning champion Jackson won race two



McDougall won all four EnduroKa sprints

## WINNERS

**Radical Challenge**

Race 1: Marcus Clutton (SR3 RSX)

Race 2: Dominik Jackson (SR3 RSX)

Race 3: Jerome de Sadeleer (SR3 RSX)

Race 4: Callum McDougall (SR3 RSX)

Race 5: Callum McDougall (SR3 RSX)

Race 6: Callum McDougall (SR3 RSX)

Race 7: Callum McDougall (SR3 RSX)

Race 8: Callum McDougall (SR3 RSX)

Race 9: Callum McDougall (SR3 RSX)

Race 10: Callum McDougall (SR3 RSX)

Race 11: Callum McDougall (SR3 RSX)

Race 12: Callum McDougall (SR3 RSX)

Race 13: Callum McDougall (SR3 RSX)

Race 14: Callum McDougall (SR3 RSX)

Race 15: Callum McDougall (SR3 RSX)

Race 16: Callum McDougall (SR3 RSX)

Race 17: Callum McDougall (SR3 RSX)

Race 18: Callum McDougall (SR3 RSX)

Race 19: Callum McDougall (SR3 RSX)

Race 20: Callum McDougall (SR3 RSX)

Race 21: Callum McDougall (SR3 RSX)

Race 22: Callum McDougall (SR3 RSX)

Race 23: Callum McDougall (SR3 RSX)

Race 24: Callum McDougall (SR3 RSX)

Race 25: Callum McDougall (SR3 RSX)

Race 26: Callum McDougall (SR3 RSX)

Race 27: Callum McDougall (SR3 RSX)

Race 28: Callum McDougall (SR3 RSX)

Race 29: Callum McDougall (SR3 RSX)

Race 30: Callum McDougall (SR3 RSX)

Race 31: Callum McDougall (SR3 RSX)

Race 32: Callum McDougall (SR3 RSX)

Race 33: Callum McDougall (SR3 RSX)

Race 34: Callum McDougall (SR3 RSX)

Race 35: Callum McDougall (SR3 RSX)

Race 36: Callum McDougall (SR3 RSX)

Race 37: Callum McDougall (SR3 RSX)

Race 38: Callum McDougall (SR3 RSX)

Race 39: Callum McDougall (SR3 RSX)

Race 40: Callum McDougall (SR3 RSX)

# JACKSON AND DE SADELEER'S FIGHT CONTINUES

Three different drivers topped the podium in a trio of thrilling Radical Challenge races at Brands Hatch as Dominik Jackson and Jerome de Sadeleer continued their season-long title battle.

Defending champion Jackson and Swiss star de Sadeleer set the early pace in race one until tripping over each other at Stirlings following a caution period. Former Ginetta GT4 Supercup racer Jac Constable inherited the lead with Marcus Clutton moving into second ahead of Marcello Marateotto.

Marateotto got ahead of Clutton following the mandatory pitstop phase but an excursion into the Clark Curve gravel reversed the situation. Clutton's hopes of catching Constable were given a late boost when Jon

MacRae's off at Paddock led to a second safety car interruption.

A one-lap sprint to the finish followed and Clutton seized his chance by snatching the lead with a fine move at Westfield, while Marateotto clung onto third.

Jackson, who had salvaged fourth in the opener, took the race two sprint honours by eight seconds after battling his way ahead of leader Mark Richards at Clark Curve at half-distance. Constable claimed third after another tight tussle with Clutton.

As for de Sadeleer, a grassy moment at Druids in the second encounter had meant he could finish no better than fifth, but he made amends in race three. A decision to make an early pitstop helped him pass Jackson during the

pitstop phase and take a crucial win. Jackson claimed second ahead of Shane Stoney, while Constable was handed a late stop/go penalty for failing to comply with pitstop timing regulations.

Callum McDougall was the star of the show in the quartet of 15-minute **EnduroKa** sprint races, which headlined Sunday's Ford Power Live event, taking all four wins. Martyn Smith claimed a pair of seconds, while Jake Fraser-Burns charged his way up to the runner-up spot in the finale.

Four **Focus Cup** races also took place over the weekend, with two events held on the GP circuit on Saturday and a further pair held on the Indy layout on Sunday. David Rowe stormed to a crushing win in the opener on Saturday after Andy Wilmot ground

to a smoky halt on the opening lap.

Russell Cager, championship leader heading to Brands, took a distant second in the opener, but hopes of another good result in race two disappeared following an opening lap spin at Paddock. Former British Touring Car driver Wilmot edged a charging Rowe to take the second event spoils.

Chaos ensued in Sunday's opener. A multi-car collision at Paddock accounted for Cager and David May, while leader Rowe spun at Graham Hill and was collected by Branko Kiprovski following a robust move from Wilmot.

Despite a post-race sanction, Wilmot claimed the win before taking his third victory of the weekend in the finale. Harry Nunn and Richard Avis took a

second apiece.

Luke Cooper came out on top in a frantic three-way battle with Rory Smith and Michael Eastwell to take the first **Champion of Brands** contest of the weekend at the wheel of his Swift Cooper SC16. A spectacular collision at Paddock at the start of race two eliminated both Cooper and Smith, helping Eastwell to take an untroubled success ahead of Davide Meloni's Van Diemen JL15.

Two wins in the **Ford Allcomers** double header helped Rod Birley reach the landmark of 250 Brands Hatch wins in his trusty Ford Escort WRC. Both races showcased an array of Blue Oval machinery as Neil Jessop provided Birley with his strongest opposition in his Escort Mk2.

# RALLY REPORTS

Photos: pro-rally.co.uk, Kevin Glendinning



Proton-Millington crew took victory

## SIMPSON AND FORD WIN AGAIN ON PROMENADE

### Rivals hit issues as Proton Satria Neo-Millington driver takes 19-second victory

#### Promenade Stages Rally

By Phil James

Organisers: Wallasey Motor Club When: September 6-7 Where: New Brighton, Wirral Championships: ANWCC; ANCC; SD34 Stages: 12 Starters: 80.

In a repeat of last year's result, Wesley Simpson and Joe Ford brought their Proton Satria Neo Millington to victory, having headed the standings throughout and finishing 19 seconds ahead of John and Alex Stone's Ford Fiesta RS WRC.

The closest challengers to the winning crew through Friday night's opening pair of stages were Simon Bowen and Richard Robinson, who were having their first run in a Ford Fiesta S2000T. Stone's challenge was hampered by a second-stage stall at the Clown hairpin costing 10s and leaving him fourth in the overnight standings

with a 10s deficit to Bowen and a further 6s behind Simpson.

Stone was quickest through Saturday's damp opening stage and he continued to press as sunshine broke setting fastest or joint-fastest time throughout the morning leg of six tests. By the lunch break he'd reeled in Bowen and, despite a power steering pump issue, narrowed the gap on Simpson to 10s.

At 5.6 miles, stages nine and 10 were the longest of the rally and were to prove decisive. On the first of the pair, Bowen clipped a kerb, breaking a driveshaft and bending a brake caliper in the process, which ended his rally. Simpson was another clipping a kerb at this point, but his luck was in as he escaped unscathed.

On the second of the tests, it was Stone's turn to touch a kerb. He was fortunate as there was no mechanical damage incurred but he did pick up a puncture, and that extended the gap to

Simpson to over a half a minute. Fastest times on each of the remaining stages sufficed to reduce his deficit to Simpson but the Proton pilot couldn't be caught.

Geoff Roberts and Jonathan Kennedy claimed the final podium place in their Darrian T90 while Chris and Tracey Wise were happy to settle for fourth place. Their Fiesta S2400 suffered a persistent throttle position sensor issue but that aside they were happy with the performance of their new Duratec 2400cc engine.

Eric Roberts and Mervyn Williams survived a Friday night half-spin to finish a solid fifth in their Ford Escort Mk2. In a repeat of his result on last year's event, Chris Ransley, co-driven on this occasion by Darren Ikin, finished sixth in his BMW M3. Sadly for Ransley this was to be his last event, after being forced to retire from rallying on medical grounds, and hence the car bearing 'for

sale' signs. Sean Cassidy and Sean Devlin survived a third-stage altercation with a bale to finish seventh in their Fiesta R5+.

A trio of Escort Mk2s completed the top 10. A broken alternator support bracket slowed Andrew Morris and Chloe Thomas but once that was fixed they finished eighth, first in Class 3. Rob Power and Georgina Smith had a late scare with a starter motor problem before finishing ninth while Mike English and Andy Robinson completed the top 10 despite persistent gearbox problems with their Escort Mk2.

