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MOTORSPORT NEWS

JULY 31 2013 ■ EVERY WEDNESDAY £3.00

CO-DRIVING A LEGEND

NAVIGATOR ON LIFE WITH PENTTI AIRIKKALA P22



British ace says Hungary form shows he can fight for title

LEWIS



VICTORY IS A TURNING POINT

HUNGARIAN GRAND PRIX
ALL THE ACTION INSIDE

By James Attwood

Lewis Hamilton says that his storming victory in last Sunday's Hungarian Grand Prix will be the turning point of his season.

The British ace beat points leader Sebastian Vettel to claim his first win for Mercedes F1. Hamilton had gone in to the race expecting his car to struggle for tyre wear in the hot conditions.

"The team has done an exceptional job," said Hamilton. "We have worked so hard to understand these new tyres. I am very hopeful this could be a real turning point for us as we coped with these high track temperatures."

Hamilton's win, p2-3



FORMULA ONE

haymarket



PLUS ALONSO DEMANDS ACTION FROM SLUMPING FERRARI P8

WTCC

LOEB'S NEW RIDE

TIN-TOP REVEALED P9



WRC

MEEKE

I'M READY FOR FINLAND
HOME HERO BOOSTED BY DS3 TEST P16



F1

FERRARI'S NEXT BIG THING

JULES BIANCHI
EXCLUSIVE P21



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Hamilton predicts better performance

LEWIS BOOSTED BY HUNGARY TYRE WEAR

By James Attwood

Lewis Hamilton believes the ability of his Mercedes to cope with the searing track temperatures in Hungary last weekend proves that he can be competitive in every remaining race.

The Briton took pole position – his third in a row – but said going into the race that he expected his car to fade due to the extreme heat at the Hungaroring. His W04 racer has previously struggled with Pirelli tyre wear, especially in hot conditions.

However, Hamilton had no significant tyre issues during the race running the revised Pirelli rubber that had been introduced for this event, and led home Red Bull's Sebastian Vettel for a crucial victory.

“I’ve been on pole for the last three races, and it’s good to finally not lose position and just be able to hold it throughout the race,” said Hamilton. “I came here saying and praying that when we put on these tyres that they would come towards us more than away from us and it seems like they’ve done that: the track temperature was 55 degrees, one of the hottest races I can remember doing, and for a team that has struggled with tyre degradation today was a walk in the park.

“If we can be quick here in a race with these track temperatures then I’m very hopeful that we can be competitive everywhere else.”

No tyre trauma

After a spate of high-speed punctures in the British Grand Prix in June – which cost Lewis Hamilton a likely victory in his home event – Pirelli introduced



Hamilton won as his rubber maintained its grip levels

new tyres in Hungary that combined the 2012 construction with the 2013 compounds.

The teams had the chance to sample the rubber during the recent Young Driver Test at Silverstone, but Hamilton and Nico Rosberg’s Mercedes team was barred from the event as punishment for its ‘secret’ Pirelli test earlier this year. That meant Mercedes didn’t get to try the new tyres until Friday practice, when both drivers struggled and wrote off their chances of victory.

Hamilton said: “We were on the back foot when we came in. I wasn’t even expecting to be on pole. I was really controlling the pace, particularly through the second, third and last stint. This is just down to an exceptional job from the team. We came here with upgrades and

Brawn: optimistic

constantly doing work to try and understand these tyres. In the race we bolted them on and they just worked for us. I really was not expecting it.”

Mercedes team chief Ross Brawn added: “We went into this race not knowing where we stood in terms of tyre performance but as the race unfolded, it became clear that we were able to stay competitive with both cars and drivers.

“This has been an encouraging weekend. In extremely hot conditions, we maintained our Saturday competitiveness on Sunday afternoon and it certainly feels like we have made a good step forward.”

While Rosberg retired with an engine failure, Brawn added that Hamilton’s win proves the team can contend for the title. Hamilton is fourth in the points, 47 behind Vettel. Brawn added: “The balance wasn’t great



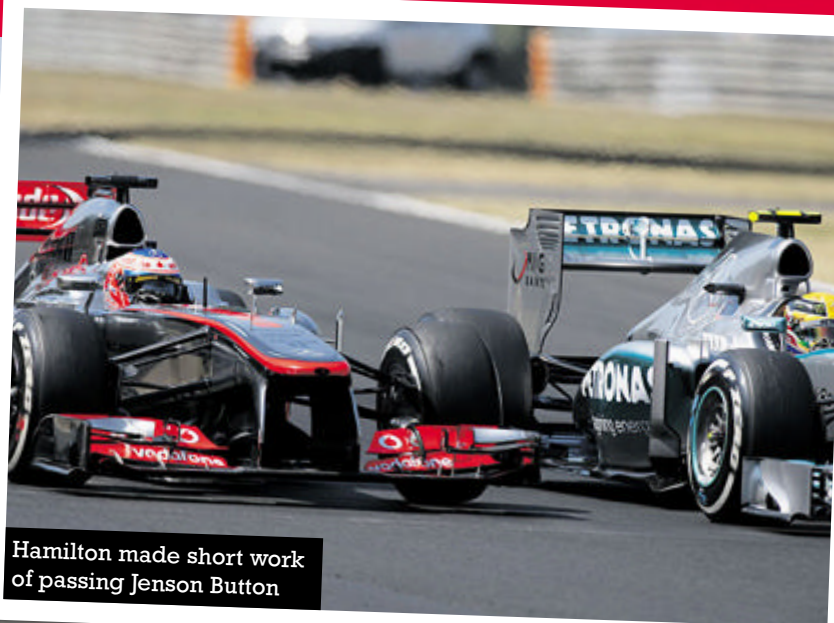
HEADLINE NEWS

Photos: LAT

after stunning race victory

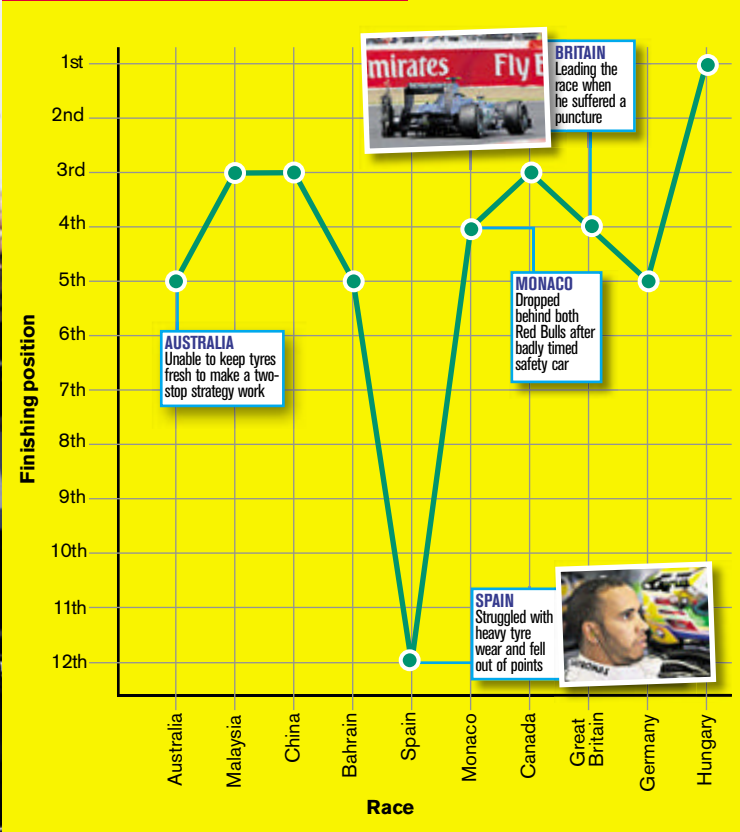


POINTS		
After ten of 19 races		
POS	DRIVER	POINTS
1	Sebastian Vettel	182
2	Kimi Räikkönen	134
3	Fernando Alonso	133
4	Lewis Hamilton	124
5	Mark Webber	105
6	Nico Rosberg	84



Hamilton made short work of passing Jenson Button

HAMILTON'S SEASON SO FAR



initially but we did things on Friday and Saturday that helped. If we can replicate that there is no reason why we cannot win more races. If we don't replicate it then we won't. But we have to get both cars to the finish. We didn't do that here and you have to have both cars right up there."

Hamilton said: "When you have a win like this, you get excited and think anything is possible. But it's still too early to say whether or not we can challenge these guys."

Hamilton said his first win since leaving McLaren for Mercedes vindicated that decision and felt special. "It feels different," said Hamilton. "It always feels like it's the first time, that's for sure, when you win. I remember the first time I won it was exceptional, and here it was a really calming, relaxing feeling. I really wasn't expecting it."

Attacking drive

The decisive moment of the race came shortly after Hamilton's

first pit stop. He emerged behind the two-stopping McLaren of Jenson Button, but quickly battled past his fellow Brit into Turn One. Hamilton also twice passed Mark Webber with brave moves into Turn Three.

By contrast, Vettel was stuck behind Button for a number of laps, damaging his front wing in a failed attempt to get past the McLaren. Vettel lost around 12s behind Button, which helped Lotus man Kimi Räikkönen vault him for second place. "You could tell I was hungry for it," said Hamilton. "I needed to get past those people and usually I get stuck in traffic. Today I wasn't having it."

Vettel said: "I came out of the pits behind Jenson, which was crucial, and struggled to get past. I damaged my front wing, which didn't help. It was a long time and I lost a bit of speed and just tried to hang in there."

"After that, it was about fighting back as much as we could."



Vettel was bottled up behind Button, which ruined his race

HUNGARIAN GP REPORT

BY TONY DODGINS

Lewis Hamilton dealt out a Mercedes masterclass to all his rivals on Sunday

LEWIS TURNS UP THE HEAT

Lewis Hamilton is pretty special, period. But show him anywhere tight and twisty, where he can drive as if he's aboard a 750bhp kart, and he's more special still.

Hungaroring is just such a place and Lewis took a dominant fourth win at the track, his 22nd career victory and one he considered among the most significant.

It was his first for Mercedes, of course. He'd taken pole position too, but we've seen that before in 2013. What we hadn't seen was a convincing, untroubled Mercedes victory in track temperatures exceeding 50 degrees! The season has only just passed the halfway point. Hamilton is now within ten points of second place in the championship. He's 48 adrift of Sebastian Vettel but, in new money, that's less than two race wins. Stranger things have happened...

"I was stunned when they told me it was pole," Hamilton admitted post-Q3 on Saturday. "I lost a bit of time braking at Turn Six and the middle sector wasn't great. I didn't think it was a disaster but I expected Sebastian to beat it."

As, no doubt, did Vettel. "There wasn't much missing from my lap, so I think Lewis did a pretty good job no matter what he says," Seb reckoned.

There was just 0.04s between them, but that proved crucial to Vettel's hopes of a fifth 2013 win. There is a significant delta between the clean and dirty sides of the grid in Hungary and Vettel was faced with starting on the unfavourable side.

The man looking to take full advantage would be Romain Grosjean, the French-Swiss looking the more convincing of the two Lotus drivers right from the off on Friday. Coming on the back of a fine performance in Germany which, against anyone a little less sharp than the triple champion, would probably have given him his first GP win, Romain was in good shape.

Nico Rosberg made no secret of the fact that race pace was the priority at Mercedes. His qualifying lap was 0.34s from Lewis but he hadn't been able to make any brake balance adjustments.

All the evidence, he said, pointed to progress having been made with tyre longevity, but with one of the hottest track temperatures in F1 history widely anticipated, he was circumspect.

Fernando Alonso was 0.4s from pole with the first of Maranello's cars and after qualifying eighth and ninth at Nürburgring and Silverstone respectively, he was happy. "We thought we could be in trouble here," he said, "so I'm confident that from where I am I can challenge for the podium."

You can never rule Kimi Räikkönen out of contention but, at a place like Hungaroring he needed a qualifying speed more like his team-mate's.

Felipe Massa's tenure of the second Ferrari continued to be a much-discussed subject in the paddock, although it was overtaken somewhat by rumours – probably designed to drive Räikkönen's price down – which suggested that Alonso was making enquiries at Red Bull!

The grapevine was also buzzing with news that Daniel Ricciardo's Red Bull run at the Silverstone Young Driver test had been even more impressive than evident from headline lap times.

Christian Horner confirmed that the young Aussie "couldn't have done any better," and Ricciardo did himself no harm at all by putting his Toro Rosso eighth on the grid – his third consecutive appearance in Q3.

Sergio Pérez was third quickest in FP3



The Briton has jumped back into title battle



Hamilton took his fourth victory at the Hungaroring

'Can't do much more to further his claim to a Red Bull drive'

Tony Dodgins rates Daniel Ricciardo, p7



ROUND 00



Photos: LAT

on Saturday morning but managed to back the McLaren into the Turn One tyres, fortunately without damaging the gearbox and earning himself a penalty. He followed up with a Q3 appearance and ninth on the grid with the prime tyre. With those ahead on options and facing shorter opening stints, Pérez was fancied to lead relatively early on.

The same applied to Mark Webber, not that he was too happy about it. After impressive Friday runs he expected to challenge for the front row and a race win. But a combination of KERS and gearbox problems meant that he couldn't run in Q3. His face told you what he thought of that...

Only slightly south of Monte Carlo when it comes to the overtaking difficulty quotient, the elbows are always out on the 600m run down to the first corner at Hungaroring.

Hamilton made a fine getaway from pole but Vettel was extremely physical in his defence of second place from Grosjean, moving the Lotus over towards the grass. Had it happened the other way around you could imagine rather more fuss being made...

Hamilton, Vettel, Grosjean, Alonso, Massa, Räikkönen, Webber, Button, Ricciardo and Pérez formed the top ten as they blasted across the line on the opening lap. Rosberg was back in 12th after a tangle with Massa at Turn Five.

Pérez had lost a place therefore, but things were looking promising for Webber, up three slots from the P10 dirty side of the grid and the leading car on prime tyres. Just behind him though, Button could be even more satisfied with an opening lap in which he leapt from 13th to eighth!

Earlier in the year, at races such as Bahrain and Barcelona, Mercedes was in trouble for race pace immediately. This time though, Hamilton had the situation under control. He was quick enough to start dropping everyone except Vettel and Grosjean, with Alonso's fourth-placed Ferrari eight seconds back after five laps.

To protect himself from a potential undercut, Hamilton pitted first, on lap nine. He was just over 20s clear of Button's prime-shod McLaren when he did so. It would be close. Lewis emerged just behind his former teammate, which could have been costly. But Hamilton's race was pretty much perfect in every regard and he was past the McLaren into Turn One.

Vettel took over the lead for a couple of laps before his own stop, which allowed Grosjean's Lotus to head the field for three laps before the Frenchman also stopped. Both rejoined behind Hamilton and, significantly, Button. Which is where they stayed until lap 24.

"We weren't able to get past quickly and Sebastian also sustained a bit of front wing damage," Christian Horner explained. "That released Lewis and put us back into the realms of fighting with Kimi, who was on a two-stop."

Grosjean's stop had handed the lead to Webber, who ran to lap 23 before pitting for a new set of primes. With new option



Kimi Räikkönen successfully used a two-stop strategy to bag second place

rubber available through not running in Q3, Webber might have been expected to try a two-stop race with a short final stint on the softer tyre. But lap 23 looked a little early for that. And so it would prove.

As Button's medium tyres started to go off, he came under increasing pressure from Vettel, who had been unsuccessful in an earlier attempt to pass the McLaren at Turn Two. Vettel sustained front wing damage in the process, while Button was fortunate not to pick up a puncture.

Vettel eventually forced his way by up the inside of Turn Four, and Grosjean tried to follow him through at the chicane. Romain looked as if he had the move done, but then seemed to jink left, into Jensen. It was only light contact but he later received a drive-through plus 20s added to his race time.

"I don't know what he thought," Jensen said, "Unless I took to the grass it was inevitable that we were going to touch. In fact, I don't think he was thinking..."

Grosjean apologised to Button but, for the moment, continued his chase of Vettel unhindered, while Jensen bailed out after 24 laps on his first set of primes. He returned to the fray on options. After a strong 13-lap stint on those, he bolted on a second set of new mediums and took them 33 laps to the end to come away with seventh place. "That might not look too exciting, especially after we fought for fifth at Nürburgring," he admitted, "but we've done a good job this weekend."

Grosjean's second stop, for another set of new primes on lap 25, after just a 13-lap second stint on his first set, was a surprise. Had he sustained damage in the contact with Button?

"No," explained Lotus's Alan Permane, "We were trying to undercut Vettel. We'd planned to go much longer and then do a short third stint and long fourth stint, but we swapped it around. Three stops was always the plan."

Whatever the plan for Grosjean, it was about to be scuppered. Herejoined behind Massa's Ferrari, struggling with inconsistent handling ever since the first lap contact with Rosberg. On lap 29 Grosjean pulled one of the ballsiest moves you will ever see, around the outside of the Ferrari in Turn Four. He pulled it off too, but it involved running off the circuit to avoid contact. The left-hand wheels of the Lotus were astride the white line marking the edge of the circuit. If we'd been playing tennis Grosjean would have been 'in,' but as we were motor racing, he was 'out.'

Strictly applying the letter of the law, the stewarding panel awarded Grosjean a penalty. But the move had been so good that you kind of hoped Romain would get away with it (*see column, pagenine*).

He didn't though, and the extra pit visit effectively spelled the end of his challenge. An unrepresentative sixth

place was what he took home from a race, the second in succession, that he could conceivably have won.

"I don't think he'd have beaten Hamilton," Permane conceded, "but he'd have been on the podium, either second or third, depending on how things worked out versus Kimi."

Räikkönen, with a better qualifying position, would have been a threat too, but he spent the first stint stuck behind Massa and the team converted him from a three- to a two-stop race.

Hamilton made his second stop for fresh primes on lap 31 and pitted out behind Webber, who was just eight laps into a stint on similar tyres.

That could have been a problem. But not for Lewis Hamilton. When you have to be decisive there's nobody better and Lewis carved inside the Red Bull on the inside of Turn Three.

"I think Mark was caught by surprise," Christian Horner smiled.

With good reason too! Webber is not known for on-circuit charity but he went off the circuit to make room and Lewis went on his way, unhindered. That earlier first stop was to prove a vital foundation to Lewis's win, but both driver and team were impressive from first to last.

Hamilton finally won by almost 11s from Räikkönen, who was able to fend off the attentions of Vettel in the closing laps to make his two-stop work. Behind, Webber pitted for his new options with 11 to go and rejoined 12s behind his teammate. When he lapped 1.5s quicker on the next lap, things looked like they might get interesting, but Webber found he needed to nurse the softs intermittently to get them to the end.

Alonso and Ferrari did not have the race pace in Hungary, finishing more than half a minute behind the winning Mercedes. The luckless Grosjean was sixth, then Button, Massa, Pérez and Pastor Maldonado, who finally earned Williams its first point of 2013.

And so, after the first race with Pirelli that we will have for the remainder of the year, what do we know? Has the status quo changed?

Mercedes seemed to have lost qualifying performance – not enough to keep them off pole – but to be in possession of stronger race pace. So, should Vettel and Red Bull expect them to be a nuisance for the rest of the year?

"Yeah, definitely. You can be sure of that," reckoned Alan Permane. His own Lotus team had a strong afternoon but Ferrari, and possibly Red Bull, look as if they may have taken a small hit.

How much of this one was Lewis and how much of it was Mercedes? The team's rivals must have left for the summer break fervently hoping that Hamilton had been even more brilliant than he looked... ■

RACE FACTS

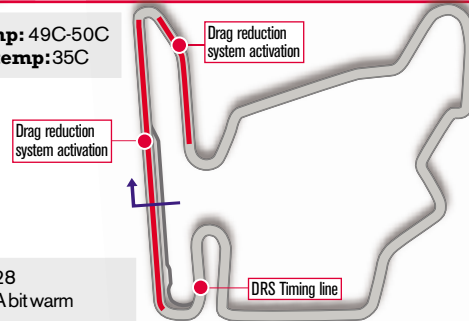
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HUNGARIAN GRAND PRIX

Circuit: Hungaroring **Lap:** 2.722 miles
Race distance: 190.560 miles **Laps:** 70
Lap record: 1m 19.071s (Michael Schumacher, 2004)
2012 winner: Lewis Hamilton (McLaren-Mercedes)

Track temp: 49C-50C
 Ambient temp: 35C



Date: July 28
 Weather: A bit warm

TYRE CHOICE

Prime MEDIUM



Option SOFT



Wet INTER



Wet WET

RESULTS

FIA Formula One World Championship, round 10/19

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes GP	1h 42m 29.445s
2	Kimi Räikkönen	FIN	Lotus-Renault	+10.938s
3	Sebastian Vettel	GER	Red Bull-Renault	+12.459s
4	Mark Webber	AUS	Red Bull-Renault	+18.044s
5	Fernando Alonso	ESP	Ferrari	+31.411s
6	Romain Grosjean	FRA	Lotus-Renault	+52.295s*
7	Jenson Button	GBR	McLaren-Mercedes	+53.819s
8	Felipe Massa	BRA	Ferrari	+56.447s
9	Sergio Pérez	MEX	McLaren-Mercedes	+1 lap
10	Pastor Maldonado	VEN	Williams-Renault	+1 lap
11	Nico Hülkenberg	GER	Sauber-Ferrari	+1 lap
12	Jean Eric Vergne	FRA	Scuderia Toro Rosso-Ferrari	+1 lap
13	Daniel Ricciardo	AUS	Scuderia Toro Rosso-Ferrari	+1 lap
14	Giedo van der Garde	NED	Caterham-Renault	+2 laps
15	Charles Pic	FRA	Caterham-Renault	+2 laps
16	Jules Bianchi	FRA	Marussia-Cosworth	+3 laps
17	Max Chilton	GBR	Marussia-Cosworth	+3 laps
18	Paul di Resta	GBR	Force India-Mercedes	L66/hydraulics
19	Nico Rosberg	GER	Mercedes GP	L64/engine
R	Valtteri Bottas	FIN	Williams-Renault	L42/engine
R	Esteban Gutiérrez	MEX	Sauber-Ferrari	L28/gearbox
R	Adrian Sutil	GER	Force India-Mercedes	L12/hydraulics

Winner's average speed: 111.540mph **Lap leaders:** 1-8 Hamilton; 9-10 Vettel; 11-12 Grosjean; 14-22 Webber; 23-31 Hamilton; 32-34 Vettel; 35-50 Hamilton; 51-55 Vettel; 56-70 Hamilton. *includes 20-second penalty for causing a collision.

FASTEST LAP! MARK WEBBER 1:07:33.468 ON LAP 61 (AVERAGE SPEED: 116.571MPH)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m 19.388s	12	Hülkenberg	1m 20.580s
2	Vettel	1m 19.426s	13	Button	1m 20.777s
3	Grosjean	1m 19.595s	14	Vergne	1m 21.029s
4	Rosberg	1m 19.720s	15	Maldonado	1m 21.133s
5	Alonso	1m 19.791s	16	Bottas	1m 21.219s
6	Räikkönen	1m 19.851s	17	Gutiérrez	1m 21.724s
7	Massa	1m 19.929s	18	Di Resta	1m 22.043s
8	Ricciardo	1m 20.641s	19	Pic	1m 23.007s
9	Pérez	1m 22.398s	20	Van der Garde	1m 23.333s
10	Webber	no time	21	Bianchi	1m 23.787s
11	Sutil	1m 20.569s	22	Chilton	1m 23.997s



Williams picked up its first 2013 point with Maldonado

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Sebastian Vettel	172	1	Infiniti Red Bull Racing	277
2	Kimi Räikkönen	134	2	Mercedes GP	208
3	Fernando Alonso	133	3	Scuderia Ferrari	194
4	Lewis Hamilton	124	4	Lotus F1 Team	183
5	Mark Webber	105	5	Sahara Force India	59
6	Nico Rosberg	84	6	Vodafone McLaren	57
7	Felipe Massa	61	7	Scuderia Toro Rosso	24
8	Romain Grosjean	49	8	Sauber F1	7
9	Jenson Button	39	9	Williams F1	1
10	Paul di Resta	36	10	Marussia F1	0



Hamilton jumps Mark Webber

NEXT RACE

Will Hamilton's form hold when the Formula One season resumes at Spa?

BELGIAN GRAND PRIX AUGUST 25



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DRIVER ANALYSIS



BY TONY DODGINS

ROUND 8



Our man gives his no-nonsense views on the grand prix grid

SEBASTIAN VETTEL RED BULL

Blamed himself for lack of aggression in Q3 but doffed cap to Lewis. Heavy-handed with Grosjean on the opening lap, sustained front wing damage when he hit Button, admitted he was wrong to whinge about Kimi's defence. Self-critical. You can be when you're that good...



7/10

FERNANDO ALONSO FERRARI

"Fifth is good." That might not sound like Fernando Alonso but his Ferrari hadn't qualified that well for three months. Happier with his traction and said he could challenge for the podium. He was wrong. Left on Sunday night with a longer face, conceding that Ferrari has work to do.



7/10

LEWIS HAMILTON MERCEDES GP

Seemed bewildered to be on third straight pole position after a lap that hadn't felt anything special. Feared he might be a race-day mobile chicane if tyres went away. They didn't and he was anything but. "I played it down because I wasn't sure," he smiled. Ominous display for the rest.



9/10

MARK WEBBER RED BULL

"A three-week break to turn up with no KERS and dodgy gearbox settings in Q3. Embarrassing." Didn't run in Q3 and was unimpressed. Primes from tenth on the grid was not all bad and fourth was a fine effort. Would have been interesting if he'd caught Vettel...