#### Results

1 Wesley Simpson/Joe Ford (Proton-Millington) 42m01s; 2 John/Alex Stone (Ford Fiesta RS WRC) +19s; 3 Geoff Roberts/Jonathan Kennedy (Darrian T90); 4 Chris/Tracey Wise (Ford Fiesta S2400); 5 Eric Roberts/Mervyn Williams (Ford Escort Mk2); 6 Chris Ransley/Darren Ikin (BMW M3); 7 Sean Cassidy/Sean Devlin (Fiesta R5+); 8 Andrew Morris/Chloe Thomas (Escort Mk2); 9 Rob Power/Georgina Smith (Escort Mk2); 10 Mike English/Andy Robinson (Escort Mk2). **Class winners:** Stephen Terry/David Terry (Nissan Micra); John Lewis/Kathryn Curzon (Darrian T9); Morris/Thomas; Wise/Wise.

## England duo streak to convincing victory

### Three Shires Stages

By Ian Harden

Organiser: Cheltenham Motor Club When: September 7 Where: Eastnor Castle Deer Park, Herefordshire Stages: 18 Starters: 120.

Martyn and Dawn England scored an emphatic win in their Ford Fiesta R5, leading from the second stage and setting, in all, 11 fastest times to take victory by 1m37s ahead of Andy Fraser/Alan Jones (Darrian T90 V6).

The rally's quick-fire format of 18 short stages separated by small road sections made strong early pace essential for success. England immediately grabbed the initiative, opening a 24-second lead over Roger Moran/Den Golding's Darrian GTR+ after the first loop of six stages. The Somerset man's Fiesta ran perfectly throughout as he continued to dominate, taking a well-deserved win on the inaugural closed-roads event.

Runner-up Fraser lay fifth early on, battling with John Indri/Matthew Smalley's Mitsubishi Mirage and Alex Allingham/Ross Weir's Ford Escort Mk2. Fraser survived having to clear a heavily misted windscreen on SS4 and inherited fourth when Indri's clutch broke on SS7. With confidence increasing, he overhauled Allingham on SS10 and when Moran went off the road on the penultimate stage, Fraser inherited second place.

Allingham's Escort ran faultlessly as he netted third and, despite admitting to over-exuberance on SS6, he held Robert Hughes/Sion Cunniff's Fiesta R5 at bay by 16.5s. Changing to supersoft tyres at second service paid dividends for Hughes. He mounted a late charge, pulling clear of fifth-placed Mark Holmes/Mark Perryman (Fiesta R5). Jersey visitors Darryl Morris/Steve Gully (Escort Mk2) rounded out the top six.

#### Results

1 Martyn/Dawn England (Ford Fiesta R5) 43m39.4s; 2 Andy Fraser/Alan Jones (Darrian T90 V6) +1m37s; 3 Alex Allingham/Ross Weir (Ford Escort Mk2); 4 Robert Hughes/Sion Cunniff (Fiesta R5); 5 Mark Holmes/Mark Perryman (Fiesta S2000); 6 Darryl Morris/Steve Gully (Escort Mk2); 7 Oliver Hopkins/Aled Edwards (Mitsubishi Mirage); 8 Gary Le Coadou/Bill Paynter (Hyundai i20 WRC); 9 Nick Beddoes/Jamie Vaughan (Escort Mk2); 10 Craig Fleming/Paul Rumary (Subaru Impreza). **Class winners:** Joe/Michael Evelt (MG ZR); Richard Hill/Peredur Davies (Ford Fiesta R200); Morris/Gully; Beddoes/Vaughan; Hopkins/Edwards; Hughes/Cunniff; Mike Simpson/Dale Gibbons (Escort Mk1 RS).

## HENRY BEATS MOFFETT TO TOP SPOT ON LAKELAND

#### Lakeland Stages

By William Neill

Organiser: Enniskillen Motor Club Ltd When: September 7 Where: Enniskillen, Co Fermanagh Championships: Motorsport UK Northern Ireland Rally Championship; Irish Forestry Rally Championship Stages: 6 Starters: 85.

Desi Henry and Damien Connolly won the six-stage Lakeland Rally – where Irish and Northern Ireland championships competed against each other – by 22 seconds in a Ford Fiesta RS WRC.

Coming off the 3.6-mile SS1, Belmore, Henry was two seconds down on early leader Sam Moffett and James Fulton in an R5-spec Fiesta. But it was on SS2, the longest stage of the day at 11.2 miles, where Henry was four seconds quicker to move into a lead he wasn't to relinquish.

Over the second half, made up of the same three stages from the morning, Henry increased his lead greatly. Henry's outing as a newly-married man has inspired him to take on more forest roads before the year is out and Connolly, who hadn't competed on gravel for two years, secured his first gravel victory.

A troubled Moffett aided Henry's

advantage when intercooler pipes disconnected after a heavy landing on a Ballintempo jump. At service the Monaghan driver had hoped not cleaning the road on stages, that he felt were very loose, would move him closer to Henry but he eventually focused on maintaining second.

Forest champions Cathan McCourt and Barry McNulty in their Fiesta R5 were on a lap of honour on Saturday, 11s behind Moffett, having clinched the title at the previous Cork double header. A joint-fastest time on the Ballintempo repeat was noteworthy to get ahead of fellow Fiesta R5 crew Vivian Hamill and Andrew Grennan, who dropped from 3s ahead after SS3 to 21s in arrears at the finish after the car cut out mid-stage.

Handling and confidence issues on gravel put to one side after the first loop, Donagh Kelly and Conor Foley moved up from 14th on SS1 to fifth and first non-Ford in a Skoda Fabia R5, 5s behind Hamill.

Patrick O'Brien was pleased brake problems were sorted in his Mitsubishi Lancer E9 ahead of the event and put some bad luck this season behind him by finishing sixth just ahead of

Fiesta R5 newcomer Niall McCullagh.

In the Northern Ireland championship Stephen Wright is considering more outings after an eighth-place finish in his Fiesta R5. Series competition Derek McGeehan was down in 12th and multiple champion Derek McGarrity retired with a broken rear arm on his Fiesta RS WRC.

Despite a third consecutive Junior win and being tied on points, Kyle White was runner-up to Vauxhall Nova driver Derek Mackarel who took the championship with more wins over the year. For White the Northern Ireland Junior title is still on the cards heading to Omagh's Bushwacker later this month.

#### Results

1 Desi Henry/Damien Connolly (Ford Fiesta RS WRC) 34m17s; 2 Sam Moffett/James Fulton (Ford Fiesta R5) +22s; 3 Cathan McCourt/Barry McNulty (Fiesta R5); 4 Vivian Hamill/Andrew Grennan (Fiesta R5); 5 Donagh Kelly/Conor Foley (Skoda Fabia R5); 6 Patrick O'Brien/Thomas Nugent (Mitsubishi Lancer E9); 7 Niall McCullagh/Ryan McCloskey (Fiesta R5); 8 Stephen Wright/Arthur Kierans (Fiesta R5); 9 Conor McCourt/Brian Hoy (Fiesta R5); 10 Michael Carbin/Conor Mohan (Lancer E9). **Class winners:** Adam/David Vance (Honda Civic); Niall McGonigle/Paddy McCrudden (Lancer E9); Mervyn Wilson/Darragh Sheridan (Ford Escort Mk2); Ruairi Maguire/Grace O'Brien (Vauxhall Corsa); Marc Johnston/Colin Irvine (Escort Mk2); John Gordon/Thomas Wedlock (Escort Mk2); David Condell/Paul Kelly (Escort Mk2); Kelly/Foley; Henry/Connolly; Stanley Orr/Graham Henderson (Ford Escort RS1600).



Winning margin for Fiesta RS WRC crew was just 22 seconds at finish

Photos: Chris Huish, Kevin Money

# PRYCE AND FURNISS WIN INAUGURAL EVENT

## Rali Bae Ceredigion was first closed-road event in Wales under new laws

### Rali Bae Ceredigion

By Simon Gronow

**Organiser:** Newtown & District Motor Club; Aberystwyth MC; Lampeter MC; Teifi Valley MC **When:** September 8 **Where:** Aberystwyth, Ceredigion **Championships:** FMP Rally Challenge **Stages:** 8 **Starters:** 120.

After a long lay-off and driving a Hyundai i20 R5 for the first time, Osian Pryce and Dale Furniss became the maiden winners of a closed-road rally in Wales after taking victory on the inaugural Rali Bae Ceredigion.

On the opening stage, where Meirion Evans was fastest, Pryce didn't find the Hyundai quite to his liking. Over the next three stages, he was far happier and traded fastest times with fellow i20 crew Tom Cave/Dale Bowen.

He arrived at service with a lead of just over 10 seconds while Evans retired after going off in his Skoda Fabia R5.

During the afternoon Pryce and Furniss were quickest on the fifth test, before setting second fastest time on the remaining three stages to secure the win by just under 8s. "I'm more than happy," said Pryce. "I didn't expect that with the tough competition."

For Cave, the morning hadn't gone so well. His i20 suffered with brake problems from the off and hit a bale on the second test. However, things improved in the afternoon, where he set three fastest times to finish a



Winning gap was just 7.7 seconds

comfortable second. "The damage was done this morning although the car's been great this afternoon and it's been an enjoyable event," reflected Cave.

Jason Tauber-Pritchard/Phil Clarke adopted a sensible approach on the trickier sections in their borrowed Ford Escort Mk2 and were in third place at the halfway point, 7s ahead of Hugh Hunter/Rob Fagg. The Focus WRC05 driver wasn't happy with his pacenotes and was planning a change to harder tyres for the afternoon, as Damian Cole/Max Freeman followed

closely in their Ford Fiesta RS WRC.

Despite the harder tyres he used in the afternoon failing to heat up enough, Pritchard brought the Escort back in one piece in an excellent third. Cole, whose Fiesta went better on stiffer settings, moved to fourth as Hunter failed to finish the afternoon's stages.

The drive of the day came from Meilyr and Rhodri Evans who brought their class-winning Escort Mk2 home in fifth place, one position ahead of Historic class winners Martin McCormack/Barney Mitchell.

### Results

1 Osian Pryce/Dale Furniss (Hyundai i20 R5) 42m44.2s; 2 Tom Cave/Dale Bowen (i20 R5) +7.7s; 3 Jason Tauber-Pritchard/Phil Clarke (Ford Escort Mk2); 4 Damian Cole/Max Freeman (Ford Fiesta RS WRC); 5 Meilyr/Rhodri Evans (Ford Escort Mk2); 6 Martin McCormack/Barney Mitchell (Ford Escort Mk2); 7 Dyfrig James/Emyr Jones (Ford Escort Mk2); 8 Huw James/Iwan Jones (Ford Escort Mk2); 9 Dylan Davies/Lion Williams (Ford Escort Mk2); 10 Wayne Sisson/Neil Shanks (Mitsubishi Lancer E10). **Class winners:** Lloyd Morgan/Marc Clatworthy (Nissan Micra); Rhidian Daniels/Tomos Whittle (Citroen C1 Max); Sean/Emma Crowley (Peugeot 205 GTI); Evans/James; James/Jones; Cole/Freeman; Sisson/Shanks; McCormack/Mitchell; Jamie Jukes/Elie Williams (Vauxhall Astra).

## Comfortable run to top spot for Stafford and Case in Darrian T90 GTR as winning margin nearly two minutes

### Wexford Stages

By Martin Walsh

**Organiser:** Wexford Motor Club **When:** September 8 **Where:** Wexford, Co Wexford **Championships:** South East Rally Championship; Midlands East Rally Championship **Stages:** 15 **Starters:** 96.

Once their only real rival crashed out James Stafford and Jeff Case (Darrian T90 GTR) were able to canter to victory in the Wexford Stages, finishing almost two minutes ahead of Stephen McCann (Ford Fiesta Mk2) with Wesley Patterson (Ford Escort Mk2) 36.8 seconds further adrift in third.

Andrew Purcell (Fiesta R5) initially

led through all but the last of Saturday's nine stages, a triple run over the customary three-stage loop.

He dropped over 20s with a visit into a field on SS2 and further time when his R5 stalled at the start of SS5. By the day's penultimate stage he led Stafford by 12.1s, but two spins relegated him to second place as local hero Stafford (who also had a spin) led by 4.2s at the overnight halt.

Gary Kiernan was best of the rest until his Escort dropped a valve on the day's final stage.

That promoted McCann into third,

although he was 1m 30s adrift. Late entry Pat O'Connell (Mitsubishi Lancer E10) and Mike Quinn (Subaru Impreza WRC) failed to make it through the day, the latter with engine woes.

Sunday's opening stage began with an overshoot for Stafford and yet another spin for Purcell, who overturned the deficit and led by 14.6s. However, the comeback was brief as he understeered into a bank on the next stage. From thereon Stafford took the spoils at ease. Elsewhere, local driver Thomas O'Rourke took a hired Hyundai i20 R5 to fourth followed

by Leon Galvin (Ford Escort Mk2).

### Results

1 James Stafford/Jeff Case (Darrian T90 GTR) 1h37m39.5s; 2 Stephen McCann/Damien Fleming (Ford Fiesta R5) +1m56.9s; 3 Wesley Patterson/Johanny Baird (Ford Escort Mk2); 4 Thomas O'Rourke/Tomas Scallan (Hyundai i20 R5); 5 Leon Galvin/Geir Foley (Escort Mk2); 6 John Reddington/Kenny Bustard (Fiesta); 7 Paul Rowley/Darragh Mullen (Fiesta R5); 8 Justin Smyth/James McEneaney (Escort Mk2); 9 James Bradley/David Byrne (Escort Mk2); 10 Neil Williams/Anthony O'Sullivan (Escort Mk2). **Class winners:** Sean Kenny/William Lynch (Honda Civic); Darragh/Aoife Rafferty (Peugeot 208); Richie Dalton/Geir Brett (Subaru Impreza); O'Rourke/Scallan; John Barry/Eddie Byrne (Austin Mini); Ger Kelly/Des Curtis (Peugeot 205 GTI); Andy/Dan Nash (Civic); Tommy Kelly/Andy Firman (Escort Mk2); Smyth/McEneaney; Galvin/Foley; Evans/Henry; Brian Rowan/Darragh Walsh (Civic); Mick Loneragan/Shane Corcoran (Civic); Williams/O'Sullivan; Ian Davies/Wyn Thomas (BMW M3); Reddington/Bustard; Kenny O'Brien/Gavin Croke (Vauxhall Nova).

## Broken driveshaft can't stop Pavier and Kettle hanging on to the spoils

### Vale of York Stages

By Peter Scherer

**Organiser:** Lindholme MSC **When:** September 8 **Where:** Melbourne Airfield, East York **Championships:** ANEMMC, ANWCC, EMAMC, Melbourne Challenge **Stages:** 8 **Starters:** 40.

Martin Pavier and Peter Kettle's Subaru Impreza survived a broken driveshaft on the penultimate stage at Melbourne Airfield to record a maiden victory.

It was a duel between Phil and Mick Gallagher's Mitsubishi Lancer E9 and Martin Farrar/Andy Ward's Impreza over the first two stages, with Farrar turning a 15-second deficit into a one-second lead.

Pavier was only 3s off the lead two but, on stage three, four of the top seven hit trouble. Gallagher was out with mechanical woes, Farrar broke a bottom balljoint and the Imprezas of Scott Renshaw/Chris Bullock and Craig and Steve Renshaw had an electrical

problem and a wire-damaging puncture respectively. Only Craig Renshaw managed to continue after a maximum.

Pavier was the new leader with a healthy 13s lead over Dave Hornbrook/Ann Forster's Lancer E9. Over the next few stages, the lead was consolidated until a broken driveshaft reduced the gap to 8s with just a stage to go.

Both crews came through the final run unscathed, with the lead having increased by a further 2s.

In third place were class 4 victors Steve and Catherine Booth's Ford Escort Mk1, which had nearly 2s in hand over Hugh Peat/Mark Swallow's Impreza, both having held station from stage three.

Once Darren Martin/Kyle Gass' Lancer E9 had joined the casualties on stage four, the fight for fifth became the class 3 battle too.

With James Lepley/Howard

Pridmore's Escort bending a rear arm on stage two, he was joined on the retirement list by Dave Baines/Kevin Hutchinson's Vauxhall Astra, leaving the Peugeot 205 GTIs of Adrian Day/Wayne Ward and Rob Brook/Andy Rowe to fight it out.

Eventually Day clinched fifth overall with 2s in hand over Brook. Mark and Andrew Constantine's Vauxhall Corsa headed Matt Wood/Alan Jackson's similar car in class 1 and David Duff/Richard Hill's Escort was never headed in class 2.