8/10

FELIPE MASSA FERRARI

Described qualifying as "complicated and below expectations," but still just a tad shy of Alonso. Suffered from opening lap contact with Rosberg which affected the Ferrari's handling. Mugged by Grosjean and had the good grace to say that he thought Romain's penalty was harsh.



7/10

NICO ROSBERG MERCEDES GP

Although Mercedes qualifying pace now taken as read, claimed he was surprised to start fourth having concentrated on race pace and suffered a stuck brake balance adjuster. Opening lap was wild and contact dropped him to 12th. Out six laps before the end with engine failure.



7/10

KIMI RAIKKONEN 8/10

LOTUS

Found it tougher to find a decent set-up on the 'new old Pirellis' and couldn't match his team-mate in qualifying for only second time this year. Started sixth, three slots adrift of Romain and was delayed behind Massa. Switched to a two-stop and was still quick enough to pip Vettel.



ROMAIN GROSJEAN 9/10

LOTUS

Starred at Hungaroring last year and in the ballpark right from the start again. Fastest of all in FP3, qualified third. Refused to be intimidated by Vettel at start, a bit cack-handed with Button but pass of Massa totally heroic. Two penalties very, very tough. Deserved at least a podium.



JENSON BUTTON 8/10

McLAREN

Didn't make Q3 and lacking a decent front end on the new Pirelli softs. Figured that it could be down to increased rear downforce that might pay dividends at Spa. Wouldn't give anything up - ask Vettel - deserved better than seventh place at the end.



SERGIO PEREZ 7/10

McLAREN

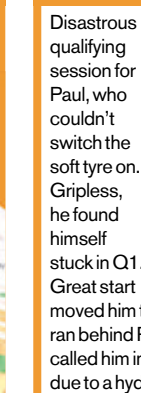
Third in FP3 just 0.3s from the pace was promising but backing it into the tyres right at the end gave the lads a busy lunch break. Gearbox okay though, so no penalty and still handily placed. Poor start and getting stuck behind Ricciardo for the opening stint cost him dear. Ninth.



ADRIAN SUTIL 7/10

SAHARA FORCE INDIA

Got out of Q1 with a quarter of a second to spare, P15, but improved in Q2 and only missed the top ten shoot-out by 0.06s. Celebrating his 100th GP, fates weren't kind to him and he was first to fall due to more car-related issues.



PAUL DI RESTA 6/10

SAHARA FORCE INDIA

Disastrous qualifying session for Paul, who couldn't switch the soft tyre on. Gripless, he found himself stuck in Q1. Great start moved him to 14th, where he ran behind Rosberg. Team called him in with four to go due to a hydraulics issue.



NICO HULKENBERG 6/10

SAUBER

Found himself P12 in Q2 but another seven hundredths would have put him P8 - the midfield was that tight! Points was the target and would probably have scored one had a pit lane speed limiter issue not earned him a drive-through.

ESTEBAN GUTIERREZ 5/10

SAUBER

Lost FP3 to an engine problem and admitted he couldn't adapt to changed track conditions. Failed to escape Q1. More problems on race day, this time transmission, meant that he posted the race's second retirement after 28 laps.

DANIEL RICCIARDO 7/10

TORO ROSSO

Can't do much more to further his claim to a Red Bull in 2014. Put the Toro Rosso into Q3 for the third successive race. They should have told him Webber was retiring back in March! Not enough race pace though. Got home 13th.

JEAN-ERIC VERGNE 7/10

TORO ROSSO

Has always struggled to match Ricciardo in qualifying but half a second off around the Hungaroring is a lot. Lined up 14th but got to the flag before his team-mate. Didn't care though. Would rather have been behind him but in the points.

PASTOR MALDONADO 8/10

WILLIAMS

Said that he thought the car was feeling better but it must have been PR-speak because the timing screens didn't agree. Qualified 15th, picked up a slot on the first lap and drove well to claim first Williams point of season.

VALTTERI BOTTAS 6/10

WILLIAMS

More frustration for young Finn as FW35 simply not competitive, thus he faced 70 laps of scorching Hungaroring from 16th. Ended up only doing 42 though, when he lost the hydraulics and failed to finish for the first time.

CHARLES PIC 6/10

CATERHAM

A second away from di Resta in Q1 but a 0.8s gap to Marussia was bigger than for some time and had him optimistic. Started on new options and then tried two-stop race with 32 laps on final set of mediums. Tyres gone by the end.

JULES BIANCHI 6/10

MARUSSIA

Made a mistake at the final corner in Q1 and cost himself a couple of tenths but there was no way he could have taken on the Caterhams. The car was a handful on primes and it was a tough and ultimately unrewarding run to 16th.

GIEDOVAN DER GARDE 7/10

Complained of understeer, made changes, but still 0.33s from Pic when it mattered. Another great start to come round 18th, ahead of Bottas. Employed three-stop race, the best of his season so far, to overcome Pic.

MAX CHILTON 6/10

Did a good job to qualify within a couple of tenths of Bianchi having given his car up to Rodolfo González in FP1. No way they could race Caterham and it was a struggle to manage the balance and the tyre degradation.

Lewis Hamilton's win in Hungary was the 22nd of his Formula One career. That now puts him joint 12th on the list of most wins, tied with 1996 champ Damon Hill. Fittingly, the first of Hill's 22 victories came at the Hungaroring 20 years ago. Hill's path to glory was eased with team-mate Alain Prost stalled on the parade lap and had to start from the back. Hill finished more than a minute clear of Benetton's Riccardo Patrese



Photo: LAT

RACING NEWS

F1 ROUND UP



No short stop

Teams met with FIA race director Charlie Whiting to discuss the possibility of introducing a minimum pit stop time during races. The move was suggested to give engineers more time to correct mistakes should an error occur. Teams failed to reach an agreement with Sebastian Vettel saying: "Pit stops are a big part of the spectacle of F1 and it's a comparison between teams with engineers trying to be the fastest. Safety is important, but the sporting aspect must be preserved."

Alonso outpaced

Fernando Alonso suffered a defeat in Hungary, when he was beaten in a Lego challenge by simulator driver Pedro de la Rosa. The pair went head-to-head to see who could build the new Lego Ferrari model in the quickest time. De la Rosa managed 2m 45.44s with Alonso a sluggish 4m 08.68s.

Kimi's work

Kimi Räikkönen reckons that Lotus' poor qualifying form is hurting his chances of fighting for the title. Räikkönen fended off a late challenge from Sebastian Vettel to claw back some points for second in Hungary, but had to recover from sixth on the grid to do so. "Saturdays are making the race difficult," he said. "We need to fix it so the car is near the front. Then we can win!"

Williams scores

Williams chief engineer Xevi Pujolar says that the team's first point can spur the squad on to bigger things. The Grove squad finally celebrated its first point of the year when Pastor Maldonado took tenth place in Hungary. Pujolar said: "It gives us great motivation going into the summer break and to come back even stronger for the final races."

Grosjean groan

Romain Grosjean reckons he couldn't have done any more to secure a better result in Hungary. Despite qualifying third, the Frenchman wound up sixth after serving a drive-through for straying beyond track limits when passing Felipe Massa, and landing a 20s penalty for hitting Jenson Button's McLaren. "This was one that got away," he said.

Tony Gaze

Tony Gaze, the first Australian to start a world championship grand prix died this week at the age of 93. Gaze was instrumental in the creation of Goodwood when he convinced the Earl of March to convert RAF Westhampnett into a track. He contested a number of non-championship GP in 1951 before making his championship debut in the Belgian GP. He started the Kangaroo Stable sportscar team that ran Jack Brabham in Aston Martins.



Photos:LAT

Alonso was lacklustre in the Hungarian Grand Prix

ALONSO PUSHES FOR MORE PACE

Former champion says Scuderia needs to find form – and quickly

By Rob Ladbrook

Fernando Alonso has called for an immediate turnaround from his Ferrari team if it is to keep him in the fight for this year's world championship.

Alonso and Ferrari suffered a difficult Hungarian Grand Prix last weekend with the F138 lagging behind both the Red Bulls and Lotus machines. Alonso estimated that the team was lacking 0.4s to the other frontrunning cars.

The Spaniard managed to steer his Ferrari home in fifth place, but he was over 30s behind the leading cars. Ferrari also made an error with his DRS system, failing to change the unlimited use pre-race setting to the more restricted race

Alonso wants an immediate upturn



setting. Alonso activated his DRS three times outside of the mandated areas. Race stewards investigated and fined Ferrari 15,000 euros for the failure after deeming the engineers were more culpable than Alonso himself. Alonso gained less than a second from the illegal use across the race distance, but was still well in arrears. The poor result follows on from fourth in the German GP at the Nürburgring. Alonso is now 39 points behind championship leader Sebastian Vettel.

The Spaniard, 32, said Ferrari had to work hard to overcome the deficit into the mandatory summer break.

"This race ends what's been a generally difficult month for us," he said. "Silverstone and the Nürburgring weren't strong and this is the final part of the cycle where we have not

been up to par. Fifth was the best we could manage. We didn't maximise the start and I got caught up with Romain [Grosjean] and our chance was gone. We just don't have the pace, we were too slow on the soft and on the medium so we were always defending. Thanks to Hamilton and Kimi the loss in the points wasn't too high but we have to close this gap. We have to improve immediately."

Ferrari chief Stefano Domenicali said that the switch in construction of the Pirelli tyres could be a factor in the slump. He added: "For sure we have lost performance that we had. We were very good in the races, but in these conditions we weren't fast on either compound."

"We need to understand if this [tyre change] is the case. We have to react now – these are the tyre we will use for the rest of the season. I'm expecting a reason from our technical group soon. We need to fight at Spa."

Alonso enters the frame for a seat with Vettel at Red Bull

Fernando Alonso has emerged as a surprise candidate for the vacant Red Bull Racing seat next season after his agent held talks with the team at the Hungaroring.

Reports emerged that Ferrari's driver agent Luis Garcia Abad held discussions with Red Bull team chief Christian Horner in Hungary. Both Red Bull and Abad insist that the talks were centred around the future of Red Bull Junior driver Carlos Sainz Jr, whom Abad also represents.

But Horner refused to deny that Alonso was also being considered as a candidate to partner Sebastian Vettel. He told reporters: "We are in a position where a lot of drivers have expressed interest in the seat."

"Is Alonso available? You have to ask him. We have to do what is right for the team. There was speculation about Kimi, now it's Fernando."

As a result of the rumours, Ferrari has stated that Alonso is tied into a contract with the squad until 2016.

Red Bull's new driver decision is expected over the next few weeks

Red Bull head Christian Horner has hinted that his team will make a decision of which driver will line-up alongside Sebastian Vettel for next season over the course of the summer break.

Last weekend's Hungarian GP signalled the start of the mandatory two-week shutdown in F1 before the season resumes at Spa-Francorchamps in Belgium on August 23.

Daniel Ricciardo, Kimi

Räikkönen and Fernando Alonso (*see story, above*) are in contention to replace the retiring Mark Webber at Red Bull Racing next term. Horner said in Hungary that he had ruled out Toro Rosso racer Jean-Eric Vergne for the seat, but added that he expected the team to review the situation over the break.

"We'll take probably the summer break to reflect on things and then we'll announce the

decision at probably Spa or Monza. I don't think it will take longer than that," he told reporters. "The [Young Driver] test has strengthened Daniel's case, but both he and Kimi are extremely good candidates."

"[The Red Bull seat] is a bit too soon for Jean-Eric. He deserves his chance in F1 so should he not succeed in his bid for a Red Bull seat then he should definitely continue with Toro Rosso."



Who will join Vettel (above)? Horner says we will know soon

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'Bianchi seems like a shoo-in for Ferrari'
Marussia ace's future berth? p21



MN'S EYES IN THE F1 PADDOCK

TONY DODGINS

"I think that Grosjean was hard done by"



As the 2013 F1 schedule passed its halfway point in Budapest, Hungaroring represented an important test for Romain Grosjean.

Not because, allegedly, his tenure of the second Lotus is reviewed on a three-race basis and this was round nine, nor because he'd gone so well in Budapest last year. It was simply that, a season and a half and 35 races into his grand prix career, the weight of expectation is bearing down ever more heavily. Last year there was speed aplenty and multiple misjudgments. It was a scenario that, for a rookie, hardly made him unique. But after a while patience wears thin. Formula One teams want the speed without the errors.

Grosjean's critics will say we saw perfect examples of both in last Sunday's Hungarian GP. He received two penalties for his troubles during a spirited race but I reckon he was hard done by.

Desperate not to lose time to Vettel stuck behind Jenson Button, he attempted to follow Sebastian past the McLaren and the light contact between the pair was cack-handed. Romain realised as much and later apologised to Jenson.

His pass of Massa around the outside of Turn Four though, was simply stunning. When Nigel Mansell passed a delayed Ayrton Senna approaching that corner in 1989, Senna was tripped up out of Turn Three by Stefan Johansson's Onyx, which had a boxful of neutrals. Ayrton had to lift and so Mansell's move was earlier, easier and nothing like as impressive. And yet people still wax lyrical about it almost a quarter of a century later.

I suppose you can't blame race stewards, one of which was Allan McNish, an eminently sensible driver and fellow, for following the letter of the law.

Or can you? You could say that Massa forced Grosjean wide and that Romain was merely avoiding a collision. I don't think I could have brought myself to penalise him for something quite so majestic.

Surely we want to encourage driving like that, not discourage it? But did Romain's reputation precede him, perhaps?

After such a tough 2012, Grosjean has worked to up his game. He regularly visits the same female psychologist that looks after France's giant five times world judo champion, Terry Riner.

It seems to be working. Lotus had been impressed with its latest spec' Grosjean. Not just at Hungaroring but Nürburgring as well. They feel that he has performed well, both in and out of the car, becoming a bit of a different guy.

After Nürburgring the team told the all-new Romain to keep doing whatever he was doing. They find him calmer, more relaxed, less panicky. He qualifies and races equally well. If he can keep it up, they reckon, it bodes well for the rest of the season and his career.

Sorry, but I thought Romain was simply magnificent in Hungary.

WRAPS COME OFF NEW CITROËN CAR



TECH SPEC

CITROËN C-ELYSEE WTCC

Chassis: Reinforced steel body with welded, multi-point cage
Engine: 1598cc turbocharged direct injection with double overhead camshaft and four valves per cylinder
Power: 380bhp@6000rpm
Torque: 400Nm@4500rpm
Transmission: Front-wheel drive, Sadev six-speed sequential with mechanical self-locking differential
Brakes: Front: 380mm ventilated discs with four-piston callipers
Rear: 300mm ventilated discs with two-piston callipers. Adjustable brake bias
Suspension: MacPherson Strut front and rear with adjustable dampers
Wheels/Tyres: 10x18" with Yokohama 660/275/R18 tyres
Dimensions: Length: 4577mm
Wheel base: 2,700mm
Track: 1750mm
Weight: 1,100kg



The C-Elysée will form the basis of Citroën's World touring car campaign

Citroën has revealed Sébastien Loeb's new C-Elysée World Touring Car Championship challenger, and says that the car will benefit from the technical knowledge invested in its rallying campaigns.

The French firm took the wraps off the new machine last week, which will be raced by nine-time world rally champion Loeb and a yet-to-be-determined team-mate (see sidebar). The car is based on the forthcoming C-Elysée road car, but runs many of the underpinnings from the DS3 World Rally



Loeb has new target for 2014

Car, including the same direct-injection 1.6-litre turbocharged engine.

Citroën Racing's technical director Xavier Mestelan-Pinon said: "From a strictly technical perspective, the choice of a three-box saloon body was ideal in terms of aerodynamics, so the C-Elysée was the perfect choice.

"We were able to install the various components fairly easily. Insofar as this is our first track racing car, we constantly had to ask ourselves questions about the relevance of our choices, but that's what makes this an exciting new challenge."

Matton in no rush to confirm drivers

Citroën insists that it won't rush into a decision on which driver will partner world rally legend Sébastien Loeb for its maiden WTCC campaign next year.

Citroën will run two of its new C-Elysée WTCC machines in the global class next year, but so far Loeb is the sole driver signed up to the programme. Citroën's shortlist includes triple WTCC champion Yvan Muller and British star Rob Huff, but the firm is also

interested in running Robert Kubica for a limited circuit programme.



Kubica is in the frame

Kubica runs a works-supported Citroën DS3 in the WRC2 category. Citroën team boss Yves Matton said: "We are seeking the best driver. This is not measured by just performance but also by the ability to fit into the team and work with Sébastien.

"There is no plan at the moment [to run Kubica], but when you work with a driver like him, you need to ask."

THE FASTEST NEWS ROUND-UP



Aaro Vainio and Robert Visoiu shared the GP3 race victories in Hungary. Race one polesitter Vainio held off American Conor Daly in a race which was interrupted by a safety car, with Vainio defending in a final two-lap sprint finish. Visoiu made the most of his reverse grid pole position to take a lights-to-flag victory. As in race one, a safety car was needed after a collision between team-mates Melville

McKee and Lewis Williamson. Visoiu controlled the restart to win ahead of Carlos Sainz Jr... Ryan Newman prevented Jimmie Johnson from taking a record fifth Indianapolis victory in the NASCAR Sprint Cup's Brickyard 400. Johnson seemed to be heading for the win after jumping polesitter Newman in the first pit stop phase. Newman, who is looking for a new team for next season, held on to win by three seconds... Jamie Whincup extended his lead at the top of the V8 Supercars standings by claiming victory in the first race of the weekend at Queensland Raceway. Rookie Scott McLaughlin took his third win of the season in race two, but the biggest shock was left for race three. Chaz Mostert took his maiden V8 win, giving the Dick Johnson team its first victory since 2010. Mostert got ahead of poleman Will Davison into the first turn and led to the finish...



Palmer buoyed after tyre gamble pays off

British GP2 racer Jolyon Palmer reckons his successful strategy in the feature race win in Hungary last weekend has given him and the Carlin squad momentum going into the summer break.

Palmer started seventh on the grid for Saturday's first race but was the only driver in the top eight to start the race on the prime medium tyre compound. The team's gamble paid off as Palmer managed to conserve his tyres to stay out longer than his rivals in

front before switching to the softer option.

"To be honest, I was going to go for the option," Palmer said. "It was a late call on the grid because we saw everyone ahead on soft tyres. It's perfect timing to win because it gives us the confidence between now and Spa in August."

Nathanaël Berthon claimed his maiden GP2 victory from pole position in Sunday's sprint race. He won by over two seconds from Mitch Evans with Leimer third.

AGREE/DISAGREE?
mn.letters@haymarket.com

RACING NEWS

IN BRIEF



Gamski (l) and Reid (r) clash

Reid's lucky escape

Former touring car ace Anthony Reid was fortunate to escape injury after a high speed smash during the MSA British Endurance Championship at Brands Hatch last weekend. Reid's Chevron GR8, which he was sharing with Ray Grimes, was damaged after he tangled with Witt Gamski's Ferrari out of Clearways Corner on the fifth lap. Gamski had spun and Reid speared into the Ferrari's left-rear, ripping a corner off both cars. Both drivers escaped uninjured.

Double R's double

Double R Racing celebrated its second British F3 International Series race win in two rounds when Antonio Giovinazzi triumphed in race three at Spa-Francorchamps. The Italian held off Jann Mardenborough to score his first win and was presented his winners' trophy by ex-Double R driver Bruno Senna. Team head Anthony 'Boyo' Hieatt said: "It's fantastic to be on the top step for the second meeting in succession. Antonio drove superbly and did a great job in difficult conditions."

Fortec's repair job

William Buller has paid tribute to the work of his Fortec engineers for keeping him in the fight for the British F3 title at Spa last weekend. Buller qualified a lowly sixth for the races in Belgium, after which the team discovered a cracked damper. The car was repaired and turned around for race one, which Buller won in tricky conditions. "We had a lot of suspension issues but the team did brilliantly," he said. "The car felt great in the race and I like it in the wet around here." Buller finished second and seventh in the other two races to extend his points lead.

Jann's baptism

Jann Mardenborough endured a difficult Spa F3 debut after two heavy shunts. Mardenborough's Carlin car was badly damaged when he and team-mate Nicolas Latifi collided running up Eau Rouge. Latifi hit the barriers hard while Mardenborough's car flipped. Carlin managed to repair the Welshman's machine but Latifi was ruled out of race two. Mardenborough went on to finish in second position in race three but then inadvertently ran into race winner Antonio Giovinazzi who had slowed to take the flag. Mardenborough was handed a five-place grid penalty for the next round at Brands Hatch.

By Matt James

Bosses of the Honda Racing British Touring Car Championship team say that this weekend's rounds at Snetterton will be a damage limitation exercise for the title-winning team.

The championship reconvenes at Snetterton after a seven-week break since the last rounds at Croft. Early in the month, there was a two-day Dunlop Tyre Test and while the Honda Racing team wasn't present when the others were running, it did run a week later during a general test session.

Team manager Peter Crolla said: "We were happy with the running we did, and it didn't harm us by not being at the general test. We were consolidating the set-up that we had and we had successful long and short runs.

"We know that with the power deficit that we have, due to the turbo equalisation regulations, Snetterton is going to be a very tough weekend for us. It will be damage limitation. Matt Neal has been hugely consistent this season and we want to keep that ticking over.

Gordon Shedden's got a bit of catching up to do and both drivers have a points target for

Crolla: power deficit

HONDA PREPARES FOR TOUGH RACE

Power deficit to hurt BTCC leaders at Snetterton



Turbo equalisation rules could hurt Honda at Snett

the weekend. It's going to be tough, but there are other circuits coming up in the calendar that will suit us better."

Neal leads the standings at the halfway point after taking four wins over the first 15 rounds. Team-mate and reigning champion Gordon Shedden is third in the points.

STANDINGS

British Touring Car Championship after 15/30 rounds

POS	DRIVER	TEAM	POINTS
1	Matt Neal	Honda Yuasa Racing Civic	224
2	Andrew Jordan	Pirtek Racing Honda Civic	205
3	Gordon Shedden	Honda Yuasa Racing Civic	188
4	Jason Plato	MG KX Momentum MG6	188
5	Colin Turkington	eBay Motors BMW 1 series	184
6	Sam Tordoff	MG KX Momentum MG6	148



American racer Robb Holland tested the RCIB Insurance Vauxhall Insignia that he will race in the British Touring Car Championship at Snetterton. He handled the NGTC car at Brands Hatch before his return to the series this weekend. His best finish in the championship was three 14th places during his two meetings last season in a Team Hard Honda Civic S2000. The 45-year-old took part in the races at Snetterton and Knockhill last term.

Civic duty for BTCC class battler Kaye

Jack Sears Trophy battler James Kaye will swap to a Honda Civic S2000 car for the remainder of the season after the AmDTuning.com squad struck a deal with Team Dynamics.

Kaye is third in the Jack Sears Trophy for older-spec cars, but four wins behind leader Lea Wood's Vauxhall Vectra.

Team boss Shaun Hollamby explained: "Our aim was to win the Jack Sears Trophy with the Golf, and we were pleased with the good start we had. The car has been as quick if not quicker than our main rivals, but a big crash at Donington set us back. The chance to switch to the Civic was a result of James' relationship with Honda and was too good to miss."

Kaye, a former Honda factory driver, tested the car at Snetterton last week. Hollamby hinted the team could buy an NGTC Civic from Dynamics in future. Its plans to build a Vauxhall Astra have been put on hold.



Neate sampled his new motor

Neate says his new BTCC Cruze is tidy

Andy Neate says that it is a relief to finally get behind the wheel of his new Chevrolet Cruze British Touring Car Championship machine after two tests last week.

Neate, who has created his own IP Tech team to run the Club 44 hatchback, shook the two-litre turbocharged car down at Turweston Aerodrome on Tuesday last week. He then headed to Snetterton a day later. Although the car suffered some electrical problems, Neate says that he was impressed with the car's handling.

"We only managed to get through about ten or 11 laps due to some problems, which we realised what we couldn't fix at the circuit," said Neate. "But from the running we did manage I could tell that the car is going to handle really well. It is just pleasing to get the thing up and running."

Neate said that he was planning a further outing at Mallory Park this week leading up to his return to the championship at Snetterton this weekend.

Television boost for classic club racers

Bosses of the Classic Touring Car Racing Club say television coverage and the goodwill of ex-club members have boosted the grids at this weekend's Festival at Mallory Park.

The club has struggled to garner high grid numbers for many of its championships so far this season but CTCRC competition secretary Andy Johnson said the attraction of the Festival has meant its former members have come out in force to support it.

"We are quite a small club which is run by individuals," Johnson said. "This weekend many of the ex-club members have come back to support us. A lot of them like to race on grand prix circuits but the club can't afford to do that unless we combine grids."

The Festival will be shown on MotorsTV alongside live internet streaming. "We have 20 Classic Thunder racers compared to four at the last round at Pembrey," said Johnson. "The Blue Oval Saloon Series has 30 cars and the drivers like TV coverage."

CO-DRIVING CONFESSIONS FROM MIKE NICHOLSON

PAGE 22



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"You don't feel you're driving a 22-year-old car"
Minassian's Group C outing, p15



Photos: Jakob Ebrey

Just 11 cars made the trip to Spa-Francorchamps race



BRITISH F3 REVAMP TO FOCUS ON HOME RACES

Organisers of the British Formula Three International Series believe that reverting to a national series can help to cement its future.