### Results

1 Martin Pavier/Peter Kettle (Subaru Impreza) 1h03m16s; 2 Dave Hornbrook/Ann Forster (Mitsubishi Lancer E9) +19s; 3 Stephen/Catherine Booth (Ford Escort Mk1); 4 Hugh Peat/Mark Swallow (Impreza); 5 Adrian Day/Wayne Ward (Peugeot 205 GTI); 6 Rob Brook/Andy Rowe (205 GTI); 7 Mark/Andrew Constantine (Vauxhall Corsa); 8 Paul Rees/Ian Faulkner (Vauxhall Astra); 9 Matt Wood/Alan Jackson (Corsa); 10 Stuart Tomlinson/Nick Taylor (Escort Mk2). **Class winners:** Constantine/Constantine; David Duff/Richard Hill (Escort Mk2); Day/Ward; Booth/Booth; Pavier/Kettle.



Subaru Impreza suffered broken driveshaft on the penultimate stage

## Maiden win at last for Tilburn duo

### Wethersfield Stages

By Ian Harden

**Organisers:** Chelmsford Motor Club **When:** September 8 **Where:** MDGPA Wethersfield, Essex **Championships:** AEMC/AEMC **Stages:** 6 **Starters:** 51.

After coming close to victory several times, Ford Escort Mk2 pairing Stephen and Jack Tilburn finally took their first win at the Wethersfield Stages, beating Mark Jasper/Don Whyatt (Escort Mk2) by 28 seconds in a reverse of last year's result.

Wethersfield's fast, open stages created a frantic early pace, as Tilburn took a 10s lead over Andy Fraser/Alan Jones (Darrian T90) with Ross Daniels/Dennis Suttentwood (Subaru Impreza) two seconds further back.

Unfazed at having competed at the Three Shires Stages the previous day, Fraser mounted a sustained attack on SS2 and SS3, snatching a 3s lead. But his luck ran out on the next test, retiring with broken steering.

Tilburn's car remained trouble-free and he made full use of its reliability, setting two fastest times on SS5 and SS6 to seal victory.

Second-placed Jasper drove consistently early on, settling into fourth before setting fastest time on SS4 to overhaul Daniels. His Escort also remained mechanically trouble-free but he could not catch Tilburn in the closing miles. Daniels scrapped hard with Robin Adams/Ray Keith (Escort Mk2) all day, and despite slowing – dropping 18s to Tilburn on SS5 and SS6 – he claimed third from Adams by 5s.

### Results

1 Stephen/Jack Tilburn (Ford Escort Mk2) 58m20s; 2 Mark Jasper/Don Whyatt (Escort Mk2) +28s; 3 Ross Daniels/Dennis Suttentwood (Subaru Impreza); 4 Robin Adams/Ray Keith (Escort Mk2); 5 Dean Long/Jonathan Barrett (Impreza); 6 Stuart Delf/Brian Marquis (Ford Fiesta); 7 Roland/Stuart Brown (Escort Mk1); 8 Christopher/Anthony Newton (Vauxhall Nova); 9 Ryan Mone/Stephen McNulty (Impreza); 10 Ross/Connor Wey (Peugeot 205). **Class winners:** Newton/Newton; Mark Peterson/Laura Christmas (Citroen C2); Adams/Keith; Jasper/Whyatt; Daniels/Suttentwood.

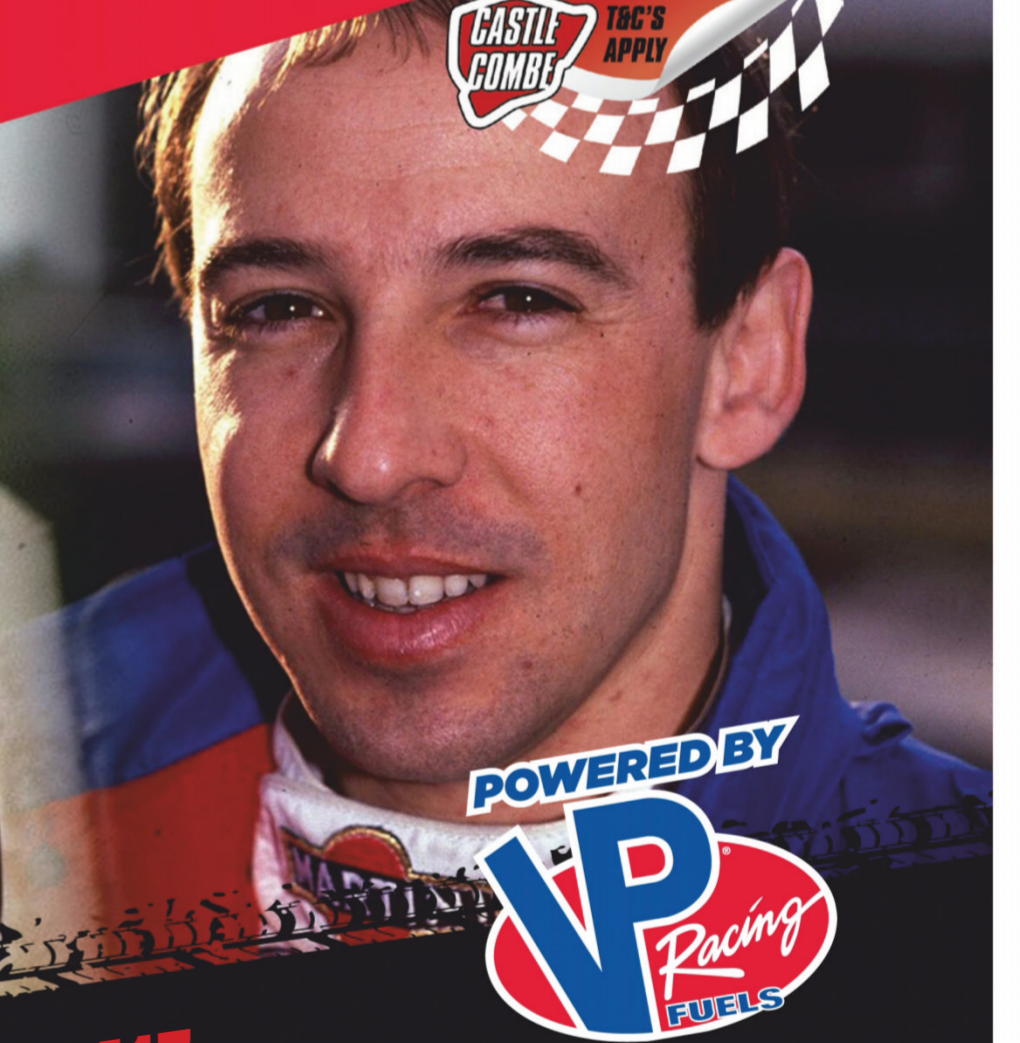
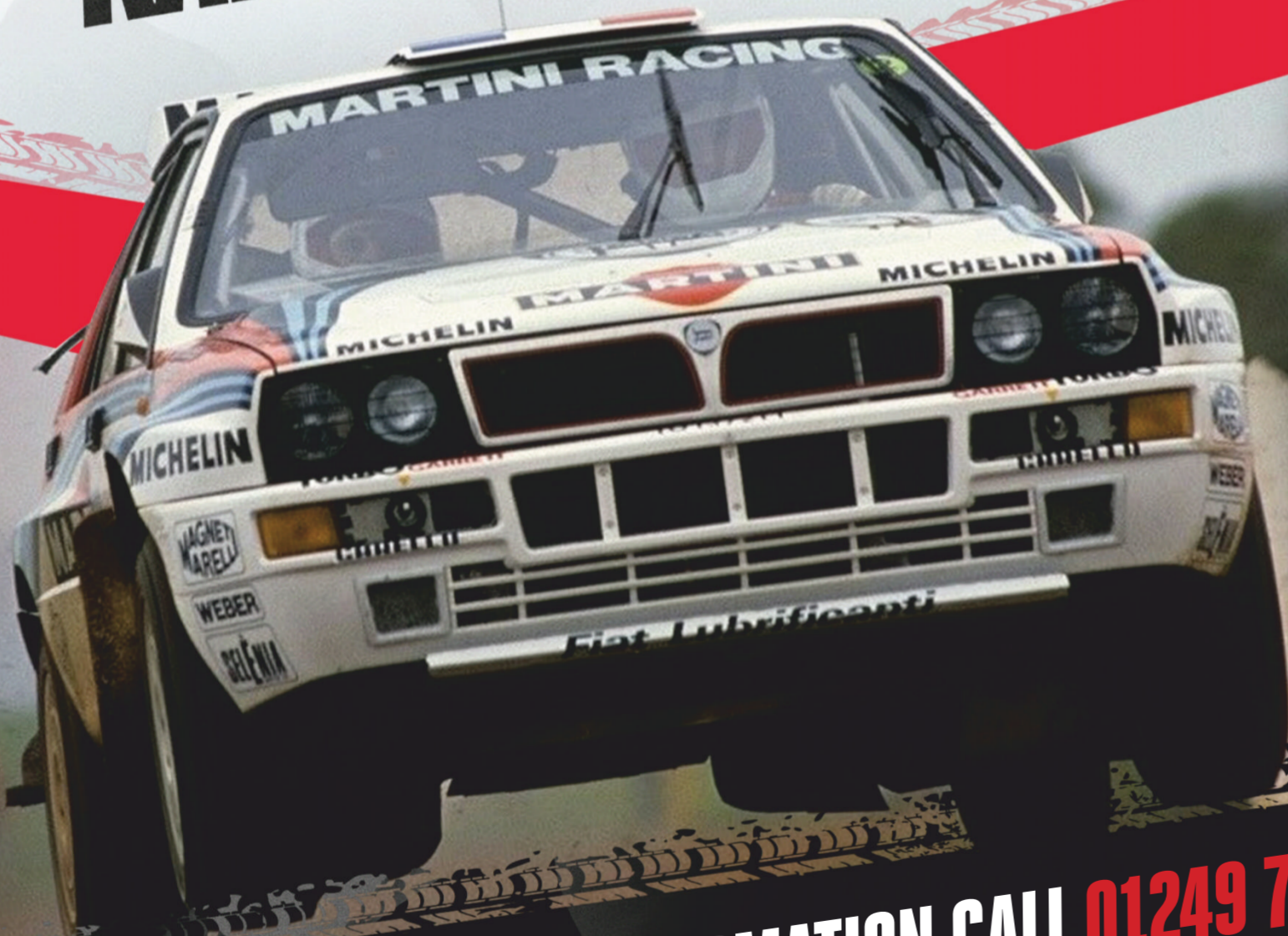