The Stéphane Ratel Organisation is planning to remodel the series as a domestic championship for next season. Under the new plan British F3 will be contested over six rounds, with five held within the UK. There will be just one European trip to Spa in

Belgium, to support the Spa 24 Hours.

The series will allow the 2012 generation of F3 engines from Mercedes and Volkswagen but will use the older 2008-'11 version of Dallara chassis.

The move is designed to drastically cut the budgets within the series and help it sit underneath the FIA European F3 Championship, instead of fighting against it. British F3 has held half of its fixtures in

Europe in recent seasons, but was forced to cull the majority of its calendar this term after struggling for entries. The races at Spa-Francorchamps last week attracted just 11 cars.

SRO head Stéphane Ratel said: "British F3 has been going internationally for years, but now you have FIA European F3, and there's no point adding another

international series around the same formula. British F3 will revert to what it has been before – pure British F3.

"After discussing with the teams, for whom we operate the championship, we have decided to run this year's engines with the older Dallara chassis. We are confident this should bring a lower budget."

Ratel: quitting Euro



Briton Parry extends Renault NEC points lead

British star Matt Parry tightened his grip on the Formula Renault Northern European Cup title by scoring his fifth win of the season at Spa-Francorchamps.

Welshman Parry, who is backed by the Caterham F1 Team Racing Academy scheme, dominated the second race of the weekend to lead home Andrea Pizzitola. Parry, 19, had previously finished second to Oscar Tunjo in race one to extend his run of podium finishes to eight from the first nine races.

Parry now holds a 121-point lead over countryman and Fortec Motorsports team-mate Jack Aitken. He said: "I think we definitely benefitted from Fortec

POINTS

Formula Renault NEC
After nine of 14 rounds

POS	DRIVER	PTS
1	Matt Parry	231
2	Jack Aitken	110
3	Dennis Olsen	108
4	Esteban Ocon	98
5	Andrea Pizzitola	96
6	Mikko Pakari	93

running here during the recent Eurocup rounds. The car felt great and I love coming to Spa. The changing conditions made things quite tough but I kept my head and it's great to extend my points lead."

Ford Saloon Car Championship to be revived

Ford Racing UK is planning to revive the Ford Saloon Car Championship in time for its 25th anniversary next season.

Organisers of the Ford Fiesta and XR Challenge classes are keen to reinstate the multi-model racing class for next season after a number of drivers registered their interest in racing in it. The Ford Saloon Car Championship folded at the end of 2009, when a contingent of drivers switched to running the Blue Oval Saloon Series with the Classic Touring Car Racing Club.

Ford Racing UK's Kevin Shortis said: "The requests to

resurrect the Ford Saloons come from many drivers whom I have known for a long time and have the highest regard for so we are looking to revive the championship, and 2014 will be its 25th anniversary.

"The series would have to have certain bricks in place to be viable. Firstly we'd need three-dozen competitors and the rules need to reflect which cars will be taking part. The series would run alongside the Fiestas and benefit from TV exposure and a new Fan Club initiative that we will be starting to include owners' clubs in our meetings."

Fittipaldi name back on top at Brands Hatch

Pietro Fittipaldi claimed his breakthrough BRDC Formula Four victory at Brands Hatch last weekend, 41 years after his grandfather Emerson was last victorious at the Kent venue.

Fittipaldi, 17, won the first of the weekend's BRDC F4 Championship events run around the 2.5-mile Grand Prix loop. The victory marked the first time a Fittipaldi had stood on the top step of the rostrum at the



Fittipaldi: F4 win

track since Emerson held off Sir Jackie Stewart's Tyrrell to win the 1972 British Grand Prix at the wheel of his Lotus-Ford.

Fittipaldi Jr, who started racing stock cars in America, became the ninth different winner during the inaugural BRDC F4 season. He said: "When I saw the chequered flag I couldn't believe

that I was going to be the first one to take it. "I just kept my cool on track and focused on being



Fittipaldi (leading) claimed first BRDC Formula Four victory

really consistent all the way around and can't believe that I've won a race in just my first year here [racing in the UK]. I thought this year was going to be a learning process, and it still is, but the

win is a big confidence boost. "It's so cool to win here especially because it feels like I'm following in his [Emerson's] footsteps in a way so it's really nice and makes it more special."

THE VOICE OF NATIONAL RACING

MATT JAMES

"I took a coach trip to the Spa 24 Hours"



Schneider's win made MJ reflect on his youth

Congratulations to Bernd Schneider on winning the Spa 24 Hours last weekend for Mercedes, alongside his co-drivers Maximilian Buhk and Maximilian Gotz.

For the star German driver, it means that he has become one of a handful of drivers to win in the GT3 version of the race and also the pure saloon car version, which ran up until the turn of the century. I have always admired Schneider, because to me he is a driver from the old school, a man in the mould of Hans-Joachim Stuck.

The Spa 24 Hours itself is also one of the sport's truly epic races. It is the ultimate test of endurance on a circuit which is possibly the ultimate road racing test left.

I remember when Schneider won the race in the legendary Eggenberger Ford Sierra RS500 in 1989, because myself and a pal were on the spectator banks. We'd decided that after a long summer's schooling, it would be the perfect way to kick off the holiday period. We were both only just 16 and devoid of any means of transport. That meant we were forced to take a motor racing coach tour from Victoria in London to Spa and were hopelessly ill-prepared. Being my first trip to Spa, I wasn't fully aware of the notoriously fickle Ardennes weather and a lightweight summer jacket didn't really cut the mustard during the mid-race thunderstorm. We had the coach to take as shelter, but that was no good as we were perched on top of the bank at Bruxelles as the weather closed in and our 40-seater salvation was parked at La Source. It was an important lesson in both how to prepare for a 24 hour race and how to deal with the demands of Spa.

I remember being delighted to see Keke Rosberg make his racing comeback with a seat in a Ferrari Mondial. The ex-world champion hadn't raced anything since quitting F1 at the end of 1986 and I used up much of my supply of Fuji film taking pics of the Flying Finn.

On the way home, we realised that our appetite for *frites et mayo* had taken us way beyond our meagre budget, raised from respective Saturday jobs. The coach was prepaid but both of us still had to get back from London to the outskirts of Kent when we arrived home in the early hours of Monday morning. Luckily enough, we won the sweepstake among the on-board passengers in guessing how many miles we would have travelled when we pulled up back in London.

Without that £20 windfall, I reckon we'd still be stuck in Victoria Coach Station to this day...



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RACING NEWS

ROUND THE BEND WITH...

DAVID ROBINSON

Age: 24 **Lives:** High Wycombe
Caterham Supersport leader has competed at the Nordschleife...but not how you'd imagine

He had an early decision

"I chose four-wheeled competition over motocross, racing in Honda Cadets in the Formula Six championship and later national Super One. My younger brother Pete opted for push bikes, and is still competing in the British Cycling National Downhill Series."

He loved the BUKK

"The British Universities Karting Championship is the best thing I ever did while at Loughborough University. As team captain one year, I recruited novice Tom Perry. Last year he took part in his first car race in the Ginetta Challenge. He's since competed in 2CV racing."

He competed in Formula Student

"I took part in Formula Student for three years. I was mainly a development driver and helped to tune the car but it was a great way of learning. We had a mixed bag of results though."

He races Caterhams

"My sportscar racing debut in the 2011 Caterham Academy was interesting. It was a dad-and-lad effort and there were numerous rookie set-up errors. But we used it as a stepping-stone to the Caterham Tracksport series last season which I won. That was a superb year and I'm so far leading the Supersport series this year. I'd like an R300 or Ginetta Supercup G50 drive next season."

He rode around the Nordschleife

"In 2011 I and seven others competed in the Rad am Ring 24 hour endurance cycling contest on the Nordschleife. There are not many floodlights around there and we could just see where we were going with the lights from the bike. It was such a thrill to go around that track and it was made better as we won the Under 23 class."



Robinson: got on his bike...

SMYTH AIMS FOR A TRIPLE CROWN

Popular Irishman to use Brands race as a warm up for his big challenge

By Rob Ladbrook

Irish Formula Ford star Neville Smyth says that he will go all-out to secure a second Bert Ray Memorial Trophy victory this year, and hopes that the mileage can kick-start his charge for a historic treble this season.

Smyth has entered his Ray GR09 into the next round of the Champion of Brands series, which takes place on the Grand Prix loop on August 10 in support of the British GT and F3 championships.

The former Formula Ford



Smyth will take part in Bert Ray Trophy at Brands Hatch

Festival winner headlines an influx of entries for the event, which counts for the annual Bert Ray Memorial Trophy.

Fellow Irish ace Noel Dunne is also entered, as is Castle Combe star Josh Fisher with a Reynard FF89.

Smyth said that success in the Bert Ray Trophy would set him up for his bid to fight for the triple of the Martin Donnelly,

Kent Festival and Walter Hayes accolades this year.

"The Bert Ray Trophy is very special to me because I was very close to Bert and [his son] Gavin in the early days, they were like extended family," Smyth said. "I was the first winner of the trophy back in 2010 and I'm keen to get my name on it again. I love racing on the Brands GP loop, it's a real Formula Ford circuit,

fast and flowing and you have to be brave. I'm not really into championships any more so I'm just focusing on the big races, and my aim is to become the first driver to win the Donnelly, Festival and Walter Hayes in the same year. I came close in 2010 but missed the Walter Hayes. With Josh and Noel signed up, it'll feel like a dress rehearsal for the end of season events."



Smyth (c) won Ray Trophy

Kuwaiti racer joins UK Formula Ford field

British Formula Ford squad SWB Motorsport will begin the second half of the season by fielding Kuwaiti sportscar racer Zaid Ashkanani at this weekend's rounds at Snetterton.

The 19-year-old is a regular challenger in the Porsche GT3 Cup Challenge Middle East series and has also tested a Porsche Supercup machine. He will drive the car raced by Fred Martin-Dye earlier this year.

"Zaid was put forward to us by [Sinter chassis manufacturer] Lindsay Allen," said SWB boss Simon Baldry. "The deal is for a single round but so far his testing pace would put him well into the pack. Race weekend is different and it's a big ask."

● Baldry said he will field two cars at Silverstone in September. The team will run Jack Dex and Rob Shields.

Tweaks to ramp up Atom Cup grid size

The Ariel Atom Cup will undergo a major format change for next season and introduce endurance racing in an effort to make the class more accessible.

Bosses of the factory-backed class are looking at ways to expand for the Atom Cup's second season. Series organisers have put a number of proposals to their existing drivers, which include holding a round in Europe and the addition of a two-hour endurance event to the calendar.

There are also plans to hold a four-round winter series toward the end of this season, which could run alongside the scheduled BRDC Formula Four Winter Series at Snetterton and Brands Hatch in November.

The Atom Cup has averaged



Bosses are working on a refreshed Ariel Atom Cup series

nine-car grids over its four rounds held so far. Coordinator Mark Harrison said that manufacturing delays have restricted the entries. This weekend's round at Castle Combe is due to have 11 cars.

Harrison said: "We'll have 15 chassis built and ready to go by the end of the year so we're looking at additional ways of getting the cars out racing and a winter series is great for mileage.

"For next year we want to grow the class and we're discussing with drivers about going to Europe and also about adding a endurance round, which allows drivers to share a car. That makes the racing accessible and people can split the cost.

"The cars are pretty bullet-proof mechanically so running for two hours wouldn't be a problem. But we do have to work out the logistics of things like refuelling and tyre changes."

IN BRIEF

OSS grid size boom

The BRSCC's Open Sportscar Series will run its largest grid of the year at Brands Hatch this weekend, with 26 cars and possibly more late entries. The OSS caters for any type of sports prototype racer and will run two races on the Indy circuit. Series coordinator Alan Jenkins said: "It's taken a while to pick up this year with some cars being delayed over the winter but we're in the swing now. We're expecting mid-20s grids for all of the remaining rounds."

Scouts to benefit

The OSS is also running a new hospitality area at meetings, designed to raise funding for the Welsh Scouts. Series bosses have put on a food and drink tent at meetings and all donations from drivers towards its upkeep will be handed over to the Caerphilly, Islwyn and Rhyminy Scouting District in South Wales. The money will provide new equipment and fund camping trips and activities for up to 500 young members of the programme.

Meet Penske

The Motorsport Industry Association will run an exclusive Q&A session with American racing legend Roger Penske on September 12. The event, which will be admission by ticket only, will take place at the Williams Conference Centre at its Grove base in Oxfordshire. Penske's team, Penske Racing, has won 24 national titles in America. MIA members can buy tickets for £125+VAT or £150+VAT for non-members. The evening includes a drinks reception, dinner and tour of the Williams Grand Prix Collection. Details are on www.the-mia.com/events-diary.

Wenham on a roll

Saxmax dominator Guy Wenham has set his sights on eclipsing the all-time win record for the championship. Wenham has won eight out of eight races so far this year, and is just one win shy of equalling Liam McMillan's outright total of nine wins in 2006. Wenham's Citroën Saxo is run by British GT squad Century Motorsport. Team head Nathan Freke said: "Guy has been faultless so far this year and is now closing in on breaking all of the series records." The next Saxmax races take place at Donington Park on August 17/18.

Murray's boost

Irish Formula Ford 1600 racer Niall Murray reckons a race win isn't far away after setup tweaks to his car. Murray finished second in his Van Diemen RF99 at Kirkistown last weekend after discovering problems with his shock absorbers. "The changes definitely helped our pace," he said, "a win isn't far away."

MEET THE NEW YOUNG STAR WHO IS RIPPING UP THE RALLY STAGES

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RACING NEWS

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Trackday Trophy's Brands GP boost

Organisers of the MSVT Trackday and Team Trophy contests say they can achieve sell-out grids for the rest of the year after a record entry at Brands Hatch last weekend.

The two series garnered a total of 88 cars and 172 drivers for the two races around the Kent venue's Grand Prix Circuit last weekend.

The Trackday Trophy runs for novice saloon and hatchback drivers, whereas the Team Trophy uses a similar format but caters for more experienced drivers and graduates from the lower-tier series.

MSVT's Nick Rice, who coordinates both series, said: "The turnout last weekend was superb and broke our own records. Last year we averaged the highest grid of any MSVR series and the draw of the Brands Grand Prix circuit has definitely helped bring extra cars in. Since we started we've introduced 337 new drivers to motorsport, which is a superb statistic.

"We've got two rounds remaining for Trackday Trophy [Silverstone on September 7, and Brands Indy on November 9] and one for the Team Trophy [Silverstone] and we've sold half the grid for each. Next year we'll look to bring in some new elements to grow both classes as we like to keep things fresh."

Clio 182 series splits from Stock Hatch

The 750 Motor Club's new Renault Clio 182 Series will be given standalone grids next season.

The fledgling category currently runs on the same grid as the contemporary Stock Hatch Championship. Numbers have steadily risen across the season.

Club bosses are now planning to run standalone races for the 182bhp French hatchbacks next year after a surge in interest.

"So far we've sold ten of the spec ECU units for the series and we'll have seven cars out at the next round at Silverstone [on August 24/25]," said club secretary Giles Groombridge. "The year started off slowly because we didn't launch the concept until January so we have a lot of cars still in build and a lot of interest for next year so we're expecting between 16 and 18 cars for March.

"The car is faster than a BMW Compact Cup car and a natural step up from a Stock Hatch Citroën Saxo, but is also cheap to build and run."

By Rob Ladbrook

The Motor Sports Association is considering reinstating the Battenberg flag to reduce the use of safety cars in club races.

The MSA's Race Committee has issued draft regulation changes to the way flag signals are communicated during races for 2014. The changes, which are up for consultation, take cues from the flag system used on international events by the FIA.

One of the key changes would be replacing the current single, stationary yellow flag, which warns of an upcoming obstacle, with a waved yellow. A single waved yellow would be upgraded to a double waved yellow. The green flag displayed when the track is clear would also become waved as opposed to stationary.

The yellow and black quartered Battenberg flag, was dropped from use at the end of 2002. When displayed, cars have to slow to a maximum of 50mph with all following cars lining up. Overtaking is not allowed and races are restarted by a waved green at the finish line.

Race committee chairman Ian Watson said: "We've proposed the waved yellow flag rules because it has proven effective in raising awareness of an incident when used in Europe. Stationary flags easily fade into the background but waved flags are much more visible. Obviously, waving two

MSA PLOTS FLAG RULES REVAMP

Battenberg flag and double yellows could be used

The FIA uses double waved yellow flags in major series



yellow flags is a testing task for even the most dexterous of marshals and we're aware of the current numbers of volunteers available for meetings.

"We're revisiting the Battenberg flag because the operation of safety cars can be tricky. You need an additional circuit car and a driver, and safety car periods often hurt shorter races as you can have

delays with them picking up leaders and exiting the track.

"We're keen to hear the views of the racing and marshalling communities."

Chris Hobson, the national chairman of the British Motorsports Marshals Club, said: "I love the concept, but the implementation is difficult. If you have a single marshal on a post they cannot wave double

yellows, hold the safety car board and contact Race Control.

"The Battenberg flag is welcome as it allows clubs that cannot afford safety cars a safe and easy way to neutralise a race without having to stop it."

The regulations will remain on consultation until August 16. The Race Committee will then review all feedback before a final decision is made.

Red is the colour for the 750MC

Bosses of the 750 Motor Club have welcomed the proposed return of the Battenberg flag, although they are hesitant to adopt it for their races.

The 750MC doesn't run safety cars for many of its events because the bulk of its races are limited to 13 minutes plus one lap. It stops the race if there is a major incident.

Club secretary Giles Groombridge said: "I like the idea of the Battenberg flag being used. I've raced in Europe when it's been used under the 'Code 60' regulation and it helps a race flow if used correctly. Officials work out delta lap times for a car and penalise drivers over it.

"For us I'm not sure. We allow space in our timetable to red flag races and restart them if we have to, which ensures our drivers get the maximum race time. I wouldn't want to run a 13-minute race with ten minutes of it being at reduced speed."



Flag still used in karting

SPA-FRANCORCHAMPS: BRITISH F3

BULLER BEATS THE ODDS

Three different winners came from British F3's annual visit to Spa-Francorchamps, the series providing three interesting races, despite a modest grid.

With just 11 cars, wins should have been easy for polesitters. The truth was far removed, with Will Buller's race one win being a stormer from sixth on the grid. After a warped brake disc and cracked suspension damper hampered his qualifying effort, Buller (Fortec Dallara F312) knew he would be quicker in the race and bolted away from the lights to take second at La Source and the lead at Eau Rouge. Polesitter Nicolas Latifi (Carlin Dallara F312) chased after him but lost out to Jordan King (Carlin Dallara F312) who, in turn, set after the leader. When Latifi missed his braking point at the Bus Stop, team-mate Jann Mardenborough latched on to his tail, only for the two to collide at

Eau Rouge, Mardenborough rolling and Latifi hitting the tyres with enough force to leave his damaged car out of the second race.

Buller made a great start again in race two to bag fifth at the end of the opening lap from eighth, but when race leader Antonio Giovanazzi (Double R Dallara F312) out-braked himself at the end of the opening lap, King moved ahead, having gone from seventh on the grid. Buller went with him and there was contact at the Bus Stop on the last lap but King held on for a second win of the season.

Championship leader Buller was expected to shine in race three but the car refused to fire for the green flag lap. A mechanic started the car but he went away dead last and then copped a drive-through for the engineer being on the grid after the one-minute board. That condemned him to seventh, his first non-podium finish of the year:



Buller won race one but had a testing weekend in Belgium

Giovanazzi, from fourth, made a lightning getaway and shot between the front row drivers to lead at La Source, chased by Latifi who lost out to Mardenborough. Once ahead of his team-mate, the Brit hunted down Latifi in increasing rain but spun at Pif Paf on lap eight. He rotated back on track and kept second place, but his dramas weren't over. As Giovanazzi crossed the line, he backed off and Mardenborough,

who was over two seconds adrift, didn't spot the slowing car in time and swiped the rear of the winner's car, ripping a wheel off his own. Mardenborough got a five-place grid drop at Brands for his pains. King made a great move to take third from Latifi on the last lap, while Felipe Guimarães (Fortec Dallara F312) took fifth from Tatjana Calderon (Double R Dallara F312).

David Addison

JULY 26/27

RESULTS

Race one: 1 Will Buller (Dallara F312) 11 laps in 31m 24.681s (90.34mph); 2 Jordan King (Dallara F312) +1.291s; 3 Sean Galesel (Dallara F312); 4 Tatjana Calderon (Dallara F312); 5 Antonio Giovanazzi (Dallara F312); 6 Sun Zheng (Dallara F308); 7 Jordan Oon (Dallara F308); 8 Chris Vlok (Dallara F308) no other finishers. CW: Buller, Zheng, FL: Buller 2m 38.258s (98.98mph), PP: Nicolas Latifi (Dallara F312) 2m 15.611s (115.51mph) S: 11.

Race two: 1 King 12 laps in 32m 19.421s (96.93mph); 2 Buller +0.538s; 3 Giovanazzi; 4 Calderon; 5 Galesel; 6 Jann Mardenborough (Dallara F312); 7 Felipe Guimarães (Dallara F312); 8 Zheng; 9 Oon; 10 Vlok. CW: King, Zheng, FL: Buller 2m 38.700s (98.74mph), PP: Vlok. S: 10.

Race three: 1 Giovanazzi 12 laps in 32m 19.360s (96.93mph); 2 Mardenborough +2.594; 3 King; 4 Latifi; 5 Guimarães; 6 Calderon; 7 Buller; 8 Galesel; 9 Zheng; 10 Oon. CW: Giovanazzi, Zheng, FL: Galesel 2m 38.385s (98.92mph) PP: Latifi 2m 15.542s (115.57mph). S: 11.

Championship points
International Class: 1 Buller 96pts; 2 King 75; 3 Giovanazzi 73; 4 Galesel 55; 5 Calderon 47; 6 Guimarães 45; 7 Mardenborough 40; 8 Latifi 37.
National Class: 1 Zheng 96pts; 2 Ed 64; 3 Oon 45.

REPORTS: ALL THE WEEKEND'S NATIONAL RACING ACTION

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HISTORICS

'Garofall hadn't raced a single-seater for 20 years'
Sports car ace's Shadow run, below

Photos: Steve Jones and Paul Lawrence



DOWN THE PUB WITH

MARTIN ANSLOW

Age: 43 Lives: Wrotham, Kent
Classic Racing Car contender

His father raced back in the 1960s

"My father Peter used to race in Formula Junior in period, so I've always been into racing. But he stopped when I was born. I think my mother persuaded him to stop. I went to the Brands Hatch racing school when I was about 17 and did a bit in a Formula First, but I didn't have any money. So I had to stop."

He tried his hand at Historic FF1600

"I worked in London for a bit and then bought a house near Brands Hatch and thought I'd like to do some racing. Historic racing seemed quite civilised and I bought a Merlyn Mk20 Formula Ford and did a few races. Then I fancied getting something a little more interesting and do some tracks in Europe. So I ended up buying this Brabham. It was a bit of a wreck and Peter Denty restored it for me"

The Brabham has some history

"It was so much nicer to drive than the Formula Ford, so I stayed in Classic Racing Cars with the Brabham. It was raced by Ulf Svensson as a one-litre F3 car when it was new and it raced at Monaco. I've been debating putting a one-litre screamer engine back in it. Currently it has got a Lotus twin-cam engine."

He has a limited race programme in 2013

"I never do many races: maybe just Brands and Silverstone because they are nearby. I probably race three or four times a year. I'm not interested in travelling too far in England, but maybe my wife and kids would be persuaded to come along if it was somewhere abroad. I love the racing that I do, but if I did any more than I am doing, I'd probably get bored with it. I look forward to the races that I do and it fits with family and work life. I organise consumer exhibitions."

He admits his pace is a bit erratic

"Peter and James Denty look after the car if I have any major issues. Sometimes I can be quite quick, but I tend to get too excited and I find it very difficult to be consistent and I go off. Also, I don't really know the circuits."



Anslow is a casual racer



Minassian dominated in the Brawn-designed Jaguar

MINASSIAN STUNS IN JAGUAR XJR14

Despite 21 years on the sidelines the Gp C legend shines at Classic

By Paul Lawrence

Twenty-one years after it last raced, the stunning Jaguar XJR14 Group C car made a triumphant return to racing at the Silverstone Classic in the hands of Nicolas Minassian.

The UK-based Frenchman raced the car from the Chamberlain-Synergy team of Bob Berridge and said that Ross

Brawn's 1991 design rates incredibly well against modern LMP1 cars. Minassian's pole time was close to the World Endurance pole time at Silverstone from April this year.

"It really is unbelievable," said Minassian. "You don't feel like you are driving a 22-year-old car. The only feeling you have is that there is no assistance like paddle shift or power steering like you have in

a current Le Mans car. That means you have to work at it a bit harder.

"After the Donington test I was so excited to drive the car at Silverstone," he continued. "It is the same kind of mental approach to driving a modern Le Mans car. The speed is quicker in some fast corners than a current LMP1. The more you push, the more it will stick, so you have to trust that the car

is going to stay on the road."

Berridge's team completely rebuilt the car over the winter. He said that the response from former TWR team members who were involved in the project was hugely positive.

"I did a lot of research on the XJR14 and every ex-TWR person I spoke to was in raptures over the car," he said, "including Ross Brawn, who came and had a look at it."



Giles ran in 3.5-litre saloon Rare Rover P6 gets an outing at Classic

The famous Bill Shaw Racing Rover P6 raced for the first time in more than 40 years when Ian Giles gave the ex-Roy Pierpoint car a brief run in the Touring Car Trophy race at Silverstone.

Originally commissioned by the British Leyland Competition Department in 1970, the 3.5-litre V8 Group 2 machine was intended for the '71 British Saloon Car Championship but the project was later dropped in a round of budget cut backs.

"I've had it for eight years and tested a lot," said Giles.

Gypsy Dino breaks cover after 40 years out

Forty years after it last raced, the unique Gypsy Dino sports-racing car returned to the track at the Silverstone Classic in the hands of Jim Morris.

What started as a Dulon chassis was mated to a Ferrari Dino engine for the Monza 1000km in 1971 and was only raced sparingly before moving into Interserie races and then hillclimbs in Italy.

"It was built by an eccentric

Italian," said Morris, who first saw the car in an auction 12 years ago. He finally bought it from Germany four years ago and entrusted it to Lanar Racing for a complete rebuild.

"It has been an adventure," said Morris. "It still has the original Ferrari engine. It was last used for track days in Germany." There was, apparently, a Gypsy Mk2, but its whereabouts are unknown.



This is what you get when you cross a Dulon and a Ferrari Dino

Evans given a rare single-seater run

John Evans, best known for racing extremely rapid ARK Racing Lotus Elans in the 1970s, joined the HGPCA grid at Silverstone in a Cooper T56 once raced by John Surtees and Roy Salvadori.

Evans had been away from the sport for 20 years before tackling Tour Britannia twice in a Porsche 911.

"I thought the HGPCA would suit me," said Evans, who took a year to find the right car before buying the ex-Yeoman Credit car from Trevor Needham and entrusted it to Sid Hoole for race preparation. He now plans to tackle a full season in 2014.

"I did race Formula Fords in 1969 and '70," he said of his single-seater experience.

Ex-Arundel and Attwood Formula Juniors reunited after 50 years

Fifty years after they finished one-two in the Formula Junior race that supported the 1963 British Grand Prix, the ex-Peter Arundel Lotus 27 and ex-Richard Attwood Lola Mk5A were reunited at Silverstone.

The two machines were part of a five-strong reunion of Formula Junior cars with former drivers: Arundel's son Neil was on hand for his late father and was joined by Attwood, Jack Pearce (Alexis), Brian Berrow-

Johnson (Lola Mk5A), Peter Proctor (Cooper T67) and Len Selby (Lola Mk5A).

The '63 winning ex-Arundel Lotus is now raced by Michael Hibberd, while the Attwood Lola is raced by Andrew Turvey.



Hibberd has Arundel Lotus

IN BRIEF

Classic Aston runs

The oldest surviving Aston Martin, the 1921 'A3', will be joined by a line-up of other historically significant Pre-War Aston Martins during the VSCC's Prescott Hill Climb this weekend. Cars like 'Green Pea' which ran in the 1922 French Grand Prix, the 'Halford Special' and 'Razor Blade' will run competitively as part of the 250-car entry as another celebration of the marque's centenary.

Places left on Vale

Only a handful of entries are left for the Vale of Clwyd Classic on Saturday, September 7, after 70 places were snapped up in less than a fortnight when entries opened. The one-day classic rally, featuring special tests and regularity sections in a 135-mile route, will start and finish at Llanferres near Mold and is a round of the HRCR Clubmans Rally Championship.

Bruce debuts Lola

Racing newcomer Andrew Bruce has joined the Masters Historic Sports grid with the Lola T212 raced by Neil Primrose last season. Bruce raced the ex-Helmut Marko 1971 European Championship-winning car for the first time at the Silverstone Classic and invited fellow Scot Primrose to share the Lola. Bruce watched this type of car race in period as his uncle Iain McLaren raced Chevrons with success.

Coombes sidelined

Bill Coombs was denied the chance to repeat his 2012 Grand Prix Masters wins at the Silverstone Classic when engine problems sidelined the March 761 he was due to race for Peter Orlando. The plan had been to race the March instead of the '12 winning Tyrrell 009. Instead, they now hope to have the March ready for the Zandvoort Historic GP at the end of August.

Taylor's hip outing

Australian veteran Scotty Taylor returned to the UK last week ready for a summer season of racing. He arrived later than usual following a hip replacement operation and was at the Silverstone Classic to race his Cooper T45 with the HGPCA and share his Mini Cooper with Garry Preston in the pre '66 touring car race.

Garofall's classic

Current sports-prototype racer Rob Garofall made his historic racing debut at Silverstone when he drove the Shadow DN9A of John Grant to a brace of eighth places in FIA Masters Historic F1. Garofall races with the RLR team that also prepares the Shadow and Grant invited him to race the ex-Clay Regazzoni car that is now for sale. Garofall had not raced a single-seater for 20 years.

Berridges team up

Group C racers Bob Berridge and Gareth Evans have teamed up to race the ex-Steve Tandy Jaguar E-type that Berridge took in part-exchange against a Group C car. "We thought we'd race and it is a voyage of discovery," said Berridge. However, they elected not to start the Pre '66 GT race in the monsoon conditions of Saturday evening.

RALLY NEWS



Meeke says he feels ready to tackle Rally Finland



Meeke got good mileage in DS3 during long test

MEEKE: I'M READY FOR FINNISH CHARGE

Briton is fired up by the chance to shine in a factory Citroën DS3 seat

By Richard Rodgers

Kris Meeke has told *Motorsport News* that his preparations for this week's Rally Finland "couldn't have gone better" – but he insists he'll still be playing catch-up when qualifying for the world championship counter begins.

Meeke and co-driver Chris Patterson covered 240 miles during a test near the famous Ouninpohja stage on Sunday – that's 40 miles more than the event's competitive distance – in the same Citroën DS3 WRC test car team-mates Mikko Hirvonen and Dani Sordo used when they each ran for a day last week.

Confidence boost

Speaking to *MN* prior to reconnaissance getting underway on Monday morning, Northern Irishman Meeke said: "We had a really, really good day, it couldn't have

gone any better. We used a really high-speed road, which was important for getting confidence in the car. We weren't able to test on a narrow road but the high-speed stuff is more important and we can learn to drive on the narrow and soft sections. And we'll have all the information from Citroën so it's not a big issue. But even if I had ten days of testing it wouldn't have been enough and there's no substitute for experience."

Meeke said he'd never tested for so long in one sitting and was able to work through a significant programme: "We went through loads of different set-ups and tyres. It was a big learning curve but it was so fantastic to work with the guys from Citroën. They're so professional and so good."

Route revamp

This year's Rally Finland route, which features 23 stages, has undergone a

significant overhaul with three new runs and several tests that will be run in the opposite direction.

"Ninety per cent of the stages are going to be new to me – I've never done Ouninpohja in a World Rally Car for example – and we'll start the recce with a blank pace note book," said the 34-year-old.

Meeke's previous knowledge of the DS3 WRC amounts to four days, including two days last October. He reacclimatised to the car by joining close friend Sordo during the Spaniard's final run in testing on Saturday.

"I'm a lot more knowledgeable this evening than I was [on Sunday] morning about the car so I'm able to ask the right questions," said Meeke. "Everybody has been so willing to help me and it's just brilliant to be a part of it. Now I'm just determined to make the most of this great opportunity."

Meeke eager to get a flying start in qualifying

As well as driving his Abu Dhabi Citroën DS3 WRC in competition for the first time, Kris Meeke will be making his debut on a world championship qualifying stage.

Rally Finland's timed test, which will help to form the starting order for Thursday's opening leg, uses the 2.87-mile Ruuhimäki stage, 18 miles from the event base in Jyväskylä. It goes live at 1900hrs local time today (Wednesday) with crews selecting their positions in the service park two hours later.

"Running order is so important in Finland and you'll need to find the confidence to be quick straight away, otherwise the other drivers will get the best options," said Meeke. "It looks

like it's going to be dry during the rally, maybe some chance of rain on day one, and if it's dry you'd want to be further back."

While qualifying will be another new experience for Meeke, he says the close proximity of his test to the recce will be a big benefit.

"The schedule is really tight but going from the test straight into the recce is the best way for me to understand what the car is capable of," said Meeke. "Then going straight into qualifying and into the rally is really good for me. I know there's a lot of support for me from back home but I'll be putting the blinkers on and getting on with the job without having to sit around."



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READ AN EXTRACT OF MIKE NICHOLSON'S CO-DRIVING MEMOIRS

PAGE 22

'Evans is one of five drivers giving the R5 its WRC debut'
 Young Welshman set to impress, p18



Photos: mcklein

HIRVONEN NEEDS A HOME LIFT

Mikko Hirvonen says he needs to stop the rot and save his troubled 2013 campaign with a win on home soil this week. Hirvonen, 32, is tackling Rally Finland for the 12th time and will line up for the start in Jyväskylä tomorrow (Thursday) chasing points and a deal to continue as a factory Citroën driver next term. He's also under pressure to deliver in the wake of recent criticism from Finnish legend Markku Alén and amid comments from world champion Sébastien Loeb, who has questioned Hirvonen's job at the helm of the French squad since he went part time at the beginning of the year. "I'm going to give it everything," said Hirvonen, currently 93 points shy of Sébastien Ogier in the title race and having scored seven points fewer than part-timer Loeb. "For the time being, my thoughts are mainly on the manufacturers' championship and we need to focus on that goal. Sure, the team is 46 points behind [VW], but there are still 258 points up for grabs. If we are going to close the gap, we can't be content to finish second or third, we need to win." Hirvonen has triumphed once on Rally Finland, taking first place in 2009. However, he crashed heavily the following season before being outgunned by Loeb in 2011 and, most notably, in 2012, when they were team-mates at Citroën. "I wasn't dissatisfied to finish as runner-up last year," insisted Hirvonen. "Seb and I fought hard all the way, right from the word go, with neither of us holding back at all and without any team orders. I lost a bit of time at the start of the rally and I never managed to make it up. That goes to show you need to be at 100 per cent from start to finish if you want to win."



Finn is under pressure to prove his worth at Citroën

Ogier boosted by return of Ingrassia

World championship leader Sébastien Ogier insists co-driver Julien Ingrassia's recent injury scare hasn't harmed his chances of winning Rally Finland for the first time. Ingrassia was given the all clear to compete in Jyväskylä on Sunday after he made it through a test run in Finland the previous day. His participation had been in doubt after he broke a collarbone falling from his mountain bike while training last month. "It hasn't effected me too much," Ogier told MN. "Nicolas Klinger was with me at the tests but it's good to have Julien back in action. It's never an ideal situation to not have him at the pre-event testing with me." Ogier covered 500 kilometres [310 miles] during two days of testing in Finland last week in a Volkswagen Polo R WRC test car. "I'm confident we'll be in good form," said Ogier. "It's



Ogier gained 310 miles of testing while Mikkelsen crashed

crucial to have the right kind of set ups for Finland." Asked whether the high-speed rally would be the ultimate test of the Polo's pace, Ogier said: "It's one of the fastest rallies in the world, but it's too much to say that it would be the ultimate test. I'm confident that the Polo will perform well in Finland." Ogier will have to overcome the threat posed by his VW

team-mate and local hero Jari-Matti Latvala to triumph. "I expect him to be fast and to be on top," said Ogier. "I'm not worried about his speed. I'm never worried what comes from the other drivers. My goal is also to be on top in Finland." ●Norwegian Andreas Mikkelsen, who will complete the VW line-up, crashed during a test last Saturday.

Finnish legends line up for home outing

Two Finnish rallying greats will be attending their country's WRC round this week. Four-time world champion Tommi Mäkinen will be performing at the Killeri superspecial near Jyväskylä on Thursday evening, although his car's identity is a secret. "It's always nice to return to the track, and coming to Jyväskylä is even more special," said the former Mitsubishi and Subaru driver. "My first WRC round win was in the Finnish round of the WRC, and after that I won it back to back several times. It's a special feeling to drive for the Finnish crowd. Even inside the car you can feel the sense of home." Meanwhile double title-winner Marcus Grönholm will captain the Finnish crosskart team in a competition at Killeri on Thursday and Friday, albeit in a mentoring role only. Teams from France and Spain will also be taking part with co-driving world champion Daniel Elena, from Monaco, representing France.

VIEW FROM THE WORLD STAGE

JERRY WILLIAMS

"Two current events will get the FIA bullet"



The Acropolis has history and a great fan base

I've said it before and, I'm going to say it again. If the FIA really are set on booting out the Acropolis, they're out of their tiny minds. But, incredibly, it could be about to happen. Jean Todt is set on expanding the WRC's remit. The hope was that Brazil or China would come in 2014 but that now looks out of reach. So – presumably to keep momentum going – Poland is likely to rejoin the series. But the championship is likely to be cut to 12 rounds and that means two events getting cut. According to reports – led by my colleague David Evans – an FIA fax vote was taken last Friday on the calendar. We will know the result shortly. Now I've nothing against Poland. Its base Mikolajki may be a nothing place 200 tedious kilometres north of Warsaw but in 2009 the rally generated huge fan interest.

However, I don't want it in at the cost of Acropolis. Here things seem to get murkier. Amazingly Acropolis is said to have joined Sardinia at the bottom of the FIA's private rally rankings. Yet everyone I spoke to in Loutraki this year, and last, lauded the Greek event. Equally, for years Sardinia has been vilified both by those in power and the former promoter North One Sport. It's on a hard to reach, expensive island; crowds are thin... etc, etc. Yet suddenly, the event seems back in favour. Finance is apparently in place and this year was claimed to be a big improvement. Well, whoever said that couldn't have been at the deserted mid-day service in Olbia on the Saturday. All the crowds were at a local rowing gala held on the other side of a town!

The Acropolis, can I again remind everyone is, along with Monte Carlo, one of only two WRC events that still has traction in the wider world. It has also been ever-present, with unrivalled history. However, rally director Pavlos Athanassoulas has undoubtedly been a thorn in the FIA's side; speaking out over events having to pay 100,000 euros for timing and tracking. I do hope our rulers aren't petty enough for this to count against him! The other victims of schedule changes could be Australia and New Zealand. Recently they've alternated although each wants a permanent slot. However, the teams hate them, citing expense, small car markets – all the usual guff. So they'd welcome the FIA canning both. But no-one else would. New Zealand is the drivers' favourite and has been in the WRC since the beginning. Australia is an innovative event, winning rally of the year more than once. What's more, getting rid of both would mean no presence east of Europe in 2014: curious to say the least in view of Todt's aim of widening the WRC's reach!

PLANET RALLY

FLAT-OUT WORLD NEWS

Ken Block has closed to within 22 points of David Higgins in the Rally America title chase with victory on the New England

Forest Rally. The American, in a Ford Fiesta, held on to win by 6.5s after losing time with an alternator failure. Briton Higgins is the defending champion for Subaru Rally Team USA...

The WRC2 pre-event test for Finland was Block closed on Higgins



halted following a crash involving the Mitsubishi Lancer E10 of Carlos Garcia. An injured spectator was airlifted to hospital. His condition was unknown when MN went to press on Monday... Giandomenico Basso will be bidding for a fourth Rali Vinho Madeira win this weekend. The Italian has secured a late entry to compete

in a Peugeot 207 S2000. Bruno Magalhães is the top seed for the island event in another 207... Poland's round of the ERC in September will get live coverage on Eurosport. The network will broadcast four stages as they happen... Victor Pontin, the Romanian prime minister, co-drove the zero car on the Sibiu Rally. Pontin was an international-level navigator before taking up politics...

AGREE/DISAGREE?
 mn.letters@haymarket.com

RALLY NEWS

Photos: mcklein, Writtle Photographic



Aussie has landed i20 test role

Atkinson named new Hyundai test driver

Almost a year after he was overlooked by Volkswagen for its fledgling WRC team, Chris Atkinson has found salvation by signing up to the ever-expanding Hyundai test team.

The Australian has been recruited to assist lead testers Bryan Bouffier and Juho Hänninen for the remainder of the year with the new i20 WRC.

"This is such an exciting project and to be a part of Hyundai's push back into the WRC by helping develop the i20 is a massive thing to be a part of," said Atkinson.

With experience of three of the four new-generation World Rally Cars, Atkinson is viewed as an ideal candidate by team chief Michel Nandan.

"With the combined expertise of all three test drivers, we will be able to benefit from thorough and comprehensive input at every test session," he said.

McLoughlin takes the wheel for ill Arai

Australian co-driver Anthony McLoughlin came to the rescue when ERC ace Toshi Arai fell ill during the Sibiu Rally in Romania on Saturday.

The Japanese had been struck down by a stomach upset and was too exhausted to drive the road sections, forcing McLoughlin to step in.

Despite Arai's illness they won ERC Production Car Cup in third overall on their first of a planned four-event campaign in a Stohl Racing Subaru Impreza R4 STI.

"Toshi fell quite ill and had problems sleeping. I had to drive the road sections and co-drive at the same time. It was quite difficult while he slept in the co-driver's seat but it was quite a testament in that he could wake up five minutes before the stage and still set a top-five stage time," said McLoughlin.

EVANS READY TO GIVE FIESTA R5 ITS DEBUT

Welshman tests with Finland winner Markko Märtin to prepare for his WRC2 return

By Richard Rodgers

Elfyn Evans has turned to former winner Markko Märtin to help him prepare to give the Ford Fiesta R5 its world championship debut in Finland this weekend.

The Welshman is one of five drivers giving M-Sport's Ford Fiesta R5 its world championship debut on Rally Finland. Evans has started in Jyväskylä on two previous occasions, but he has described Märtin's advice during a recent test in Estonia as a big help.

"It's a very fast event, the fastest of the year, and you need to have total confidence in yourself, your co-driver and your car," said the 24-year-old, who finished sixth overall on the previous WRC round in Sardinia in a Fiesta WRC. "To prepare we have been testing on similar roads in Estonia with Markko and [his] MM-Motorsport team. Markko in particular

was really helpful. He knows what it takes to win in Finland, so it was a great opportunity for me to get some advice from someone as experienced as him."

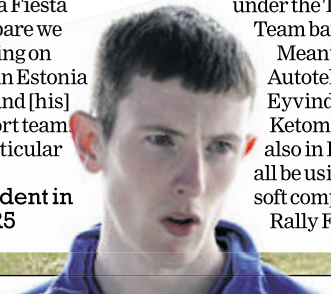
Finland marks Evans's first outing in WRC2 since Rally of Portugal in April.

"I can't wait to get back competing in WRC2 with the new car because it feels fantastic," he said. "It won't be an easy event. There will be a lot of very quick Scandinavians looking for the win, but we'll try our best. This is an event I really enjoy and we won here last year in the FIA WRC Academy, so hopefully we won't be too far away."

Irishman Robert Barrable will also be trying his CA1 Sport Fiesta R5 for the first time in Finland under the Tunnock's World Rally Team banner (see separate story).

Meanwhile, Barrable and Autotek Motorsport pair Eyvind Brynildsen and Jari Ketomaa, both of whom are also in Fiesta R5s, will all be using DMACK's new S6 soft compound gravel tyre on Rally Finland.

Evans: confident in new Fiesta R5



Evans is one of five drivers running the new Fiesta R5

Cronin ready to capitalise on rivals' absence

Keith Cronin's pursuit of the Citroën Top Driver title got a boost ahead of Rally Finland.

The Irishman is fourth in the title race, four points behind leader Sébastien Chardonnet and one adrift of the third-placed Bryan Bouffier. With Bouffier lacking the funds to take up his entry in Jyväskylä, Cronin has one less rival to worry about on the high-speed gravel stages. The eventual champion gets a 2014 WRC campaign in a DS3 R5.

"My experience of Finland roads is limited but I did take part in a Pirelli Star Driver shoot-out there and I've spectated a few times so I have an idea of what the stages are like," said the 27-year-old. "Going there competitively for the first time will be a huge challenge. It's one of the fastest rounds of the championship and



Cronin must push in Finland

there's no margin for error.

"I need to find a fast pace but I've been out of the car since Sardinia so it's going to take a few stages to get back up to speed."

Alastair Fisher is also chasing Citroën Top Driver points in Finland. Fisher is 17 points off the pace following an early off in Sardinia. "We need to get our championship back on track," said Fisher. "We've had good speed in Finland the past two seasons in the WRC Academy."

Kubica will tap into Latvala's knowledge

Robert Kubica says he'll be calling on Jari-Matti Latvala for advice ahead of his Rally Finland debut.

The ex-F1 racer is competing in WRC2 in a Citroën DS3 RRC and is expecting a tough test.

"It will be a big challenge but a very nice one because the roads here are amazing," said Kubica. "Fortunately there are a lot of videos on YouTube and from drivers from previous seasons to give me an idea of how the stages will look and I will be able to prepare some notes."

"I also have some friends and maybe I can get some tips from Jari-Matti, even though he's driving a different car. Last year I give him a few tips on Tarmac when I tested with M-Sport and maybe he can pay me back. His information will be important."

Barrable gets first taste of Finnish stages

Robert Barrable got his first taste of high-speed driving Rally Finland style when he tested at two different venues around host city Jyväskylä on Sunday.

Following a shakedown test in Estonia on Saturday, Barrable and his CA1 Sport crew headed across the

Baltic to Finland where they covered approximately 70 miles in the all-new Ford Fiesta R5.

"We've had a good test; we wanted to do more mileage, but what we have done we are very happy with," said the 25-year-old from Swords. "The test was trouble-free on different roads."

Former British champion Tapio Laukkanen went with Barrable for part of the test and gave the Tunnock's World Rally Team driver a few tips.

Irish ace ran for 70 miles



MEET BRITAIN'S NEXT RISING STAR ALEX VASSALLO

PAGE 29

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"I wouldn't be doing it unless I wanted to be world champion"
Youngster Alex Vassallo has ambitions, p29

Photos: Writtle Photographic and Paul Lawrence



BOGIE AIMS TO RETURN TO THE WINNER'S CIRCLE

Four-time ARR Craib MSA Scottish Rally champion David Bogie says he is determined to win Saturdays' McDonald and Munro Ltd Speyside Stages Rally to make up for his defeat to Euan Thorburn on his home event recently.

The Dumfries driver had been aiming for a fourth straight win on the Scottish Rally last month, but he was outpaced by fellow Ford Focus WRC driver Thorburn and had to settle for second.

"The Scottish Rally result has made me more determined to win this weekend," said Bogie, who leads the points standings. "Most of the damage was done on the second stage of the Scottish, and I'm still baffled as to exactly where I lost the time. I'm happy with how I drove, so I need to put it behind us and look forward to the Speyside. Euan drove very well there, and he's got incredible pace so it will be a good fight."

"I've got to keep the points in mind, but I want a win."

Bogie took four Speyside wins in a row between 2008 and 2011, but Thorburn won the event last year.

The entry list for the Elgin-based event features title challenger Quintin Milne and a number of strong drivers in World Rally Cars, including local expert Dave Weston Sr (Focus WRC), former British championship regular Dave Weston Jr (Subaru Impreza WRC).

Bogie added: "It's a great entry, and it really shows the

POINTS

MSA Scottish Rally Championship after four of eight rounds

POS	DRIVER	PTS
1	David Bogie	115
2	Quintin Milne	107
3	Barry Groundwater	105
4	Chris Collie	93
5	Donnie MacDonald	91
6	Andy Horne	89
7	Euan Thorburn	78

David Bogie is aiming for glory on Speyside Stages

support there is for the Scottish championship. It's a strong entry, and the likes of Dave Weston and Weston Jr are quick drivers in strong World Rally Cars."

The Speyside features a revised route this year, with the 45 competitive miles split into nine shorter stages. Bogie said: "I prefer longer stages, because it's hard to get time back if you lose ground on a shorter stage. But the conditions are very good, and the organisers always do a great job of finding some smooth roads."



SPEYSIDE STAGES ESSENTIALS

Starts: Saturday, August 3, Cooper Park, Elgin, 0900hrs **Finishes:** Saturday, August 3, Town Hall, Elgin, 1630hrs **Competitive miles:** 44 miles **Stages:** nine **2012 winners:** Euan Thorburn/Paul Beaton (Ford Focus WRC)

LEADING ENTRIES

NO.	DRIVER	TEAM
1	Euan Thorburn/Paul Beaton	Ford Focus WRC
2	David Bogie/Kevin Rae	Ford Focus WRC
3	Jock Armstrong/Kirsty Riddick	Subaru Impreza
4	Dave Weston/Dave Robson	Ford Focus WRC
5	Quintin Milne/Martin Forrest	Mitsubishi Lancer E9
6	Dave Weston Jr/Phil Clarke	Subaru Impreza WRC
7	Mike Faulkner/Peter Foy	Mitsubishi Lancer E9
8	Barry Groundwater/Daniel Paterson	Mitsubishi Lancer E9
9	Donnie MacDonald/Andrew Falconer	Mitsubishi Lancer E9
10	Chris Collie/Lisa Watson	Mitsubishi Lancer E6

Donnelly secures an Impreza for Lurgan Park

Five-time Irish Tarmac Rally champion Eugene Donnelly will drive a Subaru Impreza WRC as he bids to take his first win on the Lurgan Park Rally next month.

The Magherafelt driver has yet to win the popular event, which this year will be held on August 10. He will drive the McKinstry Motorsport Impreza S14 that he used to win the St Angelo Rally earlier this year.

"The Impreza S14 is a fabulous car to drive," said Donnelly, who will be co-driven by Adrian Fraser. "It won the Donegal International this year with Sam Moffett driving, so it is obviously a good car."

Donnelly's old ITRC rival Derek McGarrity is also aiming to enter the event, if his Ford Focus WRC returns from an engine rebuild in time.