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## SPORTING SCENE

## SS ROUND-UP

Fresh from the summer break and differential testing, Richard Sharp and son Joe set the pace at the **Robin Jager Sporting Trial**. Following good friend Simon Kingsley, also with son Matthew passengering, Sharp and Kingsley tied on just six points, with Sharp winning with more zeros.

The long bracken-covered section proved challenging for many competitors. Mike Salton completed the podium with a great drive in his live-axle car from Bryan Walker. Josh Veale finished in fifth with Boyd Webster, Bob Packham and Bill Rhodes behind.

Dave Oliver produced an exemplary drive at the **Gaby Mohr Car Trial** on Sunday, dropping just two points all day over 24 sections that dried. Normal rear-wheel-drive class winner Mark Hoppe dropped 17 points which proved still sufficient for second overall, but not quite enough to secure the title, which will be decided at the final event in two weeks.

## Duncan Stephens

## Results

**Robin Jager Sporting Trial**  
Organiser: Motorsport UK, BTRDA, NPTCC When: September 8 Where: Penrith, Cumbria Starters: 22.

1 Richard Sharp (Cartwright) 6 marks; 2 Simon Kingsley (Crosse) 6 marks; 3 Mike Salton (Concord); 4 Bryan Walker (Jedi); 5 Josh Veale (Sherpa); 6 Boyd Webster (Crosse); 7 Bob Packham (Kincraft); 8 Bill Rhodes (Cartwright); 9 Jeff Armistead (Hutton); 10 Martin Grimwood (Crosse).

**Gaby Mohr Car Trial**  
Organiser: Wolverhampton & South Staffs Car Club, Motorsport UK, BTRDA, ASWMC, Cotswold, WAMC When: September 8 Where: Bridgenorth, Wales Starters: 26.

1 Dave Oliver (Hillman Imp) 6.8%; 2 Mark Hoppe (Dutton Melos) 57.8%; 3 Trevor Moffatt (Vauxhall Corsa); 4 Garry Preston (Fiat 127); 5 Tim Beard (Ford Ka); 6 Rupert North (Rover Mini); 7 David Allman (Ford Ka); 8 Simon Harris (VW Golf GTI); 9 Graham Price (VW Lupo); 10 Steve Courts (Hillman Imp).

## HARRIS PREDICTS A TOUGH WORLD FINAL CHALLENGE

Photos: Colin Casserley, Ian Dowding Rose Hughes, Ant Jenkins

## BriSCA F1 polesitter ready for a dogfight to win crown

By Hal Ridge

**Tom Harris thinks he will be a hunted man when starts from pole position in the BriSCA F1 World Final at King's Lynn on Saturday night.**

The 2013 World Final winner will line up on pole position alongside Frankie Wainman Jr in the discipline's biggest meeting of the year.

The three-time European title holder, who is also racing in the United States this year in Sprint Cars, said that the threat would be coming from all angles at the Adrian Flux Arena.

"There isn't any one person out to get me in particular," said Harris. "It will be all of them. I haven't identified a single driver I have got to look out for.

The last few meetings have been a bit rough and I think the final has the potential to be like that too.

"It will be tough starting alongside Frankie Wainman Jr – he has so much experience and he has been around the block and knows how to win."

Harris said he was pleased that the showpiece will return to King's Lynn for the first time since 2015. "I have had some good results there this year – although I got wrecked a bit in the last meeting. But it is a place where I know I can go well. If I can get away well at the start, that will be where most of work is done. If not, it will turn into a proper stock car race, but I'll be ready," he added.

Harris will head the 32-starters for the event. The meeting begins at 1730hrs.

## BriSCA F1 WORLD FINAL LINE-UP

1 Tom Harris <b>POLE</b>	2 Frankie Wainman Jr
3 Paul Haines	4 Lee Fairhurst
5 Overseas entrant	6 Overseas entrant
7 Matt Newson	8 Ryan Harrison
9 Danny Wainman	10 Dan Johnson
11 Overseas entrant	12 Overseas entrant
13 Liam Gilbank	14 Will Hunter
15 Chris Cowley	16 Karl Roberts
17 Overseas entrant	18 Overseas entrant
19 Neil Scothern	20 Craig Finnikin
21 Bradley Harrison	22 Tristan Jackson
23 Overseas entrant	24 Overseas entrant
25 Ashley England	26 Paul Harrison
27 Aaron Leach	28 Phoebe Wainman
29 Consolation winner	30 Consolation runner-up
31 Overseas entrant	32 Overseas entrant
33 Overseas entrant	34 Overseas entrant
35 Overseas entrant	36 Overseas entrant



Harris (inset) claimed the World Final win in 2013

## BRITISH HILLCLIMB CHAMPIONSHIP



Sean Gould's 35.41s run at Prescott snatched a new track record in the opening round

## GOULD PUTS HIS NAME IN HISTORY BOOKS

## British Hillclimb Championship: Prescott

By Ian Dowding

Organiser: Bugatti Owners Club When: September 14/15 Where: Prescott Starters: 191.

**Sean Gould was the driver of the day at Prescott Hillclimb in Cheltenham for breaking the hill record by Jos Goodyear that has stood since 2014.**

Gould set a time in his Gould GR59J of 35.41s, which eclipsed Goodyear's time by a tenth of a second.

That helped Gould win round 29 of the championship and he took 10 points for the win and a bonus point for breaking the hill record.

Missing from the first run-off of the day was Robert Kenerick in his Raptor 2, who had an off entering Ettore's Bend.

Fortunately he was able to roll his Raptor 2 back down to the paddock and get ready for

the second qualifying run for the top-12 run off.

Former British Hillclimb champion Trevor Willis was pushing hard in his OMS 28 throughout the first run-off and just outbraked himself going through Pardon Hairpin, locking his wheels up through the tight left-hander which slowed his speed down and dropped him into eighth place overall with a time of 36.66s.

Wallace Menzies, who took his first British Hillclimb championship at the end of August at Gurston Down, in his Gould 59-M finished second best to Gould with a time of 35.89s.

For the second run-off of the day, Menzies struggled to exit Pardon Hairpin smoothly and lost time on his run to finish ninth position.

Alex Summers, who is second in the championship in his family-run DJ Firestorm, was fourth to run in the second

run-off of the day and set what was looking as the winning time of 35.95s as the following four drivers of Kenerick, Scott Moran, Will Hall and Gould couldn't beat the time. Dave Uren was next in his Gould GR55B with a smooth run to the finish, he managed to beat the time that Summers had set and posted a winning time of 35.88s.