Initiative to lure competitors to Otterburn

The organisers of the Fostek Lindisfarne Rally have launched a new initiative to encourage newcomers to sample the Otterburn Ranges.

The Tynemouth Motor Sport Club event takes place on the Northumberland military proving ground on September 8. To encourage new drivers to try the venue, the club will give the first ten fully paid entries from crews who have never competed on the event before a £50 rebate. The rally costs £355 to enter.

The club will also give a £100 rebate to any crew who competes on all three of the events that run on Otterburn. The Lindisfarne Rally is a round of the AS Performance North of England, Blue Scottish Tarmac and SG Petch ANECCC championships, and will feature around 70 stage miles this year due to military restrictions at the venue.

Regulations are at tynemouth-motorclub.co.uk and marshals should email lindisfarne-marshals@yahoo.co.uk.

New autotest helps boost Boconnoc Carnival

Boconnoc Motorsport Carnival organisers hope that the addition of an autotest to the fast-growing rally can help the event expand further next year.

The event at the Boconnoc estate near Lostwithiel in Cornwall, which is organised by five local car clubs, ran for the second time last weekend. The rally section, expanded to 50 cars, and there was also a 20-car

autotest on Saturday evening.

Exhibition organiser Tom Hoeksma said: "The autotest was enjoyed by the set up crew, exhibitors and car club members, and should become an annual fixture. The Boconnoc Estate owners told us they hoped that the success of this year's event would continue, and they look forward to many years of motorsport activities."

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"Rallying isn't only about the Escorts"



Photo: Paul Lawrence

Cars other than Escorts appear in historic rallies

One of the few criticisms I hear about historic rallying is that there are too many Ford Escorts. Now, in my view, just like ice cream and chocolate cake, you can never have too much of a good thing. After all, the Ford Escort is the car that MN readers voted as the top competition car of all time, so I'm clearly not in a minority.

Interestingly, at a recent race meeting, a former rally competitor told me that letting Ford Escorts in to stage rallying had been the beginning of the end. Indeed, there are still some who subscribe to the view that admitting the Escort Mk2 into historic rallying was an act of vandalism: when they see Sierra Cosworths and BMWs running as category four historic in 2014 they will be choking on their bobble hats. Time and history moves on. I can remember standing in Haye Park maybe 15 years ago watching things like a Ford Granada and an Austin A35 compete in what was then the premier historic championship. The poor little A35 even struggled with the gradient. That's a long way removed from Marty McCormack and Nick Elliott fully lit over the top of Pikes Peak...

Of course, the Escort dominates numerically in historic rallying and I can't see that changing for a very long time. Even now, modern 4x4s in very capable hands struggle to beat the pace of the top historic Escorts.

But it is wrong to think that historic rallying is only about Escorts and I want to pay tribute to those who deliver the variety on historic events. Running an Escort is clearly the easier option, for a whole industry exists to supply all that you need.

Not so for many of the other cars, which can be much harder to look after. However, the commitment and determination of people like Vauxhall Chevette driver Steve Magson and Sunbeam Lotus peddler Guy Anderson ensures a welcome change. Magson admits that he can't bring himself to have an Escort, even though he knows it would be easier.

Then there are people like Terry Cree, who has worked away to make his BMW 2002 competitive against the Pinto-powered Escorts Mk1, just as Peter Smith has done with his Opel Ascona against the Pinto Mk2s. Tim Mason and Peter McDowell currently fly the Porsche flag against the Escort hordes and Steve Perez continues to delight everyone with his fabulous Lancia Stratos.

It is category one for the pre '68 cars that is a true bastion for variety, for this is an Escort-free zone. So, to the drivers running Porsche 911s, Cortinas, Hillman Imps, Minis, Saabs, Volvos and particularly John Everard and his Alfa Romeo, I salute you!

Cornishman sets sights on Rally GB outing

Former British Rally Championship driver Matt Cotton is aiming to have a second outing on Wales Rally GB this year.

The Cornish driver competed on the WRC event in 2008, when it was part of the BRC, but failed to finish in his Citroën C2 R2. Cotton has been on the sidelines this year due to finance, but is seeking the funding for a

one-off outing on the November 14-17 event.

"In 2008 I retired on the third stage of the event in the Myherin ford with an engine failure," said Cotton. "I want to try again - I have unfinished business."

The St Teath driver wants to emulate Tim Ferris, who in the 1990s was the last Cornishman to win a class on the event.

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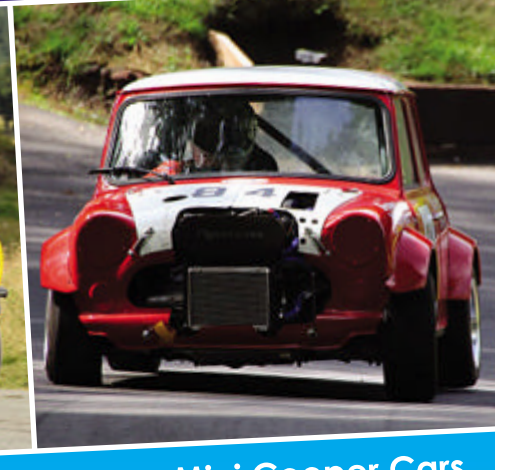
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INTERVIEW: JULES BIANCHI

Photos: LAT, Ferrari

FERRARI'S FUTURE CHAMPION?

Jules Bianchi could land a role at the Scuderia

CV

Jules Bianchi

Age: 23

From: Nice, France

2013: Formula One with Marussia

2012: Formula Renault 3.5 with Tech 1 Racing, three wins, second; Sahara Force India test driver

2011: GP2 Series with Lotus ART, one win, third; Scuderia Ferrari test driver

2010: GP2 with Lotus ART, third

2009: F3 Euro Series with ART, nine wins, champion

2008: F3 Euro Series with ART, two wins, third; Masters of F3 winner

2007: Formula Renault 2.0 France with SG Formula, five wins, champion



Fast: Jules Bianchi



The pressure is on Bianchi to show well at Marussia

BY ROB LADBROOK
RACING EDITOR



There's a lot riding on Jules Bianchi's performances over the final nine grands prix of the season.

Despite the fact that the young Frenchman is finding his feet at the back of the grid, he has arguably the best chance of the tail-enders to swiftly find his way into a seat at the front of the field.

Alongside McLaren racer Sergio Pérez, 23-year-old Marussia ace Bianchi is one of the first graduates from Ferrari's Driver Academy programme to make it to the bright lights of F1. Pérez has already sealed his set at a top team by moving from Sauber to Woking and, with Felipe Massa's future with Ferrari under constant scrutiny, Bianchi seems a shoo-in to find his way into Maranello sooner or later. That is, if he can deliver the goods for the less-glamorous Banbury-based squad.

Bianchi may be only ten races into his

grand prix career, but he has already shown potential. His deal with Marussia was last-gasp to say the least: Bianchi was chasing the second berth at Force India, with which he had contested nine free practice sessions in 2012. But the Silverstone team opted for the returning Adrian Sutil instead, which left Bianchi's options limited. Marussia had agreed a deal with Luiz Razia, but when the Brazilian's sponsors failed to stump up the cash, Bianchi landed a race seat alongside Max Chilton.

The lateness of the deal meant Bianchi missed the majority of pre-season test days. He only drove the MR02 twice before Australia, but still out-qualified Chilton and then took the fight to the midfield, finishing 15th on his debut. He backed that up with 13th in Malaysia, one place shy of equalling Marussia's best-ever race result.

The team is much better equipped for life in F1 this term. A technical partnership with McLaren is starting to unlock new designs and pace for the MR02, and a KERS package from Williams marks the first time the team has had access to energy recovery systems.

Bianchi says that he's been impressed with the team's progress during his first ten races. He tells *Motorsport News*: "Marussia is a team that is quickly becoming competitive and I'm happy to be a part of what we are achieving here. I can only judge from this year but I think it's clear that we have made a big step and there are still a lot of things happening.

"Last year the team struggled, but this season the partnerships are taking

effects and the car is much better all-round. When you judge where the team was and where we are now it's a huge improvement and for sure these partnerships will only make us stronger."

Bianchi himself has adapted to life well inside F1. Part of that he credits to the support from Ferrari, and the other to the mileage gained with Force India last season. "The Ferrari Academy helps me a lot," he says. "It's not easy to prepare for something like F1 as you have many different elements to train for, the physicality of the cars, the mentality, the media. There's a lot to get used to.

"Ferrari helps me train, but sadly not to the extent that I could last year. I cannot do simulator work at Maranello now due to my deal with Marussia, so certain things have had to be scaled back. But I still get a lot of support and have access to people with so much knowledge and experience. During GP2 and Formula Renault I could talk to Fernando [Alonso] or Felipe [Massa] and pick up a lot of basics from them to help me improve. Obviously that is a bit less now as I'm racing on the same grid as them.

"I feel the combination of the Ferrari Academy and the time with Force India has been very good to me. Driving in practice last year prepared me well because there's a lot more going on in an F1 car than in junior formula cars. Everything is so quick, we're talking split second decisions and reactions. There's a lot more to driving an F1 car, with things like KERS and DRS and active set-up changes—it makes it a very different style of racing.

"I've driven for Force India and Ferrari, and Marussia is a different place again from those teams. Every team has its own way of working. It's about adapting to your surroundings."

Despite lacking the mileage in the MR02 of his team-mate Chilton, Bianchi can be seen as the more senior of Marussia's drivers. The team runs the sole rookie pairing on the grid. Bianchi has out-qualified [nine to one] and out-raced [eight to two] the Briton so far. Bianchi adds that the pair are working well to push the team forward: "I enjoy working with and racing against Max. We're both rookies and sure we don't have years of experience to draw on like the other teams but we've both been there and done it in the junior classes and we know what we need to get out of a racing car.

"We're both working for the same thing and we're pushing in the same direction and that's vital for us to push the car forwards."

It took Ferrari just two races this season to publicly suggest that it was keeping tabs on Bianchi for a spot at the factory squad. That kind of focus brings immense pressure onto the shoulders of a young driver. But Bianchi adds that he isn't bothered by being in the spotlight: "Whether you have a chance with a bigger team, have a good or bad series of races or are fighting to keep your seat... all of these things bring pressure and it's something you have to live with. I'm getting used to it. The first thing I have to do is focus on doing as well as I can here and help Marussia work up the grid. That's the best way I can get noticed and help put myself on the radar for the future." ■



Baldisserrri trained Bianchi

Scuderia impressed with talented racer

Ferrari Academy head Luca Baldisserrri reckons that this year will be vital for Jules Bianchi's career.

Bianchi was the first driver taken under the wing of Ferrari's youth development programme when it was founded in 2009, and is one of its standout talents.

Baldisserrri says that he's delighted with the achievements so far of his young charge, but insists he must aim higher.

"It was very important for Jules to be in F1 this year," he says. "He has to gain experience and grow as a driver in the most competitive environment, learn to manage his stress and stay focused. He is having to do much of that on his own now because we cannot get involved with his operational agreement with Marussia.

"I can see him learning all the time and learning to discuss things with his engineers and making a contribution to moving the car and team forward.

"But he must always set himself new goals so he doesn't slacken his effort and make mistakes.

"In this phase of his career it is vital that he seizes opportunities, such as rain or a safety car period. These are the times when the driver makes the biggest difference."

French ace helped unlock door to Ferrari

Marussia chief executive Andy Webb has hinted that the signing of Bianchi helped to smooth the deal for his team to secure a new powertrain supply deal with Ferrari for 2014.

Bianchi was aiming for a move to Force India, which was believed to pave the way for that team to adopt Ferrari engines. But when Force India opted to renew its Mercedes deal instead, Marussia had a golden opportunity.

"As part and parcel of our decision making process, when both Jules and Adrian [Sutil] were testing for Force India it became a good move for us to choose a driver who had a strategic link," Webb recently told Russian media. "With Jules being a member of the Ferrari Academy, it was an obvious thing for us to do to try and get Jules driving for us as we were seeking a Ferrari engine. But it wasn't just strategic. Jules is a superb driver.

"To have an engine and powertrain supply all from one source will help us no end next year. Previously we've used Cosworth engines and Xtrac gearboxes with Williams KERS. We understand that the Ferrari engine for next year is very, very good. Ferrari is a superb partner to get."

Webb backs Ferrari swap



Bianchi had links with Force India

RETRO: MIKE NICHOLSON

The British Rallying scene was alive with huge talents in the late 1970s, and co-driver Mike Nicholson had one of the best seats in the house alongside Pentti Airikkala.

Nicholson, who would go on to head up Vauxhall's motor sporting activities, was calling the notes for the new brand of flying Finn and the pair, as well as hitting the heights, also got involved in a number of scrapes. In an extract from his new book, *Listen to Me!*, Nicholson recalls the life and times of a top-flight co-driver. Here, we print an extract as Nicholson begins his journey with Airikkala.

1978

February soon arrived and we made our way to Harrogate for the Mintex and the start of our first event together. In the late 1970s, the British Rally Championship consisted of the cream of drivers and included many of the World Championship men: Markku Alen in the Fiat 131, Hannu Mikkola, Roger Clark and Ari Vatanen in Escorts and, of course, the usual crop of British drivers, Tony Pond, Jimmy McRae and Russell Brookes among many others.

I constantly reminded myself that I was on trial during this event and was determined to make a good fist of it. I had made considerable efforts to get myself in shape, physically and mentally, and it seemed to pay off. Having a good knowledge of the Yorkshire forest stages I was able to read them off an OS map, almost as accurately as having pacenotes. This was a new experience for Pentti. He was impressed that I knew all of the flat crests, blind corners and firebreaks that were waiting to catch out the unwary. At the halfway halt in Scarborough I insisted on staying with the car to oversee the work to be done while Pentti snatched a couple of hours sleep, which seemed to impress him. Dedication and all that!

We had a good battle with Mikkola who, while it was close, generally had the upper hand. However, he suffered some mechanical problems, which left us arriving at the last stage – a two-mile thrash through the tracks of Rudding Park on the outskirts of Harrogate – with a good overall lead.

"Pentti," I said on the start line. "We have a two minute lead with just two miles of this stage to complete, so I hope you will take it easy."

"Of course," he replied. "I will drive like a grandma, but I have to say to you, whatever happens, you are the best co-driver I have ever had!" I was full of pride.

We set off, but he drove like a crazy man, absolutely on the ragged edge, much to the appreciation of the thousands of spectators and much to my concern. Mid-stage, he cut a corner and hit a bump at considerable speed. The car lifted way up on to two wheels and we nearly rolled within sight of the finish. We completed the stage in tears of laughter and with some considerable relief. It was a great win and I soaked up the glory of our achievement with Pentti's positive endorsement of my co-driving ability ringing in my ears. I had passed my 'trial' with flying colours and my contract was extended to the end of the year.

Our next event was the Circuit of Ireland Rally, held over Easter. In those days, the Circuit was a monster of an event. There were 55 stages, totalling over 600 miles, held over five days throughout the whole of Ireland. It was tough on both the car and crew. It was during this event that I was to witness the other side of Pentti's temperament. He arrived in Belfast in what can only be described as a dark mood. The 'Mintex Pentti' was nowhere to be seen. He was angry about everything and barking orders at everyone within earshot which,

unfortunately, on many occasions included me.

The rally was not good for us, or indeed for some other luminaries on the event. Brookes went off on the first stage, losing five minutes and Mikkola later retired with a broken transmission. We had an axle leaking oil on to the rear brakes for the first few stages and Pentti's mood darkened even further as we lost time. It was being made worse by the fact that Jimmy McRae, our team-mate, was beating us hands down.

Everyone was walking on egg shells and keeping their heads down, trying to avoid Pentti's attention. He called me every name in the book. I was useless, evidently, and everything that was going wrong with the car was my fault. I was a bit distressed about this, because in my view, I was doing exactly the same job as I had done on the Mintex. I was rather taken aback by the previously unseen side (by me, anyway) of my new driver.

Things did improve over the next couple of days though and the mood lightened. He was driving well and we were gaining some of the lost time and lying inside the top five, but Jimmy was still leading.

One particular stage stands out for me. Known as Arigna Mountains, it is one of Ireland's classics. On this occasion, it was over 30 miles long and tackled at night time. It was raining hard, with visibility particularly poor over the mountain top, where thick fog had formed. Pace notes were not allowed and the Irish maps had little or no detail worth trying to read. It sticks in my mind to this day that, over those 30 miles in appalling conditions, four drivers (Mikkola, Alen, Airikkala and Brookes) driving four types of car and, with no pace notes, all recorded a time within four seconds of each other.

On one stage, the only road to the start was completely blocked with cars. It appears that hundreds of spectators had arrived at the stage and parked down one side of the approach road. Others then arrived and parked down the other side. Eventually, late-comers drove all the way to the stage start, between the two rows of parked cars, found they had nowhere to park and left their cars in the middle of the road, completely blocking it. The rally cars had no way of reaching the stage and the co-drivers had to run well over a mile to receive an arrival time. The stage was cancelled so it was the enthusiasts that lost out in the end. Manic.

We arrived at the Killarney rest-halt feeling a bit better with ourselves. Pentti was trying to be apologetic to team members and invited me to go for a sauna. It turned out to be a big mistake – never have a sauna with a Finn. It was bloody hot. Walking down the hotel corridor, Pentti stopped a porter, resplendent in his green jacket, and asked: "Excuse, please, is this real Finnish sauna?" "Ah sure," the little guy replied. "The whole hotel's been finished for four years now..."

Pentti just stared at him.

The rally restarted but, unfortunately, another 30 mile night stage saw our downfall. The stage started in a valley, climbed 15 miles up one side of a mountain and over the top, before running the last 15 miles down the other side. Pentti was, by now, fully back on form and we were absolutely flying.

After a few miles, he said over the intercom: "Mike, get the torch.

"Now shine it on my feet and look at this," he said while still going flat out.

I watched as he pressed the brake pedal – it went to the floor. There was no retardation whatsoever. Under the circumstances, I suggested he might like to slow down.

"It is OK, it is all uphill," he replied.

"Yes, Pentti, but in four miles it all goes downhill," I quipped.

"Ah, you worry too much," he retorted.

Inevitably, it was only a matter of time at

THE EPIC OF THE

Confessions from the co-driver's seat

Airikkala and Nicholson prevailed on the Mintex

this unreduced pace, before we would go off the road, and I had plenty of warning of the approaching accident. The section of the stage was straight, dropping steeply downhill for several hundred yards leading to a tight 90 right bend, which was easily spotted in the lights. Without brakes, there was no possibility of us making the corner and we went straight on, punching through a hedge, with the nose of the Chevette dropping vertically into a small river; some two feet deep. We hung there in our seat belts for a few seconds surveying our situation. It became obvious that there was no way to continue, we were too far off the road.

Suddenly, the car started to shake from side to side and a crescendo of Irish voices told us spectators had arrived. There were scores of them – I had no idea where they'd all come from. They were all shouting instructions but not listening to each other. Some were pushing while others were pulling and chaos reigned, with bits being torn off the car in their efforts to get us back on the road.

"Mike, get out and organise them... you must ORGANISE them," Pentti shouted.

I climbed out and tried to create some sense of co-ordinated action from our willing friends. Unfortunately, it didn't work and they were mortified that their valiant efforts had failed to see us on our way and drowned their sorrows with cans of Guinness. After the stage was closed, they finally managed to pull us back on to the road, with the assistance of a very old and very smoky Land Rover. After a couple of miles however, the Chevette's

engine let go with a very loud bang. The car had spent so much time vertical in the river bed that the oil had siphoned out of the engine and, starved of lubricant, it seized. Not only were we out of the rally, we now had no working engine to get us back to Belfast. For me, it was a sad end to a rather strange rally.

However, some of our new spectator friends were not finished with us. Four of them had been following us in their old battered Morris Marina. They saw our predicament and offered to give us a tow. Pentti fancied a visit to a decent nightclub, so they agreed to take us to a hotel in Dublin, then collect us the next morning and tow us back to Belfast.

We called the team on the radio, told them of our arrangement and released our service crew to support Jimmy, who was still leading the event overall. We met one of the chase cars and collected our overnight bags.

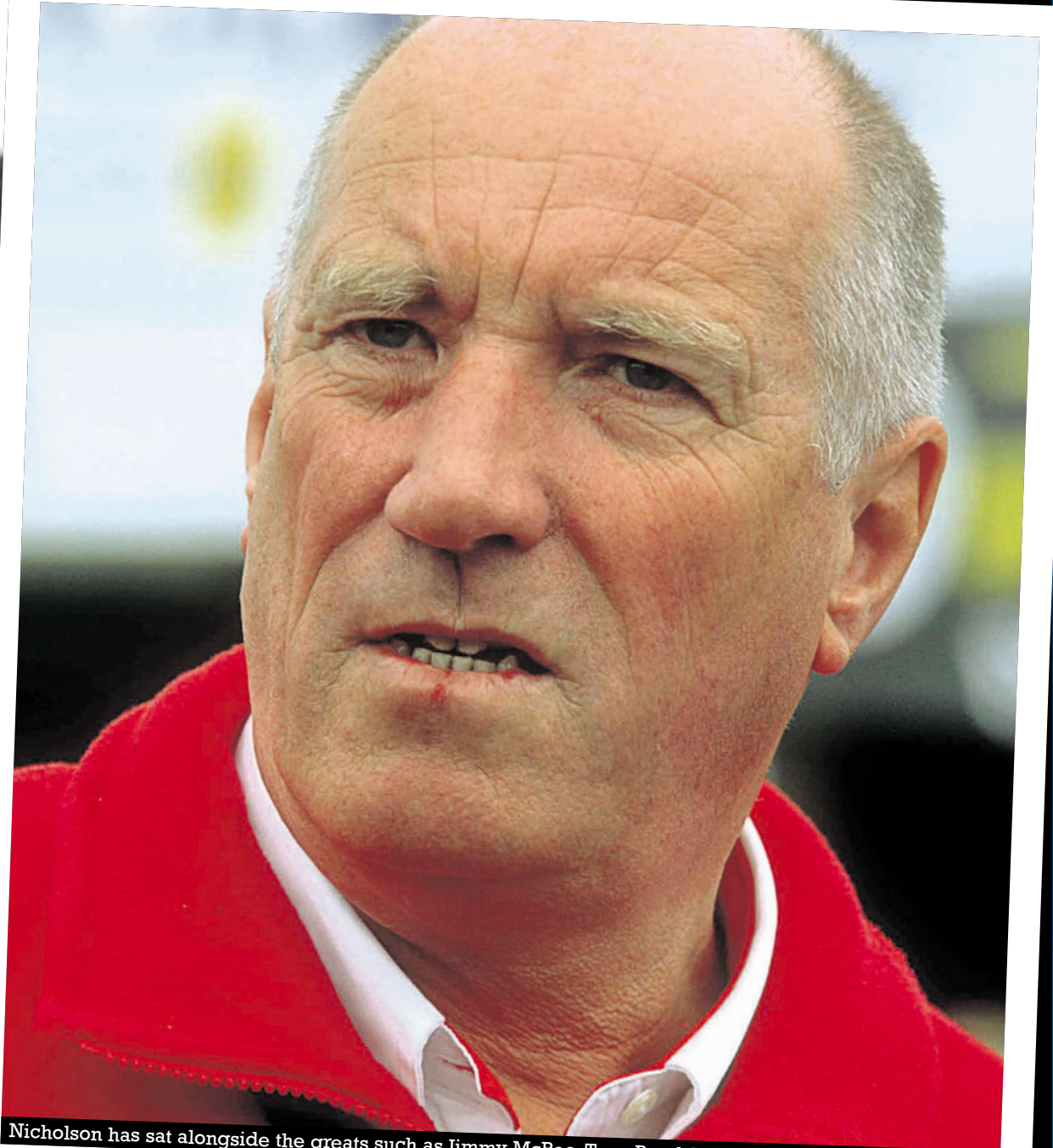
The next morning, our newly appointed 'service crew' turned up at our hotel as promised in their bright yellow, hand-painted Marina. They had brought a new tow rope – the one used the previous night had been a bit on the short side. The new rope was much longer, too long in fact, but they didn't want to cut it, so we set off now travelling some considerable distance behind the tow car and into what was to become a most hilarious journey to Belfast. We had no way of communicating with the lads in the Marina who, it turned out, were not familiar with Dublin. They often forgot we were there as they went the wrong way

around roundabouts and the wrong way down one-way streets. We could do nothing but sit there behind them, helpless and in tears of laughter, and go wherever they took us.

At one point, we even set off the wrong way down a dual carriageway. It took them a few hundred yards to realise their mistake and they carried out a swift U-turn. This was fine for the Marina, but the steering lock on the Chevette was such that we couldn't make the manoeuvre in one attempt. So, three lads jumped out and pushed us back to enable our three point turn to be completed, accompanied by horn-blowing and shouts from other road users. They gave us a big grin and a thumbs up and we set off again at considerable speed. They were fantastic lads and loving every minute of their time towing a superstar rally driver and his rally car behind them. However, the journey wasn't without its dangers. On several occasions they pulled out to overtake slower vehicles and they misjudged the performance of their underpowered engine, just pulling back in time to avoid traffic coming the other way. This left us still alongside the vehicle being overtaken and facing head on into oncoming traffic. It was hilarious and we laughed until our sides hurt.

Miraculously, we arrived in Belfast in one piece. We parked the 'dead' Chevette in the hotel car park and took the four lads out for a well-deserved meal. They flatly refused payment for fuel costs, insisting they had enjoyed the time of their lives. Irish spectators are the salt of the earth! ■

BUCK BRISH



Nicholson has sat alongside the greats such as Jimmy McRae, Tony Pond, Terry Kaby and Pentti Airikkala



Finnish legend Airikkala: rapid



Nicholson enjoyed most of his time with Pentti Airikkala

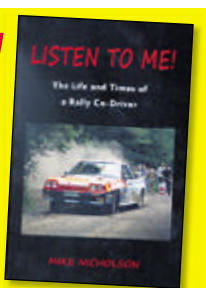


The Chevette was a handy bit of kit in the 1978 season

MIKE NICHOLSON – LISTEN TO ME!

Mike Nicholson is a respected former rally co-driver who competed in Europe and in the UK for over 35 years, reaching the pinnacle of the sport. He partnered some of the most famous rally drivers of the time, including Jimmy McRae, Tony Pond and Pentti Airikkala. In this book, Nicholson lifts the lid off the glamorous side of rallying as he recalls the highs and lows of his career from the 1970s, through to his heyday winning the National Rally Championship and the British Open Rally Championship. Priced at £8.99.

FOR INFORMATION visit www.mikenicholson.info



KX BTCC RACE GUIDE

3-4 August Snetterton

“ We’re entering the second half of the year and getting near the point where we will open up applications for next season’s KX Akademy. This is when the guys already on the programme can really stamp their authority on things.

Some of them have had bad luck and now is the time for a fresh start.

They’ve had the summer break so they can get their preparation right and show what they can do.

For the Akademy members who have made a good start, now is the time to kick on and really see if they can clinch their championships.

It’s the same for Sam Tordoff and myself. Croft wasn’t the best weekend for the KX Momentum Racing team, but

the MG6 proved quicker in the wet than they have done before and we had a great Snetterton test last month. We’re ready to go.

As ever, I’ll be part of the KX Question Time on Saturday evening, so please come along and ask us some questions. We’ll be giving out prizes for the best ones so see you there! ”

JASON PLATO



“ For the frontrunners, now is the time to kick on and clinch the championships ”



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www.kxakademy.com

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BTCC with MG KX Momentum Racing



SAM TORDOFF

After a fine start to his British Touring Car career Sam Tordoff

had a difficult weekend last time out at Croft.

A curtailed free practice session and car issues meant he qualified eighth. He managed to finish seventh in race one before a wet tyre choice allowed him to run second to KX Momentum Racing team-mate Jason Plato early in race two. But the track dried and both fell down the order.

The third race was promising, with Tordoff charging through from row 11 to seventh in the wet.

"Croft was the first time Saturday

didn't go well," said Tordoff.

"I didn't get enough time in the car before qualifying and didn't feel comfortable.

"I was pretty happy with race one, and then in race two the wet tyre choice let us down. I agreed with it and for the first lap it looked right, but in hindsight it was wrong.

"Race three was great. It was my first time in the wet and to come through, set fastest lap, and finish on Jason's tail was a good confidence boost."

The MG6s subsequently dominated the BTCC tyre test at Snetterton and Tordoff is confident heading in to this weekend. "There was loads more left in the tank," he said. "I'm quietly

confident it'll be an Oulton Park-style weekend and the Hondas won't be able to touch us.

"Snetterton has always been good

to me. I won there in Clios and last year I took two wins in Porsches. The first BTCC win is definitely getting closer."

"I am confident that the Hondas won't be able to touch us"

Sam Tordoff



Renault Clio Cup with KX Racing with SV



STEFAN HODGETTS

Stefan Hodgetts continued his fine recent Renault Clio Cup

form at the Croft event last month. He qualified third and then finished second in the opening race, holding a jostling pack of the Renault tin-tops behind him after a tough race.

Things went even better in the second encounter, Hodgetts taking on race one winner Josh Files and coming out on top. The day was made even stronger for KX and the Scuderia Vittoria squad when fellow Akademie member Ant Whorton-Eales battled to second and kept Hodgetts under pressure in the closing stages.

"It was a really good win for us," said Hodgetts, who is now fourth in the Clio Cup standings. "We weren't quite quick enough for Croft, even though the results were good, so we've now got a new engine and the team has worked hard to make a few

changes for Snetterton.

"The one-two was absolutely fabulous for the team and KX. My main focus is what I'm doing, but I'd rather have my team-mate finish behind me than anyone else."

Hodgetts is also a fan of the new Snetterton 300 circuit and believes he will be on the pace as he strives to catch Clio Cup points leaders Files, Paul Rivett and Alex Morgan. "I'm looking forward to it," added Hodgetts. "I didn't look forward to Snetterton before but the new 300 circuit is one of the most technically challenging tracks in the country."



ANT WHORTON-EALES

Ant Whorton-Eales had high hopes ahead of this season after

an encouraging 2012, but things haven't gone his way. A car-breaking Thruxton crash hurt his challenge, but Croft was more successful. He qualified in seventh position, which

is where he finished in race one, then made progress later on to finish on the tail of winner Stefan Hodgetts.

"We've had some bad luck - three DNFs didn't help - but we got back on track with second at Croft," said the 19-year-old, who is tenth in the Clio Cup standings.

"It also helped the team to have the three of us up there. If you can keep up or can edge towards Stefan you're doing really well.

"I don't treat him any differently as a team-mate. Another lap or two and maybe I could have tried a move."

Whorton-Eales has given up on his title aspirations and is focusing on race wins at Snetterton. "We were nearly on pole there last year so we're expecting to have a good weekend," he added. "It's not about the championship any more so now we've got to try and win every race and do as well as we can."



MIKE BUSHELL

Mike Bushell hasn't experienced the best of luck since joining

the KX scheme at the Oulton Park round and Croft also proved tough.

"It was the first time I'd even walked around Croft and in testing I was close to Stefan Hodgetts, but in qualifying we had an electrical gremlin," explained Bushell. "I gained good ground on the first lap but then the electrics packed up.

"It was a real shame because after the pace on Friday I thought we could have qualified in the top three."

Bushell's fortunes appeared to improve in race two. After starting on row six he charged through to fifth, but was then penalised for missing the chicane and relegated to eighth.

"It was one of those first lap things where everyone was getting pushed out and I made the most ground out of it," reckoned Bushell. "I still put on a show - battling in the top five and setting fastest lap."

Snetterton is Bushell's last scheduled race with KX and he is hoping to go out on a high. "I was in the top ten with our own private car last year, so with the team behind me I should be right up there," he added. "I'd like to give a sign of what I can do and show KX were right to select me."

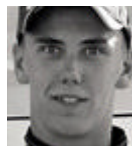


"Snetterton is a proper challenge"

Stefan Hodgetts



Porsche Carrera Cup with Team Parker Racing



DAN LLOYD

Sometimes things just don't go your way. That was certainly true of Dan Lloyd in the

Porsche Carrera Cup outings over the Croft weekend.

Having qualified third, things looked good and Lloyd challenged points leader Michael Meadows early on in race one. But contact resulted in the Team Parker machine dropping to the back, from where Lloyd could only recover to sixth.

Things were even worse in the second event. A chain reaction

behind title contender Dean Stoneman caused a multi-car accident in which Lloyd was involved. He failed to finish and is now 46 points behind in the title fight.

"Croft was a nightmare," said the 21-year-old. "In the first race I had a coming together with Michael - it was a racing incident - and I ended up sixth.

"In race two it all kicked off and several cars were taken out. Our race pace is always stronger than our qualifying pace so it was a shame I didn't get to have a go."

Lloyd nevertheless believes

the Snetterton event should be a different story and is still pushing to try and catch Meadows. "I qualified sixth there last year, with a mistake, and my team-mate Sam Tordoff cleared off in the races," recalled

Lloyd. "Team Parker Racing has a good set-up round there.

"It's not over yet and it's quite close between the top three or four so it's not like anyone can take it easy."



Ginetta GT Supercup with JHR



TOM INGRAM

Tom Ingram had a truly remarkable weekend in the Ginetta GT Supercup at Croft. Not only did he qualify on pole by an almost unprecedented 0.7 seconds, he then went on to win all three races and now leads the championship by 102 points.

After outpacing rival Carl Breeze in race one, he led Rob Boston home next time out in a KX and JHR one-two. A fine early push from sixth in

the reversed-grid race then netted Ingram the hat-trick.

"It's probably my best weekend in a race car," said the 19-year-old. "We've really managed to nail it and get the car to a good place. To start from sixth in race three and be in the lead by the end of lap two shows we've finally perfected my starts, which were atrocious before."

Despite his big points lead, Ingram is not yet ready to back off. "It can all change quickly in

the championship, so we're going to keep pushing," he added. "It's a fantastic position to be in. Carl has had a problem for a little bit of time and I expect that will be sorted now.

"We had an engine blow while I was leading at Snetterton last year, but we had a lot of pace so we'll be looking for wins."

up spot before taking a solid sixth in the finale.

"We were unlucky in qualifying," reckoned Boston. "In practice we were joint fastest with Tom, but in qualifying I got traffic, then there was a red flag, and then we had a dribble of rain. I think it'd have been quite different if I'd got qualifying right like Tom did.

"I was pleased with the decisive overtaking, especially on Carl Breeze. I'd been timid earlier in the year because of the budget and this time I had to get stuck in."

With promises of continuing his new aggressive style, Boston is set to improve on his sixth place in the Ginetta GT Supercup standings. He hopes he can challenge Ingram at Snetterton this weekend. "The pace is there or thereabouts," he said. "Tom is in the zone so if we can keep up with him it'll be good. I know the place pretty well."



ROB BOSTON

Croft was another promising weekend for Rob Boston, but the man himself believed even more was possible.

Boston felt qualifying should have been better, but lined up sixth, from which he had to work hard to make places. He nevertheless managed to come through to third in race one and went one better in the second encounter. He beat reigning champion Carl Breeze to the runner-

Things are hotting up! On and off the track

Round 6 of the British Touring Car Championship takes place at Snetterton with Jason and the KX Academy drivers looking to turn up the heat on the competition.

Want to add some fire to your day? KX is letting two new flavours loose to set your taste buds alight; **Fiery** and **Red Berry Still** along with their **sugar free** counterparts. What more could you ask for?

Scorching flavours to match what is sure to be a scorching

weekend of racing.

It's also the time for 2014 **KX Academy** application submissions so if you think you've got the same fire in you that pushes drivers like our current crop, visit the KX Academy website and submit your application.

The new **Fiery** and **Red Berry Still** flavours are available at Tesco stores and Tesco Petrol Filling Stations so grab both of them today.



3-4 August Snetterton



“ I loved the old Snetterton so much and, while most of it has been retained, I don't like Coram now. The old one was mega.

That said, I do like the circuit. All the infield section is quite a test – it's

difficult to put the lap together. It's a challenge and we all like a challenge.

I'm really confident this weekend. I think we've got a good set-up and we got through almost all our programme with different settings

at the test last month. We've got a really good understanding of our car there and with our traction we should be quick in the infield. I'm looking forward to it – I think we'll have pace-setting speed.”

4 AGOSTINI
2nd gear, 50-60mph

It feels quite a bit quicker than Montreal. It's quite a good overtaking opportunity because you've got the tricky Palmer beforehand

5 HAMILTON
4th gear, 90mph

I want to know when someone takes it flat because I'll go and watch – it'll be a big crash. It's impossible! It's quick and easy to run out of road on the exit

6 OGGIES
2nd gear, 45-55mph

It's very bumpy on the brakes and difficult to get the car stopped and settled. You've got to leave a little in the braking area to leave something in the left-front tyre for Williams

7 WILLIAMS
4th gear, 100-110mph

Williams is crucial for lap time because of the Bentley Straight. You snatch fifth gear just on the exit and it's very easy to damage the tyre on the exit kerb

8 BRUNDLE/NELSON
2nd gear, 45-55mph

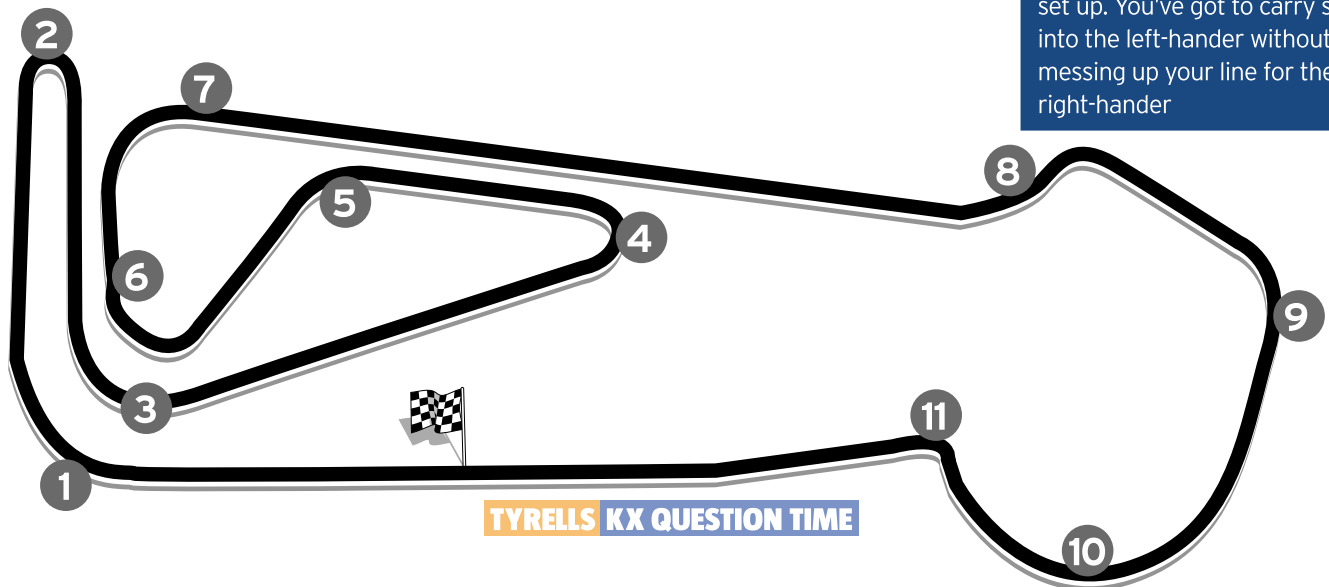
After all the years I've been going to Snetterton – since 1990s – I'm still not 100 per cent sure of the correct technique. You approach at 145mph and have to brake while turning. There are lots of ways to attack and it depends how your car is set up. You've got to carry speed into the left-hander without messing up your line for the right-hander

3 PALMER
4th gear, 80mph

I really like this corner. The car will be loose there and it's quicker than it looks. It's very difficult to get it perfect

2 MONTREAL
1st gear, 40-50mph

It's a reasonable overtaking possibility but you can defend. It's tricky picking a braking point and very easy to make a mistake. In qualifying it's easy to lose a tenth there



TYRELLS KX QUESTION TIME

1 RICHES
5th gear, 110-115mph

Riches is a tiny dab on the brakes and it's a difficult corner. There's not a usual apex and you aim the car into no man's land. You've got to carry a lot of speed and commit. You never know you've got it right until you're through it

11 MURRAYS
2nd gear, 40-50mph

It's an uphill straight after Murray's so it's a really crucial corner for lap time. The car's got to be well planted before you get there

10 CORAM
5th gear, 100-110mph

You're gently on the brakes at first, then harder as you get to Murray's. You're never driving the car properly, you're waiting

9 BOMB HOLE
5th gear, 95-100mph

It's a lift and in qualifying it's half a lift. It's a great challenge and is a corner that wants to suck you in early. Again, it's very easy to run wide and get dust on your tyres, which can cause problems when you get to Coram

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PROFILE: ALEX VASSALLO

PREPARING FOR THE TOP

How one young driver is laying the foundations for a professional driving career in world rallying

BY JAMES BOLTON
NATIONAL RALLYING
EDITOR



The Junior 1000 rally championships are extremely competitive. Only one-litre cars are used and they have relatively simple mechanicals. The emphasis is on equality of machinery so that talent can show through.

The series operate solely on airfields around the United Kingdom and Ireland. The lack of road sections means drivers as young as 14 years old are allowed to enter the events.

The formula is clearly working, and there is one young peddler whose talent is coming to the fore. His name is Alexander Vassallo, from Hexham, near Newcastle, and he's 15 years old. Last year he won the Kick Energy British Junior F1000 championship and he won every round of the Brick and Steel Junior Ecosse Challenge.

This year it's more of the same: Vassallo heads the British series and has won all three of the Ecosse events. Like many young competitors, he isn't totally sure why he's winning so often. "Normally I attack stage one, I go fairly hard early on before everyone else learns the circuit," he says. That allows him to build an advantage that isn't easily surmounted: "I'm into my second year of competing in the Juniors now and it's nice to see everybody developing as drivers. I won the first stage I ever competed in by 1m 20s but that gap's closed down, the others are pushing me."

Vassallo's skill has been developed from an early age. He started karting at nine years old and stumbling across his dad Peter's rally trophies triggered something in his mind. "Dad hadn't told me he used to rally, probably to save himself some money," quips Vassallo. "Then I found an old promotional DVD of his. When I watched it I loved the look of rallying and I said to dad, 'I want to be a race driver some day'."

His dad wasn't the only influence on his ambitions: "My dad



Alex Vassallo and co-driver James Ford have dominated in the Juniors

was friends with Colin McRae and they often went out to dinner together. He was such an inspirational person and that's contributed to me wanting to get to the top.

"I did chat to Colin as a youngster but I don't remember exactly what he said. I imagine I told him that one day I'd like to drive his Subaru Impreza or be as good as him."

But there's a huge gulf between McRae's achievements and where Vassallo is now. For any young driver, the first question has to be, do you really want to sacrifice and commit to getting to the top?

"I'm not going to dumb it down, my aim is to be World Rally champion," he states. "I wouldn't do the Juniors if I didn't want to be world champion. I want a professional long-term career in motorsport."

The second, much more difficult, question is how to get there. Vassallo knows that in rallying experience is key. While circuit racers may get close to their potential at perhaps 25 years old, experience counts for more in

rallying and so picking the right path through myriad championships across not just Britain but Europe too is a challenge.

"The plan was to go to Latvia next year," says Vassallo. In Latvia drivers can start driving on the roads at a younger age, giving a couple of years advantage over their rivals.

"But we've heard the junior scene isn't as competitive any more so I think we'll do the Juniors here for a third year. There are a few paths to get to the top after that. We're looking for the best path, the British Rally Championship would be brilliant but at the minute we need to think about the budget.

"We're rallying all over the country and it's very expensive. In the meantime we'll do a lot of testing, pretty much every weekend. I've even gone to the Teeside Autodrome after school. That's been a big place in my development. It's very friendly there and everyone lets the youngsters chat to them and pick up tips on driving."

The Vassallos are also keen to give Alex experience of driving more

powerful machinery when they have an opportunity.

"I started with a Group N Fiesta at 11," says Alex. "I started breaking it through over-driving so dad invested in a Super 1600 Puma, the one that François Duval had taken a category win on the Monte Carlo Rally with. I used that until I was 14 and then I got the Citroën C1 for the Juniors.

"I've also driven a Group N Subaru Impreza and a full-spec Group N Mitsubishi Lancer E10 in Iceland. I really enjoyed that experience and I've also driven an older-shape Impreza on ice.

"That was for my 12th birthday and that week brought me on as a driver massively. I would love to go there again in a more modern car to see how they compare. Ice shows all your weaknesses straight away. If you run wide then the snow thrown up by your studs stays on line and when you next go through you go off because the snow fills the tyre tread and you lose grip."

But for now the main focus is on winning the Junior championships for the second year in a row, and making the most of being in the MSA Academy.

"I'm getting used to driving the car in event situations," says Vassallo. "It's important to be in a competition because that's when you learn how to fight for those extra one or two seconds, and how to deal with pressure. I've got a great co-driver in James Ford. We've sat together for three events and I hope we'll do the whole season together.

"The Juniors also teaches you how to set-up the car and how to adapt to the car you're using. I meet the MSA Academy guys maybe once a month for fitness training and to get sponsorship advice, it's not just on track stuff but off-track things too. I've realised how important the off-track things are to being a professional." ■



Vassallo carries a broken bike

Even a shunt can't halt the will to win

Alex Vassallo competes in a variety of sports. While rallying is his number one focus, he can't help but try to win every race he enters. This was apparent when he hauled his broken bike to the finish line in a cycle race in May.

"It was the Tour of Durham and our school had a race before," says Alex. "It was the first time I'd raced my road bike on a sprint course. After 100m I was pumping my legs and the chain snagged and off I went to the left, so I threw myself to the right to balance the bike but I was off and onto the Tarmac.

"I got up straight away not realising I'd cut my face and arms.

"The wheel was bent so I threw the bike over my shoulder and ran the other 900m. I was so glad I did. It showed me that if you're determined in sport then anything can happen.

"I had a rally two days later, the Lawrence Landfill Dale Stages. It was uncomfortable in my race suit because I was still a bit raw but I won SS1 and then the gearbox linkage broke on SS2. I was stuck in fourth and in a 1000cc car fourth is really an optional extra. It was very hard to get out of corners. We were two minutes down by service but in the afternoon we made up 1m 20s to finish fourth."



Vassallo has taken titles in England and Scotland

RACING RESULTS ROUND-UP

SILVERSTONE: HSCC SILVERSTONE CLASSIC BY PAUL LAWRENCE

PRE '66 GT

JULY 26/28

Photo: Steve Jones

INSIDE LINE

Lotus drivers Andrew Hibberd and Sam Wilson overcame usual **Formula Junior** pacesetter Jon Milicevic's Cooper to share Peter Arundell Trophy honours. Milicevic moved to the front of race one after passing fast-starter Michael Hibberd, but could not shake off his rival. They swapped places several times and were joined in the closing stages by Wilson. A Milicevic mistake at Brooklands allowed Hibberd to lead a Lotus one-two.

The same trio battled again in the second encounter, with Wilson edging clear as Hibberd beat Milicevic for the runner-up spot.

Historic FF1600, making its first Classic appearance, provided similar wheel-to-wheel action, but not at the front. Callum MacLeod made the most of fast-starter Michael Mallock holding up Sam Mitchell to open up a decisive lead in race one. The Merlyn racer did it again on Sunday as Mitchell unsuccessfully tried to fight off the attentions of Callum Grant.

It looked as though soloist Oliver Bryant's Lotus 15 would win the **Stirling Moss Trophy** event when the Gary Pearson/Carlos Monteverde Lister Jaguar developed a misfire. But things changed when Chris Ward jumped into the Lister Costin started by John Young. Ward ate into Bryant's lead and fell just two seconds short.

It was a similar story in the **Woodcote Trophy** event. Gary Pearson's Jaguar D-type held a seven-second lead over Andrew Smith's Cooper Jaguar when he handed to brother John. He then shadowed Smith's co-driver John Young until Ward – driving the C-type started by Young – moved into the frame. Often lapping two seconds or more faster than the rest, Ward was waved past by Young, but was 0.4s shy of Pearson at flagfall.

Robert Kellow



Nic Minassian thrilled fans in the glorious 1991 Jaguar XJR-14

Andy Priaulx (BMW 1800 TiSA) battled the Lotus Cortinas of Phil Keen and Richard Meaden in the early stages of the **U2TC** race. Meaden made it through before handing over to Grant Tromans but by then Simon Hadfield had lapped fast enough in the Cortina started by Leo Voyazides to take victory.

Hadfield and Voyazides successfully teamed up again in the **FIA Historic Masters Sports Cars**. Voyazides ran in the top four during his stint before a fast stop gave Hadfield the lead, which he extended. Suspension problems for Tromans/Martin Stretton and a spin by Oliver Bryant allowed Steve Tandy into second, while Gary Pearson and Monteverde took a popular third.

Voyazides needed no help from Hadfield or pit stops to take two wins in the **Trans-Atlantic tin-tops**. Keen pressured Voyazides in race two before his Falcon wilted, leaving Henry Mann to secure a brace of seconds.

Gary Pearson and Jackie Oliver did manage to beat the Voyazides/Hadfield combo in the **RAC TT**. Voyazides fell around a minute behind Pearson's Ferrari 250 SWB before handing his Aston Martin DP212 to Hadfield. Hadfield rose to second.

Julian Bronson and Jason Minshaw proved the class of the two **HGPCA** fields. Bronson's Scarab twice fought off Tony Wood's TecMec in the pre-1961 split, while Minshaw also doubled up despite race two errors.

Michael Lyons was won both the **Historic F1** and **F5000/F2** contests, taking doubles in RAM Williams and Lola T400 respectively.

Sportscar star Nicolas Minassian was even more dominant in the single **Group C** race, thrashing the field and the lap record on his first outing in a Jaguar XJR-14.

What should have been a stunning hour-long pre '66 GT race in evening sunshine on Saturday turned into a soaking wet 45-minute affair in gathering gloom as heavy rain fell.

But that didn't dampen the spirits of brothers John and Gary Pearson who topped a field of quality and quantity in John's Jaguar E-type.

However, even two such accomplished racers enjoyed a sizeable slice of good fortune as pit stops, safety cars and terribly slow backmarkers influenced the final result in a race that ran its first two laps behind the safety car.

The qualifying pace-setting TVRs of the McInerney family and Mike Whitaker struggled in the conditions. Meanwhile, Graeme Dodd sliced into the lead once the pack was released, driving beautifully in Martin Melling's E-type. Behind Dodd, a mighty pack battled for second as Whitaker fought to fend off Leo Voyazides (AC Cobra), John Pearson, Sean McInerney and Martin O'Connell (E-type).