## Results

**Round 29:** 1 Sean Gould (Gould GR59J DB4) 35.41s; 2 Wallace Menzies (Gould 59-M) 35.89s; 3 Dave Uren (Gould GR55B) 35.97s; 4 Alex Summers (DJ Firestorm) 36.12s; 5 Will Hall (Force WH-XTEC) 36.22s; 6 Scott Moran (Gould GR61X) 36.32s; 7 Richard Spedding (GWR Raptor) 36.38s; 8 Trevor Willis (OMS 28) 36.66s; 9 Eynon Price (Force TA Suzuki) 37.43s; 10 Zachary Zammit (Empire Wraith) 37.93s; 11 David Warburton (Gould GR59) 38.90s; 12 Paul Haines (Gould GR59) DNS.

**Round 30:** 1 Uren 35.88s; 2 Summers 35.95s; 3 Gould 36.01s; 4 Moran 36.02s; 5 Willis 36.12s; 6 Spedding 36.14s; 7 Hall 36.20s; 8 Robert Kenerick (Raptor 2) 36.93s; 9 Menzies 37.04s; 10 Zammit 37.74s; 11 Haines 38.52s; 12 Warburton (Gould GR59) 38.55s.

**Points after 30/34 rounds:** 1 Menzies 254 (champion); 2 Summers 207; 3 Uren 186; 4 Spedding 177; 5 Willis 156; 6 Hall 143.

## BriSCA F2

## MOODIE TAKES A ONE-HANDED WORLD FINAL VICTORY

## BriSCA F2 World Final: Buxton

By Mark Paulsen

Organiser: Buxton Raceway When: September 7 Where: Buxton Raceway Starters: 82.

Gordon Moodie overcame a broken hand to secure a second consecutive BriSCA Formula 2 world title in the Derbyshire hills on Saturday night.

From pole position, Moodie made a good start and survived a first-bend attack from second-row man Andrew Palmer to lead from fastest overseas qualifier Kay Lenssen and British champion Steven Gilbert. After an early caution period – for a pile-up which included Palmer – Moodie was immediately able to build a gap as his chasers traded blows.

That battling blunted the challenges of Lenssen and Gilbert, and it was Lenssen's fellow Dutchman Wim Peeters who emerged from the early squabbling in second. But the two-time world champion was unable to make any impression on Moodie's



Moodie stayed clear of the fence

lead as they carved through traffic and had to settle for the runner-up position ahead of 2015 winner Kelvyn Marshall and Northern Ireland's Craig McConnell.

Moodie, who had been carrying his injury since winning the World Cup at Venray in Holland three weeks earlier, was able to banish the memories of the event's previous staging at Buxton 10 years ago. On that occasion he was slammed into the wall and out of the race on the opening bend by arch-rival Rob Speak.

"I just had a wee talk to the fence – I said, 'You did not get me this time!'" Moodie laughed after claiming his third world championship. "A lot of people did not know that I've had a broken hand since Venray – I kept it quiet. It was all right with one hand!"

Peeters was left to rue a disappointing showing in the pre-meeting time trials for overseas qualifiers which left him 12th and unable to mount an early challenge, while Marshall was satisfied with third from 13th.

The race had required a complete restart after a big crash on the first attempt. Moodie's fellow front-row man Ben Borthwick ran wide into the fence and was collected by the pack as he bounced back onto the racing line. Fancied runner Luke Wrench was launched into a barrel roll and neither he nor Borthwick were able to take the restart.

## Result

1 Gordon Moodie; 2 Wim Peeters; 3 Kelvyn Marshall; 4 Craig McConnell; 5 Rob Mitchell; 6 Steven Burgoyne; 7 Steven Gilbert; 8 Chris Burgoyne; 9 Robbie Dawson; 10 Dave Polley.

## DRAG RACING

## MAKELA CLAIMS A FOURTH FIA DRAG TITLE BY REACHING THE FINAL – AND THEN DOMINATES SANTA POD EUROPEAN CLASH

## Drag Racing: FIA Euro Finals

By Ivan Sansom

Organiser: FIA When: September 5-8 Where: Santa Pod Raceway Starters: 38.

The curtain came down on the European Drag Racing series with the Euro Finals rounding out the year with some quick times and championship deciders over the course of the weekend at Santa Pod.

Maja Udtian improved the European elapsed-time record that she had set in Sweden a couple of weeks ago at the start of the event with a 3.8068s/315.52mph to lead the eight-car Top Fuel field.

Another second-generation racer

slotted in behind the Norwegian with Jndia Erbacher hitting a 3.8803s/313.52mph, while Anita Makela dropped in at three with a 3.9031s/308.24mph, picking up her fourth FIA championship by making the field.

The quarter-finals pitched Udtian against her RFM team-mate Liam Jones with both drivers hitting problems off the startline. Maja got sideways before shutting off while the Brit had sufficient momentum to take the win.

Erbacher defeated Susanne Callin with a 4.104s and Swede Patrik Pers and local racer "Tethys" shook and rattled to five-second runs with Pers gaining a spot in the semi-finals. Makela

(3.900s/296.83mph) and Stig Neergaard (4.062s/254.25mph) delivered up the quickest pairing of the first round.

The final four stage had Jones gaining a free pass into the final as Pers was unable to make the call due to damage sustained in the quarter-finals.

On the other side of the ladder Erbacher hit a tyreshake with the parachutes deploying, while Makela improved her personal best elapsed time with a 3.821s/313.52mph.

The trophy match-up had Makela gaining a slight advantage off the startline. Jones' CBD dragster started to break traction while the Finnish fan favourite took the win light.

The FIA/Motorsport UK Pro Modified class had the top four in with a chance of taking the European championship.

Points leader Micke Gullqvist departed in the first round, David Vegter and low qualifier Jimmy Alund lost out in the semis. That left Jan Ericsson to confirm his first title. Ericsson, having qualified second, celebrated the title with the win.

## Results

**Top Fuel, Final:** Anita Makela (FIN) 3.850s/297.01mph def Liam Jones (GBR) 4.979s/159.06mph.

**Pro Modified, Final:** Jan Ericsson (SWE) 8.178s/114.36mph def Jean Dulamon (FRA) red light

**Pro Stock, Final:** Robin Noren (SWE) 6.586s/209.04mph def Jimmy Alund (SWE) 6.550s/210.82mph (hole shot win)

**Top Methanol, Final:** Monty Bugeja (Mal) 5.303s/268.28mph def Sandro Bello (BEL) 5.630s/261.15mph (-0.22s handicap)



Champion Makela showed class

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# F1 rulemakers have a fine line to tread

### The fizzing Italian Grand Prix is another positive chapter in the 2019 plotline

Formula 1 is seriously scrutinising its future at the moment, with technical bosses studying ways of making the racing increasingly exciting and finding ways of making the cars follow each other more closely. The theory is that grand prix racing is flawed, particularly aerodynamically, and that sweeping new regulations are required to spice things up.

Look at the evidence of the last few races: since the midpoint of the campaign, there hasn't been a dull race and the fight between Mercedes, Ferrari and Red Bull, and the intensity of the battle between Lewis Hamilton, Valtteri Bottas, Charles Leclerc, Sebastian Vettel and Max Verstappen has kept fans enthralled throughout the past few months. Given that fact, any radical overhaul to the rules need to make sure that they don't throw the baby out with the bathwater.

F1 is often attacked for being boring, but this season's showdown has had so many interesting aspects, twists and turns and, unusually, great racing. So it is just a word of caution to the technical gurus: try to make sure the best elements remain.

**Matt James, Editor (Twitter: @MattJMNews)**



## YOUR PICS

LETTERS@MOTORSPORT-NEWS.CO.UK

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



ART EDITOR MIKE STOKOE'S  
FAVOURITE OF  
THE WEEK!