The defining moment came when the safety car was scrambled towards the end of lap six to deal with several cars off at Becketts. Pearson reacted

TAILENDERS RUIN EPIC GT SHOWDOWN



The Pearsons pierced the gloom for a battling win

quickly and dived into the pits for the driver change. A lap later just about the whole field pitted, but Gary Pearson was now at the head of the safety car queue. Behind him was the tardy MGB of Paul Latimer/Johan Denekamp which never caught up with the safety car and bottled the rest of the field up, 15 second adrift of Pearson. When released, the pack had

RACE DATA

1 John Pearson/Gary Pearson (Jaguar E-type) 13 laps in 45m 31.77s (62.23mph); 2 Leo Voyazides/Simon Hadfield (AC Cobra) +13.070s; 3 Ed Morris (Lotus Elan); 4 Ludovic Caron (AC Cobra); 5 Oliver Bryant (AC Cobra); 6 Graeme Dodd/Jason Minshaw (Jaguar E-type); 7 Keith Ahlers/Billy Bellinger (Morgan Plus 4 SLR); 8 Carston Le Blanc (AC Cobra); 9 Nigel Greensall (Porsche 911); 10 John Young (Porsche 911). Fastest lap: Voyazides 2m 58.40s (73.43mph). Pole position: Sean McInerney/Mick McInerney (TVR Griffith) 2m 24.92s (90.39mph). Class winners: Morris; Ahlers/Bellinger; Greensall; Adrian van der Kroff/Alasdair McCaig (Morgan Plus 4); Jarral Venables/Nick Wigley (Milano GT). Starters: 55.

Wrathall makes it a double top for Vauxhall

Tim Harvey rolled back the years by blasting into the lead of the first Super Touring race in his Labatt's-liveried Ford Sierra RS500, but it was a current star who ultimately prevailed.

Harvey shot by slow-starting polesitter Patrick Watts to head all the Super Tourers early on. The 1992 champion was then given a breather when Watts, right behind in his Peugeot 406, crashed at Copse on lap two with cold rear tyres. The turbo Ford soon started overheating and fell prey to the S2000 Alfa Romeo of Neil Smith, Stewart Whyte's Honda Accord and the Vauxhall Cavalier of Frank Wrathall. Whyte dived by Smith for the

penultimate lap, but when Smith tried to return the favour at the same place on the final tour, contact was made. Both continued, only for Whyte to throw his chances away at Becketts with a spin. Smith held off Wrathall to cross the line first, only to be excluded for his part in the Brooklands incident.

Harvey thus took second behind Wrathall, as RS500s finished two-three-four, but his engine had cried enough. "Bless it," said Harvey. "It's as it was in the day and it was overheating very early on." Like Watts' 406, the car wouldn't be seen in race two. Poleman Wrathall held off

just four laps to run. Pearson was able to maintain his advantage as even the talent of Simon Hadfield in the Voyazides Cobra, could not make up for the MGB-induced penalty.

Pearson and Hadfield had half a minute over everyone else and it was an inspired performance by Ed Morris that claimed the final podium position when he wrestled his Lotus Elan ahead

of the Cobras of Ludovic Caron and Oli Bryant. The Dodd E-type paid for staying out too long, though Jason Minshaw then took it from 24th to sixth in four.

Star performances came from less powerful cars: Keith Ahlers and Billy Bellinger finished seventh in their Morgan Plus 4 SLR and both Nigel Greensall and John Young drifted two-litre Porsche 911s into the top ten.



SUPER TOURING TROPHY

Set-up work helped Wrathall to a race two victory on the road

Simon Garrad's early RS500 attack on Sunday and quickly built a five-second lead while Whyte tore through the pack. Once into second the Honda started edging towards the Cavalier, but Wrathall was able to respond and crossed the line 6.2s ahead.

"Yesterday we weren't quick enough and third was what we deserved," admitted Wrathall. "We made some changes

overnight and found some time. This was a true win and I didn't make a mistake."

Race one retiree Dave Jarman (Nissan Primera) and Smith – despite a spin – worked their way through the field, but ran out of laps to prevent Garrad completing the podium. Jarman secured fourth by passing Smith on the final tour.

Robert Kellow

RESULTS

Peter Arundell Trophy for Historic Formula Junior: 1 Andrew Hibberd (Lotus 22) 9 laps in 21m 22.350s (91.71mph); 2 Sam Wilson (Lotus 20/22) +0.540s; 3 Jon Milicevic (Cooper T59); 4 David Methley (Brabham BT6); 5 Michael Hibberd (Lotus 27); 6 Peter Morton (Lightning Envoyette). FL: Wilson 2m 20.382s (93.32mph). PP: Milicevic 2m 21.989s (92.77mph). CW: Hibberd, John Chisholm (Gemini Mk 3A), Stuart Roach (Alexis Mk2), Crispian Besley (Cooper T56), Patrick Barford (EFAC Stanguellini), Greg Thornton (Cooper T52). S: 54. **Race two:** 1 Wilson 9 laps in 21m 31.367s (91.07mph); 2 A Hibberd +2.590s; 3 Milicevic; 4 Methley; 5 Murray; 6 M Hibberd. FL: Wilson 2m 21.159s (92.81mph). PP: Milicevic. CW: Wilson, Andrew Wilkinson (Lynx T3), Ray Mallock (U2 Mk2), Andrew Taylor (Cooper T56), Thornton, Mauro Poponcini (Cooper T76), Barford. S: 54.

Balvenie Trophy for Historic Formula Ford: 1 Callum MacLeod (Merlyn MK20) 9 laps in 21m 17.171s (92.08mph); 2 Sam Mitchell (Merlyn MK20) +4.931s; 3 Benn Simms (Jomo JMR 7); 4 Callum Grant (Merlyn MK20a); 5 Darwin Smith (Smith Ford Special); 6 James Buckton (Elden Mk8). FL: MacLeod 2m 20.298s (93.38mph). PP: MacLeod 2m 19.806s (93.71mph). S: 49. **Race two:** 1 MacLeod 9 laps in 21m 14.290s (92.29mph); 2 Grant +6.028s; 3 Mitchell; 4 Simms; 5 Michael Mallock (Mallock Mk9); 6 William Nuthall (Jamun T2). FL: MacLeod 2m 20.559s (93.21mph). PP: MacLeod. S: 48.

Stirling Moss Trophy for Pre '61 Sports cars: 1 Oliver Bryant/Grahame Bryant (Lotus 15) 20 laps in 50m 02.792s (87.16mph); 2 Andrew Smith/Chris Ward (Lister Costin) +2.013s; 3 Philip Walker/Danny Wright (Lotus 15); 4 Jason Minshaw/Jon Minshaw (Maserati T61); 5 Gary Pearson/

Carlos Monteverde (Lister Jaguar Knobly); 6 Paul Woolley (Cooper Monaco). FL: Smith/Ward 2m 24.233s (90.83mph). PP: Bryant/Bryant 2m 23.882s (91.05mph). CW: Bryant/Bryant, Smith/Ward, Keith Ahlers/James Bellinger (Lola Mk1 Prototype), Philip Champion/Sam Stretton (Lotus X1 Le Mans), Malcolm Harrison/Patrick Rowley (Rejo Mk3), Gordon McCulloch (Maserati 200S), Jim Tester (Jaguar XK120). S: 37.

Sir John Whitmore Trophy for Under Two-Litre Touring Cars: 1 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina) 19 laps in 50m 07.068s (92.68mph); 2 Richard Meaden/Grant Tromans (Ford Lotus Cortina) +21.042s; 3 Mark Jones (Ford Lotus Cortina); 4 Jackie Oliver/Richard Shaw (BMW 1800 TiSA); 5 Andy Priaulx/Richard Solomons (BMW 1800 Ti); 6 Shaun Lynn/Andrew Haddon (Ford Cortina). FL: Meaden/Tromans 2m 33.920s (85.11mph). PP: Voyazides/Hadfield 2m 33.157s (85.54mph). CW: Voyazides/Hadfield, Oliver/Shaw, Jason Stanley/Nick Swift (Austin Mini Cooper S). Paul Hocking/Stefano Proietti (Fiat Abarth 1000TC Corsa). S: 50.

Royal Automobile Club Woodcote Trophy for Pre '56 Sports Cars: 1 Gary Pearson/John Pearson (Jaguar D-type) 23 laps in 1h 00m 02.874s (83.55mph); 2 John Young/Chris Ward (Jaguar C-type) +0.429s; 3 Andrew Smith/John Young (Cooper Jaguar T33); 4 Frederic Wakeman/Patrick Blakeney-Edwards (Cooper T38); 5 Carlos Monteverde/Gary Pearson (Jaguar D-type); 6 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S). FL: Young/Ward 2m 31.635s (86.40mph). PP: Pearson/Pearson 2m 31.294s (86.59mph). CW: Pearson/Pearson, Young/Ward, Friedrichs/Hadfield, John Uze/Nick Wigley

(Cooper Bristol), Mark Midgley/Chris Woodgate (Aston Martin DB3). S: 41.

Royal Automobile Club Tourist Trophy for Historic Cars (Pre '63 GT): 1 Gary Pearson/Jackie Oliver (Ferrari 250 SWB) 18 laps in 47m 30.398s (82.82mph); 2 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DP212) +13.544s; 3 James Cottingham/Jeremy Cottingham (Jaguar E-type); 4 Paul Drayson/Martin Stretton (Aston Martin DB4 GT); 5 Nick Naismith (Aston Martin DB4); 6 Carlos Monteverde/Gary Pearson (Aston Martin DB4). FL: Friedrichs/Hadfield 2m 30.326s (87.15mph). PP: Friedrichs/Hadfield 2m 30.191s (87.23mph). CW: Pearson/Oliver, Friedrichs/Hadfield, Naismith, Nigel Winchester/Charles Mallard (Ginetta G4), Bill Wykeham/John Emberson (Morgan +4 Supersports). S: 47.

Trans-Atlantic Touring Car Trophy: 1 Leo Voyazides/Simon Hadfield (Ford Falcon) 8 laps in 20m 15.419s (85.98mph); 2 Henry Mann (Ford Mustang) +16.662s; 3 Mike Gardner/Phil Keen (Ford Falcon Sprint); 4 Rob Hall/Ben Hall (87.15mph). PP: Voyazides/Hadfield 2m 30.191s (87.23mph). CW: Pearson/Oliver, Friedrichs/Hadfield, Henderson/Henderson, Desmond Small/Rob Huff (Austin Mini Cooper S). S: 46. **Race two:** 1 Voyazides/Hadfield 8 laps in 20m 18.312s (85.78mph); 2 Mann +16.324s; 3 Wills/Panayiotou; 4 Bill Shepherd (Ford Galaxie); 5 Hall/Hall; 6 Michael Steele/Roger Buxton. FL: Voyazides/Hadfield 2m 31.199s (86.65mph). PP: Voyazides/Hadfield. CW: Voyazides/Hadfield, Nick Swift (Mini Cooper S), Henderson/Henderson. S: 48.

Super Touring Car Trophy: 1 Frank Wrathall (Vauxhall Cavalier) 9 laps in 20m 38.250s (94.98mph); 2 Tim Harvey (Ford Sierra RS500 Cosworth) +23.699s; 3 Craig Davies (Ford RS500); 4 Simon Garrad (Ford RS500); 5 Keith Butcher (Nissan Primera GT); 6 Jan Bot (BMW E30 M3). FL: Stewart Whyte (Honda Accord) 2m 14.668s (97.28mph). PP: Patrick Watts (Peugeot 406) 2m 14.271s (97.57mph). CW: Wrathall, Harvey, Butcher, Bot, Ric Wood (Ford Capri), Max Goff (BMW E30 M3), Andy Woods-Dean (Honda Civic Type-R). S: 27. **Race two:** 1 Wrathall 8 laps in 18m 07.934s (96.06mph); 2 Whyte +6.214s; 3 Davies; 4 Dave Jarman (Nissan Primera ST); 5 Neil Smith (Alfa Romeo 156 S2000); 6 Alvin Powell (Ford Mondeo). FL: Wrathall, Whyte, Davies, Wood, Steve Dymoke, Nick Swift (MG Metro Turbo). S: 24.

Peter Gethin Trophy for Formula 5000 and Formula Two Cars: 1 Michael Lyons (Lola T400) 11 laps in 21m 53.321s (109.50mph); 2 Lee Dwyer (March 782) +31.773s; 3 Neil Glover (Lola T330/332); 4 Paul Campbell (Chevron B34); 5 Philip Gladman (Chevron B34D); 6 Mark Dwyer (March 742). FL: Lyons 1m 57.663s (111.34mph). PP: Lyons 1m 55.575s (113.35mph). CW: Lyons, Gladman, M. Dwyer, Paul Drayson (March 712). S: 26. **Race two:** 1 Lyons 11 laps in 21m 49.683s (109.80mph); 2 L. Dwyer +35.888s; 3 M. Dwyer; 4 Jamie Brashaw (March 782); 5 Campbell; 6 Drayson. FL: Lyons 1m 57.760 (111.25mph). PP: Lyons. CW: Lyons, M. Dwyer, Drayson, Matthew Dunne (March 80A), Adam Simmonds (Lola T142). S: 23.

Jim Clark Trophy for HGPCA Pre '66 Grand Prix Cars: 1 Jason Minshaw (Brabham BT4) 4 laps in 9m 26.490s (91.97mph); 2 Jonathon Hughes (Cooper T53) +0.777s; 3

Peter Horsman (Lotus 18/21 P1); 4 John Harper (Brabham BT4); 5 Nick Fennell (Lotus 25 R5); 6 Andy Middlehurst (Lotus 25 R4). FL: Horsman 2m 20.002s (93.58mph). PP: Minshaw 2m 20.492s (93.25mph). CW: Minshaw, Hughes, Fennell, Andrew Smith (Cooper T43), Alex Morton (Lotus 21 952), Eddie McGuire (Lotus 16 362). S: 40. **Race two:** 1 Minshaw 9 laps in 21m 05.943s (92.90mph); 2 Miles Griffiths (Cooper T51) +17.810s; 3 Hughes; 4 Horsman; 5 John Harper (Brabham BT4); 6 Middlehurst. FL: Minshaw 2m 18.678s (94.47mph). PP: Minshaw. CW: Minshaw, Griffiths, Middlehurst, Smith, Bussey, S: 36.

Froilan Gonzalez Trophy for HGPCA Pre '61 Grand Prix Cars: 1 Julian Bronson (Scarab Offenhausen) 9 laps in 22m 29.933s (87.12mph); 2 Tony Smith (Ferrari 246 Dino 0007) +15.086s; 3 Tony Wood (Maserati TecMec); 4 Michael Steele (Connaught C type C8); 5 Fred Harper (Kurtis 500); 6 Rod Jolley (Lister Jaguar Monanapolis). FL: Philip Walker 2m 27.048s (89.09mph). PP: Wood 2m 26.429s (89.47mph). CW: Bronson, Harper, Nick Finburgh (Cooper-Bristol MK1 8/52), Allan Miles (Maserati 250F CM7), Michael Gans (ERA R18), John Bussey (Cooper T43), Steve Jewell (Bugatti T35B), Richard Pilkington (Talbot T26). S: 35. **Race two:** 1 Bronson 9 laps in 22m 14.858s (88.10mph); 2 Wood +1.487s; 3 Jolley; 4 Harper; 6 Steele. FL: Bronson 2m 26.477s (89.44mph). PP: Bronson. CW: Bronson, Jolley, Miles, Bussey, Alberto Scuro (Cooper-Bristol MK2 4/53), Wolfgang Friedrichs (Aston Martin DBR4), Brian Maile (Cooper T41), Pilkington. S: 29.

FIA Masters Historic Sports Cars Championship: 1 Leo Voyazides/Simon Hadfield (Lola Mk3b) 22 laps in 50m 04.095s (95.84mph); 2 Steve Tandy (Lola T70 Mk3b) +33.924s; 3 Carlos Monteverde/Gary Pearson (Porsche

Class Group C: 1 Nicolas Minassian (Jaguar XJR-14) 21 laps in 43m 15.344s (105.89mph); 2 Gareth Evans (Mercedes C11) +1m 48.191s; 3 Steve Tandy (Nissan R90CK); 4 Aaron Scott (Spice SE86); 5 Adrian Watt (Spice SE89); 6 David Mercer (Spice SE90). FL: Minassian 1m 46.712s (122.77mph). PP: Minassian 1m 46.428s (123.10mph). CW: Minassian, Evans, Scott. S: 20.

FIA Masters for Historic Formula One Cars: 1 Michael Lyons (RAM Williams FW07) 11 laps in 21m 20.387s (112.31mph); Joaquin Folch (Brabham BT49C) +20.534s; 3 Christophe D'Ansembourg (Williams FW07C); 4 Richard Meins (Williams FW07D); 5 Manfredi Rossi di Montelera (Brabham BT42); 6 Ian Simmonds (Tyrrell 012). FL: Lyons 1m 53.861s (115.06mph). PP: Lyons 1m 53.786s (115.14mph). CW: Lyons, Rossi di Montelera, Simmonds, Patrick D'Aubrey (Tyrrell 012), Gary Culver (Tyrrell 012), Roger Wills (March 701). S: 33. **Race two:** 1 Lyons 10 laps in 20m 37.981s (101.22mph); 2 Folch +25.462s; 3 Steve Hartley (Arrows A4); 4 Rossi di Montelera; 5 D'Ansembourg; 6 Simon Fish (Ensign N180). FL: Lyons 1m 53.993s (114.93mph). PP: Lyons. CW: Lyons, Rossi di Montelera, D'Aubrey, Rob Garofall (Shadow DN9-A), Katsu Kubota (Lola Mk 72), Culver. S: 33.

AND THE WINNERS ARE...

Frank Wrathall
Super Touring
Trophy

Tristan Cliffe
MSV F3
Cup



Josh Barnett
Champion of
Brands FF1600

Henry Curtis
Trackday
Trophy

Tomlinson/Simpson
MSA British Endurance
Championship



BRANDS HATCH: MSVR BY BRIAN PHILLIPS

JULY 27/28

INSIDE LINE

Friday night's weather forecast would have made Noah worry about getting the ark finished in time, but in fact Brands escaped with only a shower which delayed Saturday's **F3 Cup** race for a tyre change. When the race started the sun shone and the track was drying. Tristan Cliffe, Louis Hamilton-Smith and Alice Powell circulated together without changing places and a red flag brought an early halt with a car off at Surtees.

Alex Craven leapfrogged Powell into third with a very prompt getaway on Sunday. Cliffe completed a winning double, passing Hamilton-Smith on lap three and heading into the distance.

Josh Barnett celebrated his return to the track with a comfortable **Champion of Brands** victory. Noel Dunne had a lonely run to second place and Gaius Ghinn was third. After threatening Ghinn, Mike Gardner lost two places on the final lap.

Six **SPED Euroseries** cars didn't justify a single one-hour race, nevermind the two provided by the weekend's programme. Tom Bradshaw, sharing with Dan Gibson, drove clear in race one after passing the Julien Schell/Niki Leutwiler car.

Bradshaw took the opening stint in race two and pulverised the opposition, enabling Gibson to cruise gently towards the flag. That was the theory, but confusion reigned when the leader stopped as his alternator failed on what would have been his last lap. Schell/Leutwiler were waved off the track after completing the same lap, so the order did not change.

Henry Curtis comfortably beat a 40-plus **Trackday Trophy** field in his Peugeot, but a late caution period closed up the next four cars. Perry Winch took full advantage, snatching second in his Clio on the last lap. The Christopher Hoey/Darren Langeveld Clio, victim of a wild overtaking attempt early on, moved up the order to take third.

Antony Sidney-Wollett and Darren Goes took turns leading the first half of the **Team Trophy** race but the Caterham had the best of the pit stops and Sidney-Wollett's co-driver JJ O'Malley drove nearly 30s clear. Goes and his Leon were left to fend off the Richard Preece/James Reed Ginetta G20 for second.

BRDC FORMULA 4



Graham (centre) took his first win of 2013 in race two

FITTIPALDI FOLLOWS IN SOME ILLUSTRIOUS WHEEL TRACKS

The BRDC Formula Four Championship produced two more first time winners on its second visit of the year to Brands Hatch and the first outing on the full Grand Prix layout.

Jake Dalton came to Kent as the points leader but had a disappointing weekend with a fifth place as his best result.

Pietro Fittipaldi became the ninth different winner in an opening race which featured multiple changes in the closing laps. The Brazilian teenager celebrated victory 44 years after grandfather Emerson enjoyed his first European success on the Kent track.

Pole man Jake Hughes dominated, leading until half a lap from the end when a hard to trace fuel pick-up or electrical

fault crippled his car and allowed Fittipaldi, Seb Morris and Charlie Robertson to pass. This was a lucky podium for Robertson, who covered the closing stages with his car stuck in fifth gear.

Matt Bell headed the next group until a clout from behind under braking for Clearways spun him through the gravel trap and down the order. Jack Barlow took over fifth place, followed by Dalton, Matthew Graham and Raoul Hyman, who thus earned pole position on the partially reversed second race grid.

Overnight set-up changes didn't help Hyman's pace. He was passed for the lead by Graham on lap four. Graham became the tenth different winner this year Hyman

bottled up all the rest until Barlow found an opening heading into the final lap. Hughes, Dalton, Morris, Ross Gunn and Fittipaldi, who made no progress from his eighth place start, all queued behind the South African Hyman. Bell's weekend went from bad to worse with a heavy shunt out in the country.

The weekend's fastest race lap earned pole for Jake Hughes in the third outing, and he never looked like being beaten. He won by 1.9s, but it looked impressive nonetheless.

Diego Menchaca was delighted with his first podium in second place, with a clear advantage over Graham. Morris, James Fletcher, Barlow and Gustavo Lima followed in a closely matched bunch.

RACE DATA

1 Pietro Fittipaldi (MGR Motorsport) 14 laps in 20m 39.378s (98.95mph); **2** Seb Morris (Hillspeed) +2.133s; **3** Charlie Robertson (HHC Motorsport); **4** Jake Hughes (Lanan Racing); **5** Jack Barlow (Sean Walkinshaw Racing); **6** Jake Dalton (MGR Motorsport); **7** Matthew Graham (Sean Walkinshaw Racing); **8** Raoul Hyman (HHC Motorsport); **9** Ross Gunn (Motionsport); **10** Matt Bell (Matt R Bell Racing Team). Fastest lap: Hughes 1m 26.785s (100.93mph). Pole position: Hughes 1m 26.745s (100.98mph). Starters: 21.

Race two: **1** Graham 14 laps in 20m 42.050s (98.73mph); **2** Barlow +2.365s; **3** Hyman; **4** Hughes; **5** Dalton; **6** Morris; **7** Gunn; **8** Fittipaldi; **9** Struan Moore (Hillspeed); **10** Diego Menchaca (MGR Motorsport). FL: Dalton 1m 27.083s (100.59mph). PP: Hyman 1m 27.662s (99.86mph). S: 21.

Race three: **1** Hughes 14 laps in 20m 47.12s (98.33mph); **2** Menchaca +1.910s; **3** Graham; **4** Morris; **5** Fletcher; **6** Barlow; **7** Gustavo Lima (HHC Motorsport); **8** Luke Williams (Chris Dittman Racing); **9** James Greenway (Frank T Greenway Racing); **10** Hyman. FL: Fittipaldi 1m 27.785s (99.78mph). PP: Hughes 1m 26.745s (100.98mph). S: 21.

MSA BRITISH ENDURANCE CHAMPIONSHIP

Ginetta boss Tomlinson and Simpson vanquish the rapid Vantage

The British Endurance Championship's halfway event attracted a fairly modest entry but produced a race full of incident. Lawrence Tomlinson took time off from his day job running Ginetta to steer one of his own creations to victory, supported by Mike Simpson.

Boosted by teams seeking experience of the GP loop before the upcoming flagship British GT round, the race had 18 starters, but just ten of them were eligible for championship points.

Tom Onslow-Cole took pole in a Vantage GT3 he would share with Paul White and Aston Martin MD John Gaw, while Tomlinson's G55 was 16th with throttle

sticking problems. Onslow-Cole was ahead until he stopped on lap 47, but the action was soon interrupted when Witt Gamski's Ferrari and Anthony Reid's Chevrolet collided at Clark Curve and partially blocked the track. Emergency vehicles occupied the rest of the road, bringing the race to a temporary standstill behind the safety car. Not long after the resumption Mike Millard spluttered into the pits with the Rapier, which burst into flames.

A second caution period when Rob Smith's Straga stopped on the circuit brought a rash of pit visitors, but Onslow-Cole continued until nearly half distance

before allowing the Ginetta into the lead.

The Paul Bailey/Andy Schulz Aston was a strong tip for victory until Schulz took a short cut to the pits when a rear wishbone broke. This let Javier Morcillo/Manuel Cintrano up into fourth place with their Mosler as the leading championship points scorers.

A lap 85 pit stop dropped the Ginetta to third, but then Schulz had his problems and the leading Vantage, Gaw at the wheel, needed a splash-and-dash which left it a minute behind Simpson. Lee Mowle and Joe Osborne brought their Z4 into third, and Anthony Mott/Peter Cook had a good first race in an Audi R8, taking fifth place.

KIRKISTOWN: 500MRCI RESULTS

HRCA Historics: 1 Jackie Cochrane (Sunbeam Tiger) 16 laps; 2 David Kelly (Crosslé 9S) +8.089s; 3 Bernard Foley (MGB GT); 4 Mark Russell (Jaguar XJS); 5 Garth Maxwell (MGB GT); 6 David Moloney (MG Midget). FL: Cochrane 1m 02.813s (86.654mph). **Race two:** 1 Cochrane 15 laps; 2 Kelly +8.352s; 3 Foley; 4 Russell; 5 Maxwell; 6 Moloney. FL: Cochrane 1m 02.800s (86.562mph).