The Ford Sierra RS500 touring car in full flow at the Oulton Park Gold Cup meeting, photograph sent in by Rich Cranston



David Harbey enjoyed the four-hour WEC race at Silverstone



Sebastien Ogier pushing on hard in Germany, by Stuart Taunton



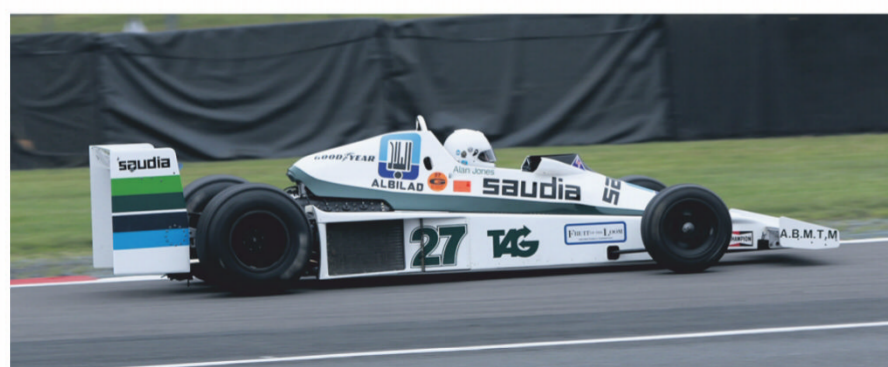
Brian Morgan was out and about on the Woodpecker event



Ben Lawrence, aged 10, sent this in from the Woodpecker Rally



Sportscars battling at Silverstone, sent in by Neil Ormston



Dean Chilvers captured the Williams FW06 from the Gold Cup



The Ginetta LMP1 car from Silverstone, by Andrew Harbey



A Nissan monster from the Gold Cup, from Gareth Kenyon

GOT AN OPINION?

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

**TV GUIDE**



Senna won 1989 San Marino GP but feud with Prost began

Your final chance to catch the latest **Euroformula Open** action from Silverstone comes on Friday morning (0000-0100hrs, BT Sport 3), as Marino Sato led the standings.

Ahead of the **World Touring Car Cup** visiting China this weekend for round seven of the championship, catch up on the campaign so far with a mid-season review (Friday, 1630-1700hrs, Eurosport 2).

And finally, enjoy a blast from the past with **F1 Classic Races** and the 1989 San Marino Grand Prix (Friday, 2100-2130hrs, Sky Sports F1).

The race was famous for being the catalyst in the Ayrton Senna and Alain Prost rivalry after the Brazilian was accused of breaking a pre-race agreement, as well as the fiery crash Gerhard Berger suffered in his Ferrari.

**LIVE TV**

**Australian Supercars: Pukekohe**

■ **Race 1:** Saturday, 0445-0645hrs, BT Sport 2

■ **Race 2:** Sunday, 0445-0645hrs, BT Sport 2

**WTCR: Ningbo**

■ **Race 1:** Saturday, 0825-0925hrs, Eurosport 1

■ **Race 2:** Sunday, 0630-0730hrs, Eurosport 1

■ **Race 3:** Sunday, 0730-0950hrs, Eurosport 1

**DTM: Nurburgring**

■ **Race 1:** Saturday,

1730-1900hrs, Freesports (delayed)  
 ■ **Race 2:** Sunday, 1700-1830hrs, Freesports (delayed)

**BTCC: Knockhill**

■ **All the action:** Sunday, 1100-1800hrs, ITV4

**World Rallycross: Riga**

■ **Race:** Sunday, 1200-1400hrs, Freesports/BT Sport ESPN

**NASCAR: Las Vegas**

■ **Race:** Sunday, 2330hrs, Premier Sports 1

**LIVE WRC**

**Rally Turkey, BT Sport Saturday**

■ **End of day 1 review:** Saturday, 0045-0115hrs, BT Sport 2

■ **SS9:** Saturday, 0800-0900hrs, BT Sport 1

**Sunday**

■ **End of day 2 review:** Sunday, 0000-0030hrs, BT Sport 3

■ **SS14:** Sunday, 0730-0830hrs, BT Sport 1  
 ■ **SS17:** Sunday, 1100-1230hrs,

BT Sport 1  
 ■ **End of day 3 review:** 1930-2000hrs, BT Sport 2

**Red Bull TV**

■ **End of day review:** Friday, 2000-2030hrs

■ **SS12:** Saturday, 1250hrs

■ **End of day review:** Saturday, 2000-2030hrs

■ **End of day review:** Sunday, 2000-2030hrs

**5Spike**

■ **Highlights:** Monday, 1900-2000hrs

**LISTINGS**

**RACING FRIDAY-SUNDAY**

■ **Goodwood, Sussex Revival Race Meeting:**

Classic and historic races **Starts** Friday, racing from 1835hrs (qualifying from 0945hrs) Saturday, racing from 1020hrs (qualifying from 0930hrs) Sunday, racing from 0930hrs **Admission** by advance ticket only **Web** goodwood.com **Contact** 01243 755055

**SATURDAY**

■ **Oulton Park, Cheshire 750MC meeting:** Club

Enduro, BMW, Locost, Ma7da, Bikesports, Sport Specials **Starts** racing from 1045hrs (qualifying from 0830hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Castle Combe, Wilts CCRC meeting:** FF1600,

Mini Miglia, Mini Se7en,

Morgans, Saloons, Hot Hatches, GT, Sports/Saloons **Starts** racing from 1235hrs (qualifying from 0830hrs) **Admission** adult £15, under 17 free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

■ **Mallory Park, Leics BRSCC meeting:** Monoposto,

Alfa Romeos, Fiesta ST-XR, Track Attack, Welsh Sports/Saloons **Starts** racing from 1220hrs (qualifying from 0930hrs) **Admission** adult £13, under 14 free **Web** mallorypark.com **Contact** 01455 502214

**SATURDAY/SUNDAY**

■ **Knockhill, Fife**

**BTCC meeting:** BTCC, British F4, Ginetta Junior, Ginetta GT4, Renault Clio **Starts** Saturday, racing from 1420hrs (qualifying from 0930hrs) Sunday, racing from 1015hrs **Admission** adult £35, under 12 free **Web** knockhill.com **Contact** 01383 723337

■ **Donington Park, Leics British GT meeting:** British

GT, British F3, Ginetta G40, Ginetta GT5, Mini Challenge, VW Cup, Sports/Saloons **Starts** Saturday, racing from 1430hrs (qualifying from 0910hrs) Sunday, racing from 0935hrs (qualifying from 0910hrs) **Admission** adult £25, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Silverstone, Northants BRSCC meeting:** Caterham

Academy, FF1600, Fun Cup, Mazda MX-5, Open Sports, Civic Cup, BMW Compact **Starts** Saturday, racing from 1045hrs (qualifying from 0900hrs) Sunday, racing from 0940hrs (qualifying from 0900hrs) **Admission** adult £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

■ **Mondello Park, Ireland Leinster Trophy meeting:**

Formula Vee, Formula Sheane, Formula Libre, Stryker Sportscar, Touring Cars, SEAT, Historic Racing Cars, Ginetta Junior, Future Classics, Fiesta Zetec, Fiesta ST, Legends Cars, Supercars **Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs) **Admission** adult €15, child free **Web** mondello.ie

**RALLY SATURDAY**

■ **Dalbeattie, Kirkcudbrightshire Armstrong Galloway Hills Rally** **Starts** 0800hrs **Admission** free **Web** gallowayhillsrally.co.uk

**SUNDAY**

■ **Ennis, Co Clare Dougie Hughes Memorial Clare Stages Rally** **Starts** 0945hrs **Admission** free

**Web** claremotorclub.com

**SPORTING SCENE SATURDAY**

■ **King's Lynn, Norfolk BriSCA F1** **Starts** 1730hrs **Admission** TBA **Web** brisca.com

**SATURDAY/SUNDAY**

■ **Doune, Stirling British Hillclimb** **Starts** 0830hrs **Admission** adult £7, under 16 free **Web** britishhillclimb.co.uk

**SUNDAY**

■ **Northampton, Northants BriSCA F1** **Starts** 1200hrs **Admission** adult £22, child 5-14 £8 **Web** brisca.com

*Details correct at time of press*

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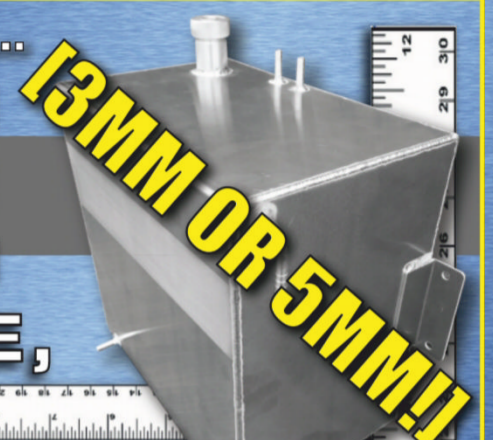
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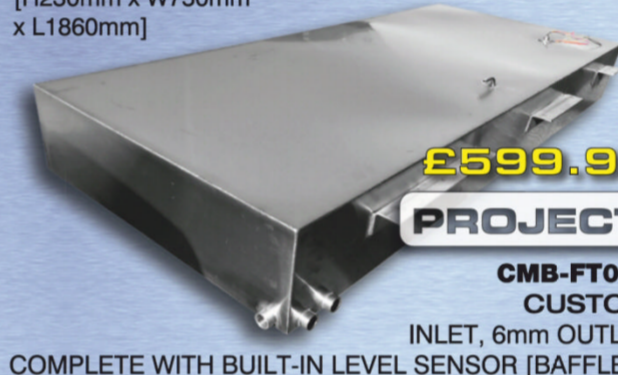


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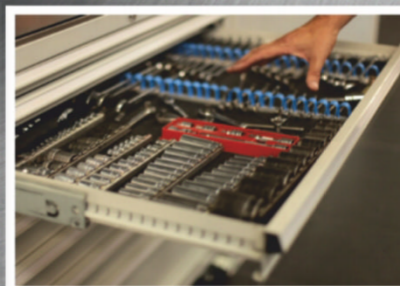


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Studs each **£5.90** £7.08  
Seal pack pack **£13.90** £16.68  
Bearing, top quality each **£38.90** £46.68  
770mm '4340' halfshaft, 18 tooth each **£77.50** £93.00  
820mm '4340' halfshaft, 18 tooth each **£82.50** £99.00

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

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

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit) **£395.80** £474.96  
Available 22 tooth (mates with std. halfshaft) **£395.80** £474.96  
Spare plate kit **£39.50** £47.40  
Spare side gears, 18 or 22 tooth (please state) **£32.50** £39.00  
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 **£231.50** £277.80  
Spare side bearing, top quality **£19.90** £23.88  
Crush washer **£5.90** £7.08  
Crown wheel bearing **£9.90** £11.88  
Pinion bearing **£14.90** £17.88

Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth **£443.80** £532.56  
English axle weld-on brace ring **£39.90** £47.88  
Special 10mm axle brace, English axle **£99.50** £119.40  
**SPARES**  
Semi-floating hub assembly (less bearing) each **£144.40** £173.28  
Bearing '4340' **£48.90** £59.76  
Halfshaft, suit semi-floating kit **£77.50** £93.00  
Flange, not semi-floating, suit std. axle **£59.50** £71.40  
Flange, Group 1 type **£59.50** £71.40  
Brake disc, 265 x 10 each **£34.50** £41.40

### HELICAL LSDs (ATBs), BLACKLINE

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

### TRANSMISSION PARTS, BLACKLINE

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

### ESCORT BRAKING PARTS

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

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

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

### H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40  
RH 2:2 ratio **£204.50** £245.40  
LH 2:4 ratio **£184.50** £225.40  
LH 2:2 ratio **£214.50** £257.40  
OEM style steering rack mounts pair **£16.80** £20.16  
Roller bearing top mount - spherical bearing, each **£49.50** £59.40  
Roller bearing top mount - roller bearing, each **£49.50** £59.40  
Roller bearing plastic dust covers pair **£9.50** £11.40  
Spherical bearing race type top mounts pair **£49.60** £59.52

TCA's 'Pattern' style pair **£36.50** £43.80  
TCA's 'OEM' style pair **£63.50** £76.20  
TCA bush insertion tool **£14.90** £17.88  
Twin cam anti-roll bar **£59.50** £71.40  
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 spec. front RS struts **£19.80** £23.76  
4-link kit **£119.50** £143.40  
Heavy duty 4-link kit **£185.00** £222.00  
Group 4 round turret kit **£65.00** £78.00  
Mk1 spring shackles car set **£17.00** £20.40  
Mk2 spring shackles car set **£23.50** £28.20  
OEM Escort RS struts each **£96.95** £116.34  
Group 4 spec. front RS struts pair **£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

**Mk2 Front Wing**  
**£72.10** **£86.52**

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

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

www.rallydesign.co.uk



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

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

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

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



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

WCP interupter fuel pump **£29.00** £34.80  
WCP solid state fuel pump **£19.00** £22.80  
WCP injection fuel pump from **£32.19** £38.63  
Bonnet pin kits, stainless **£5.00** £6.00  
Bonnet pin kits, alloy **£7.00** £8.40  
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



**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

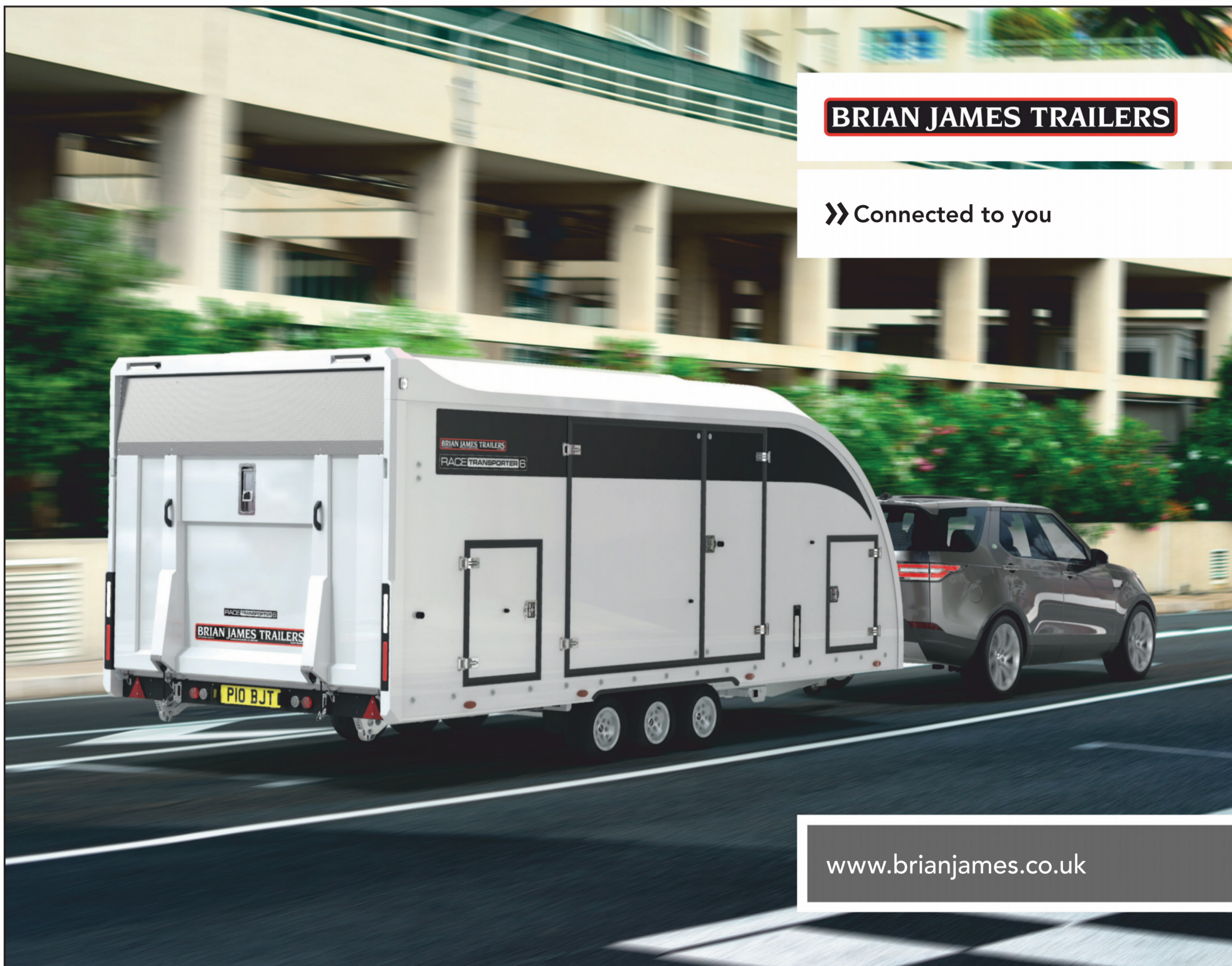
Bonnet bump stop pair **£6.20** £7.44  
Bonnet rail bump stop, set of 4 **£10.90** £13.08  
Bonnet bump stop, centre-rear **£5.10** £6.12  
Wiring loom bulkhead grommet **£6.90** £8.28  
Bonnet release cable grommet **£5.20** £6.24  
Steering column bulkhead grommet **£7.20** £8.64  
Handbrake backplate 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

**PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT**

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