Irish Touring Car Championship: 1 Erik Holstein (BMW M3) 16 laps; 2 David O'Brien (BMW M3) +24.359s; 3 Owain Drought (Honda Integra); 4 Jason Hughes (Honda Civic); 5 Norman Fawcett (Honda Civic); 6 Ian Radford (Honda Integra). FL: Holstein 1m 02.067s (87.696mph). **Race two:** 1 Holstein 15 laps; 2 Drought +35.172s; 3 Fawcett; 4 Radford; 5 Anthony Murtagh (VW Corrado); 6 Mark Keane (Honda Integra). FL: Holstein 1m 02.004s (87.785mph).

Roadsports: 1 Jim Larkham (Radical PRO6) 16 laps; 2 Mark Campbell (Radical Prosport) +2.667s; 3 Paul Conn (Crosslé 47S); 4 John Benson (Crosslé 37S); 5 Alan Davidson (GMS Honda); 6 Jack Boal (Locost Honda). CW:

1m 14.001s (73.553mph). **Race two:** 1 Dylan Curley 8 laps; 2 Sophie Byrne +4.660s; 3 Mulholland; 5 Sheane; no other finishers. FL: Curley 1m 12.192s (75.736mph).

Irish Touring Car Championship: 1 Erik Holstein (BMW M3) 16 laps; 2 David O'Brien (BMW M3) +24.359s; 3 Owain Drought (Honda Integra); 4 Jason Hughes (Honda Civic); 5 Norman Fawcett (Honda Civic); 6 Ian Radford (Honda Integra). FL: Holstein 1m 02.067s (87.696mph). **Race two:** 1 Holstein 15 laps; 2 Drought +35.172s; 3 Fawcett; 4 Radford; 5 Anthony Murtagh (VW Corrado); 6 Mark Keane (Honda Integra). FL: Holstein 1m 02.004s (87.785mph).

Roadsports: 1 Jim Larkham (Radical PRO6) 16 laps; 2 Mark Campbell (Radical Prosport) +2.667s; 3 Paul Conn (Crosslé 47S); 4 John Benson (Crosslé 37S); 5 Alan Davidson (GMS Honda); 6 Jack Boal (Locost Honda). CW:

Larkham and Davidson. FL: Larkham 1m 01.455s (88.569mph). **Race two:** 1 Larkham 16 laps; 2 Campbell +3.378s; 3 Conn; 4 Davidson; 5 Boal; 6 Trevor Allen (Striker Honda). CW: Larkham and Davidson. FL: Larkham 1m 00.570s (89.863mph).

Formula Ford 1600: 1 Ivor McCullough (Van Diemen RF00) 21 laps; 2 Niall Murray (Van Diemen RF99) +4.538s; 3 Jonny McMullan (Mondiale M89S); 4 David McCullough (Van Diemen RF00); 5 Adrian Pollock (Van Diemen DP08); 6 Neville Smith (Ray BR07). CW: McCullough, McMullan, Mike Todd (Mondiale M84S), Ryan Templeton (Crosslé 32F). FL: Kevin O'Hara (Van Diemen DP09) 1m 01.570 (88.404mph).

Formula Shane: 1 Brian Hearty 16 laps; 2 Robbie Allen +5.889s; 3 Kevin Sheane; 4 John Linnane; 5 Richard Kearney; 6 Jennifer Mullan. FL: Hearty 1m 01.110s (89.059mph).



Jim Larkham took the Roadsports honours both times

KNOCKHILL: SMRC RESULTS

KMSC Alfa Scio Classics: 1 Tommy Gilmartin (Morgan +8) 12 laps in 12m 14.227s (74.80mph); 2 Willy Toye (Triumph TR8) +1.006s; 3 Keiron Ballie (Ford Escort RS); 4 Richard Merrell (Alfa Romeo Giulia GT); 5 Steve Uphill (Ford Fiesta); 6 Grant Allan (Lotus 7 S4); no other finishers. FL: Gilmartin 59.266s (77.22mph). PP: Toye 59.670s (76.70mph). S: 8. **Race two:** 1 Toye 12 laps in 13m 08.883s (69.62mph); 2 Ballie +0.455s; 3 Merrell; 4 Uphill; no other finishers. FL: Toye 1m 03.215s (72.39mph). PP: Gilmartin. S: 4. **Anticlockwise:** 1 Jimmy Crow (Ford Escort) 12 laps in 15m 02.760s (60.83mph); 2 Merrell +29.822s; 3 Uphill; 4 Allan; 5 Toye; 6 Ballie. FL: Crow 1m 11.903s (63.65mph). PP: Crow 1m 12.839s (62.83mph). S: 6. **Race two:** 1 Crow 10 laps in 11m 56.761s (63.852mph); 2 Toye +0.768s; 3 Ballie; 4 Allan; 5 Uphill; 6 Merrell. FL: Crow 1m 08.208s (67.099mph). PP: Crow. S: 6.

KMSC Modified and Open Saloons and Sports: 1 Roddy Patterson (Caterham) 12 laps in 11m 51.539s (77.185mph); 2 Bill Henderson (Radical)

+1.160s; 3 Peter Cruickshank (Fiesta ST); 4 Aiden Moffat (Mini Cooper); 5 Tim Sleigh (Mini Cooper); 6 Craig Noble (Mini Cooper); 7 Fiona Wallace (Mini Cooper); 8 Guy Johnston (Mini Cooper); 9 Duncan Langeron (Fiesta XR2); 10 Barry Holmes (Fiesta XR2). FL: Henderson 53.455s (85.617mph). PP: Patterson 54.901s (82.362mph). S: 11. **Race two:** 1 Charlie Shaw (Ford Focus) 12 laps in 11m 01.015s (83.084mph); 2 Patterson +4.559s; 3 Henderson; 4 Cruickshank; 5 Moffat; 6 Langton; 7 Sleigh; 8 Wallace; 9 Noble; 10 Johnstone. FL: Shaw 51.462s (88.933mph). PP: Patterson. S: 11. **Anticlockwise:** 1 Moffat 10 laps in 11m 45.640s (64.859mph); 2 Sleigh +1.717s; 3 Johnstone; 4 Noble; 5 Langton; 6 Holmes; 7 Wallace; 8 Shaw; no other finishers. FL: Shaw 1m 02.310s (73.45mph). PP: Shaw 1m 04.722s (70.713mph). S: 8. **Race two:** 1 Moffat 10 laps in 11m 26.979s (67.740mph); 2 Sleigh +0.030s; 3 Noble; 4 Johnstone; 5 Langton; 6 Holmes; 7 Wallace; no other finishers. FL: Noble 1m 06.318s (69.011mph). PP: Moffat. S: 7.

RACING RESULTS ROUND-UP

SNETTERTON: MSVR BY LEWIS BEALES

JULY 27

Endurance racing is all about strategy and taking two left-side tyres when Bradley Smith exchanged with Lewis Plato allowed the former to eat into James Abbott's advantage in the extended **Radical** feature race.

"We made up 18 seconds by not changing tyres but it wasn't enough," reflected Radical marque boss Phil Abbott, his son's engineer for the day.

The race started with an optimistic Marcel Marateotto trying to make up places at the opening corner only to fall to the back of the grid, which left Peter Bamford to lead in a similar SR8.

However, an engine problem meant the early leader slipped down the order which promoted single-seater ace Jake Dennis, in his first sportscar race, to the lead. The newcomer was quickly demoted by Plato and the recovering Marateotto.

Bamford was the first to head for the pits but the team couldn't cure the problem.

Marateotto was next in to swap with Paul Thomas, who received a drive-through penalty for a refuelling infringement (as did frontrunner Rob Wheldon).

In the second hour Plato led Dennis and Abbott with the leader first to exchange with Smith while Ian Forsyth couldn't maintain his team-mate Dennis' pace and slipped down the order.

Abbott emerged from his stop with an advantage but was powerless to halt the rapid Smith's advances.

Alex Kapadia, in for Tom Jordan, was heading for third until a pit stop to top up the coolant was required, which allowed Tom Ashton, having exchanged with Peter Belshaw, to complete the podium. A late

SMITH AND PLATO PREVAIL



Photo: Ollie Read

Smith and Plato fought back to top Radical field

charge by Wheldon took him past Forsyth for fourth.

There was little to choose between Ben Miloudi and Tim Probert in the opening **Formula Vee** event with the pair swapping the lead until the latter parked on the final lap with smoke pouring from his engine.

Having replaced the dip stick prior to race two, Probert quickly moved onto the tail of Miloudi and Daniel Burton.

Burton grabbed the lead on lap three but it only lasted two corners until he was unseated. Probert then led but spun it away at the Esses on the penultimate lap of the

race. That handed the victory to a rather surprised Miloudi.

While the Caterhams of Kevin Williams and Anthony Bennett fought over the lead of the **Sportscar** race, all eyes were on Marcus Bicknell, who had stalled at the start. Once underway he scythed through the field to snatch the lead but did bump Bennett into a spin at Oggies.

It took a while before Bicknell could put the rampant Caterhams in their place with a pass at Agostini on Williams securing the Mallock driver his second victory. Bennett fell away in third while Steve Everson faded

in the final stages allowing Gary Fincham to take the position.

Karl Cattliff dominated the first **Saloon** race while Ross Makar was relieved of second place by Brian Bransom, recovering from a poor start. However a power steering failure slowed Bransom and Makar reclaimed his place while Eliot Dunmore completed the podium.

Cattliff eased to a second victory while Julian Newman stole second with a great pass at Turn Three on the final lap from Makar, but the MG racer held off Bransom to salvage third.

RESULTS

Radical feature race

1 Bradley Smith/Lewis Plato (SR3) 63 laps in 2h 00m 04.184s (93.46mph); 2 James Abbott (SR3) +12.978s; 3 Peter Belshaw/Tom Ashton (SR3); 4 Aaron Bailey/Rob Wheldon (SR3); 5 Iain Forsyth/Jake Dennis (SR3); 6 Marcel Marateotto/Paul Thomas (SR8); 7 Tom Jordan/Alex Kapadia (SR3); 8 Roger Green/Martin Short (RXC); 9 Rob Almond/Stuart Moseley (SR1); 10 Colin Noble Jr (SR3). Fastest lap: Oli Hancock (SR8) 1m 48.091s (98.88mph); Pole position: Peter Bamford (SR8) 1m 49.424s (97.67mph). Class winners: Marateotto/Thomas, Green/Short and Almond/Moseley. Starters: 13.

Summer Vee

1 Ben Miloudi (Ray Bowles) 9 laps in 20m 12.539s (79.33mph); 2 Daniel Burton (AHS Challenger) +10.607s; 3 Peter Andrews (Sheane) 4 Sam Engineer (Ray Bowles); 5 Antony Mitchell (Ray Bowles); 6 Chris Wilscher (Sheane W4B); 7 Dave Harridge (Maverick); no other finishers. FL: Miloudi 2m 12.314s (80.77mph). PP: Miloudi 2m 13.957s (79.78mph). S: 8.

Race two: 1 Miloudi 9 laps in 20m 20.764s (78.79mph); 2 Tim Probert (Storm) +20.767s; 3 Andrews; 4 Engineer; 5 Mitchell; 6 Wilscher; no other finishers. FL: Probert 2m 12.417s (80.71mph). PP: Miloudi. S: 8.

Summer Sports Car

1 Marcus Bicknell (Mallock Mk 35EB) 10 laps in 20m 30.510s (86.85mph); 2 Kevin Williams (Caterham R400) +4.295s; 3

Anthony Bennett (Caterham R300); 4 Gerry Fincham (Caterham R400); 5 Clive Young (Crossle 9S); 6 Simon Oakley (Lotus Elise); 7 Graeme Foley (Lotus Elise); 8 Stephen Mansell (Caterham 7); 9 Eamonn Ledwidge (Crossle 9S); 10 David Strike (MGB GT). FL: Bicknell 1m 58.633s (90.09mph). PP: Bennett 2m 01.697s (87.82mph). CW: Williams, Young, Oakley, Strike and John Davies (Mazda MX-5). S: 13.

Race two: 1 Bicknell 10 laps in 20m 39.977s (86.19mph); 2 Williams +9.402s; 3 Bennett; 4 Fincham; 5 Steve Everson (Mallock Mk 28EB); 6 Young; 7 Foley; 8 Oakley; 9 Mansell; 10 Ledwidge. FL: Bicknell 2m 00.113s (88.98mph). PP: Bicknell. CW: Williams, Young, Foley, Strike and Davies. S: 12.

Summer Saloon Car

1 Karl Cattliff (BMW M3) 9 laps in 20m 16.603s (79.06mph); 2 Ross Makar (MG ZR) + 30.764s; 3 Eliot Dunmore (BMW 323i); 4 Darren Stamp (BMW E30); 5 Bryan Bransom (BMW E36 Evo); 6 Andy Joss (Renault Clio T12); 7 Andy Wames (VW Golf); 8 Susanna Kenniston (VW Corrado); no other finisher. FL: Cattliff 2m 13.602s (79.99mph). PP: Cattliff 2m 12.782s (80.49mph). CW: Makar. S: 9.

Race two: 1 Cattliff 9 laps in 20m 28.531s (78.29mph); 2 Julian Newman (BMW M5) +5.427s; 3 Makar; 4 Bransom; 5 Dunmore; 6 Stamp; 7 Joss; 8 Wames; 9 Kenniston; no other starters. FL: Newman 2m 14.212s (79.63mph). PP: Cattliff. CW: Makar. S: 9.

ERC: ROMANIA REPORT

Jan Kopecký took another step towards his first FIA European Rally Championship title thanks to a clear victory in Transylvania.

The works Skoda driver capitalised on Craig Breen's absence to pull further ahead of the Irishman in the championship tussle with his fourth win from five starts.

On an event that the Czech likened to the Dakar Rally due to the punishing rocky roads and the high temperatures, the 31-year-old once again underlined his emergence on gravel and the competitive edge – and strength – of his factory Fabia Super 2000 over its rivals. However, there was a period on Friday afternoon when that wasn't quite the case.

Like Bryan Bouffier, Kopecký – who opted to run first on the road to counter the threat of dust on leg one's all-gravel night stage – had been unable to match François Delecour through the 4.29-mile descent of Dobârca.

The 50-year-old, competing in Sibiu for the third time (Kopecký's only previous visit to Romania had been on holiday as a child), made the most of starting third to go 0.2s quicker than Kopecký with Bouffier 3.0s off the pace

and vowing to improve his pace aboard his Peugeot 207 S2000.

Bouffier did just that with the fastest time through the boulder-lined Crint climb as Kopecký's challenged briefly unravelling. "After four miles the powersteering started to work very limitedly," Kopecký explained. "Then three miles from the finish it wasn't working at all."

The championship leader had dropped 13.7s to new leader Bouffier. Delecour admitted he slowed in several places to lessen the puncture risk. But with a service halt in Sibiu up next, salvation was at hand for Kopecký.

"I never gave up, I just had to believe the boys would fix it in service," he said. "When you give up it's finished but when you still have a chance you can still win."

The fight-back was instant with the fastest time by 0.9s through the repeat of Dobârca putting him 10.0s off Bouffier, albeit still in third behind Delecour.

But third would become first by the time the Czech had reached the finish of the second Crint stage, where Bouffier and Delecour both hit trouble.

Bouffier was less than four miles into the 17-miler when his challenge imploded along with several bits of his Peugeot after a suspension top mount gave way.

"The damper was broken and the travel of my suspension was too big and then a driveshaft broke and put a hole in the engine and we lost the oil," said the Frenchman, who was out on the spot.

And the chances of a French win in Romania suffered a further setback when Delecour reached the stage finish with his Peugeot's engine overheating, the result of a water leak.

He was only able to make it back to service, albeit 23.3s behind Kopecký, by depleting his supply of drinking water to top up the lost fluid.

Apart from the day-closing gravel test, which Kopecký tackled on the hard-

Kopecký extended his points lead in the ERC



KOPECKY TAKES THE RIGHT DIRECTION

Skodaman overcomes steering problems to take victory

compound tyres he'd selected for the preceding all-asphalt run, the Skoda man wouldn't lose another stage. Delecour settled for second, mindful of securing the double Romanian championship points on offer, especially after a shock absorber failure caused a puncture on Saturday morning.

Toshi Arai battled illness with third on his first ERC outing of 2013, having started the day trailing locals Dan

Girtofan and Edwin Keleti, who retired when their cars broke.

Kopecký's home round is next, while Breen's not due back until Rally Poland in mid-September. The Peugeot man insists winning the title is not his priority: he might be disappointed if it was.

Results

1 Jan Kopecký/Pavel Dresler (Skoda Fabia 2000) 2h 18m 07.8s; 2 François Delecour/Dominique Savignoni (Peugeot 207 S2000) +3m 12.8s; 3 Toshi Arai/Anthony McLoughlin (Subaru Impreza

R4 STI) +6m 03.6s; 4 Marco Tempestini/Lucio Baggio (Fabia S2000) +7m 33.1s; 5 David Botka/Péter Mihalik (Mitsubishi Lancer E9 R4) +7m 48.3s; 6 Vali Porcisteanu/Dan Dobre (Lancer E10) +8m 39.8s; 7 Jaroslav Orsák/Lukáš Kostka (Lancer E9 R4) +9m 15.6s; 8 János Puskás/Barna Gódor (Fabia S2000) +9m 59.4s; 9 Antonin Tlusták/Jan Škaloud (Fabia S2000) +11m 39.1s; 10 Sebastian Barbu/Horatiu Baltador (Citroën DS3 R3T) +18m 33.0s. **ERC Production Car Cup:** Arai/McLoughlin; **ERC 2WD Championship:** Barbu/Baltador; **ERC Ladies' Trophy:** Molly Taylor (DS3 R3T). **Points:** 1 Kopecký 185; 2 Craig Breen 114; 3 Bryan Bouffier 99; 4 Delecour 75; 5 Jari Ketomaa 39; 6 Freddy Loix 37; etc. **Next round:** Barum Czech Rally Zlin, August 30-September 1.



Delecour settled in second spot

BHRC: HARRY FLATTERS RALLY

Photos: Writtle Photographic

JAMES FLOATS TO EPYNT GLORY

Ford Escort man heads closely matched trio amid the torrents. **By Ian Harden**



A good tyre choice helped James push until the end

Exactly one year after they burst onto the historic rallying scene by winning the Harry Flatters Rally, the Ford Escort Mk2 pairing of Gareth James and co-driver Steffan Evans made a victorious return to the Epynt military ranges.

On a day when sudden heavy downpours put grip at a premium and made correct tyre choice critical, they battled and beat the similar car of Kevin Davies/Eifion Thomas by seven seconds, with Tomas Davies/Den Golding making it an all-Welsh, all-Escort Mk2 top three.

Importantly for James, he took his fourth Category Three (for 1975-'81 cars) win of the year in the Mintex MSA British Historic Rally Championship, consolidating second overall in the eight-round series.

Steady overnight rain created numerous slippery patches on the stages, especially on the blind side of crests. This caused countless 'squeaky bum' moments – as one crew described a lock-to-lock slide because

drivers remained unsighted until they actually hit the troublesome spots.

With their more up-to-date equipment, the Category Three cars fared best and filled the top places overall. James set the early pace with Kevin Davies, in his first Tarmac event of the year, holding off Tomas Davies, and Ernie and Will Graham's BDG-powered Escort Mk2.

By the end of the first loop of three stages James held a four-second lead and had been the only driver in the whole field to break the ten-minute barrier for the long third test. His trouble-free run contrasted with Kevin Davies, who got his car out of shape at Edmonds Bend on stage three. Further down the field, Neil Williams/Eurig Davies's Mk2 was struggling to hold fifth position, being plagued with gearbox problems.

On stage seven a sudden downpour soaked the Tarmac, affecting everyone except the first three cars. While others aquaplaned and struggled in zero visibility – particularly Will Rowlands/Richard Birch, who reported their wipers physically bending due to the amount of rain



Nutt lost out on a Category One win while stuck behind a slower machine

hitting the screen – James, Kevin and Tomas Davies all got a clear run, nearly one minute faster than anyone else. This left the three leaders to fight it out over the last two stages. With another cloudburst hitting the start of the final stage, James's confidence in his tyre choice gave him victory, despite Kevin Davies's final stage charge. Tomas Davies took third, two minutes behind, while Graham got steadily quicker throughout the day to take fourth.

The fight for Category Two (1968-'75 cars) started with the now almost obligatory head-to-head between David Stokes/Guy Weaver and Richard Hill/Pat Cooper. Stokes had the better of his rival in the opening loop, despite losing time with an overshoot on the New Road section. Hill struggled with a gearbox problem. The leading pair also had to watch their backs as they came under pressure from rally returnees Steve Loveridge/Mark Sattin's 1380cc Mini Clubman.

These three crews held close order until, on the seventh stage, the heavy downpour caused Loveridge to aquaplane off into the undergrowth. Then Hill retired with mechanical problems. With his main BHRC rival on the trailer, Stokes chose to back off

over the last two runs to win by 2m 56s from Roger Matthews/Paul Morris's Escort Mk1, whose steady approach in the testing conditions ultimately paid dividends. Wayne Bonser/Richard Aston took third, having slowed to walking pace on stage seven. "Despite the rain, we've still got a working gearbox and an intercom, which we think is a bonus after our early season problems," Bonser reported.

Rikki Proffitt and Phill Harrison won the pre-1968 Category One in their Porsche 911 after another hard battle with Dessie Nutt/Geraldine McBride. Both drivers stopped the clocks only two seconds apart on the opening pair of tests, before Proffitt's car developed a misfire that cost him about 15s on stage three.

Derek Boyd/Graham Wild (Porsche 911) chased the leading pair in the early miles, but when they lost their gears after stage six, Peter Lewis/Alan Jones slotted their venerable Ford Anglia into third. With all to play for over the closing miles, Proffitt managed two clear runs while Nutt got stuck behind a slower car through the penultimate stage. Unable to overtake safely, the Irish driver lost more than ten wseconds and with it went his victory hopes. ■

IN BRIEF



Kevin Davies was a narrow second

King in the rain

Clive King/'Polly' won the Historic rally's National B section, and the latest round of the HRCR Old Stager Clubman's Challenge, bringing their Mini Cooper S home 1m 48.2s ahead of fellow Mini crew Ken Pryce/Don James. King's day included a frightening incident on the rain-affected last stage when he aquaplaned at a corner. Having got away unscathed, his wipers then jammed against the rubber window seal. "Polly had to undo his belts, reach round the side of window and release them," he reported at the finish.

Loveridge's return

Steve Loveridge and Mark Sattin proved to be the early day stars of Category Two, holding third place in their diminutive 1380cc Mini Clubman before being caught out in the deluge on stage seven and sliding off the track into retirement. "It's my first rally for two years, and my first event with Mark for seven seasons. We're really enjoying the return to rallying," he enthused at the second service.

Big issues

Will Rowlands and Richard Birch overcame a seemingly endless succession of problems to bring their Ford Escort Mk2 home sixth in Category Three. First, co-driver Birch was sick several times in the early going – fortunately not in the car. Then, their starter motor broke, necessitating a push start during the middle loop of stages. Their wipers physically bent with the effort of trying to clear water from the screen on stage seven, and finally, they discovered that their engine had been running only at half throttle for most of the day.

Sheep spotters

If the rain had not caused enough problems for competitors, Peter McDowell and Derek Davies encountered a perennial Epynt problem in their Porsche 911. According to McDowell, the pairing had to play a game of "dodge the sheep" on stage three, before the same thing happened again on stage eight. "With where it was standing, I'm sure it was trying to pretend it was a woolly chicane," he said.

Keep it clean

Ford Anglia driver Peter Lewis had his own personal way of quantifying how frightened he was during a 'moment' on the last stage. The car aquaplaned and with an old-style steering box fitted, he had to fight hard for several seconds to regain control. "It's a personal matter between my laundryman and myself as to how nervous it made me," he announced at the finish.



Gareth Thomas won in Class C1

RESULTS

Mintex MSA British Historic Rally Championship, round 6/8, Stephens and George Harry Flatters Historic Rally, July 28

Category Three

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Gareth James/Steffan Evans	Ford Escort Mk2 RS 1800	1h 07m 0.4s
2	Kevin Davies/Eifion Thomas	Ford Escort Mk2	+7.0s
3	Tomas Davies/Den Golding	Ford Escort Mk2	+1m 55.9s
4	Ernie Graham/Will Graham	Ford Escort Mk2	+3m 56.2s
5	Neil Williams/Eurig Davies	Ford Escort Mk2	+4m 04.4s
6	Will Rowlands/Richard Birch	Ford Escort Mk2	+5m 52.6s
7	David Lloyd Rowlands/Dei Jones	Ford Escort	+11m 25.0s
8	Laurence Tysoe/Craig Dolman	Ford Escort Mk2	+15m 07.0s

Category Two: 1 David Stokes/Guy Weaver (Ford Escort Mk1) 1h 10m 50.5s; 2 Roger Matthews/Paul Morris (Escort Mk1) +2m 57.2s; 3 Wayne Bonser/Richard Aston (Escort Mk1 RS 2000); 4 Peter Lythell/Gill Cotton (Porsche 911) 5 Peter McDowell/Derek Davies (911); 6 Scott Smith-Gareth Short (Escort Mk1 RS 1600).

Category One: 1 Rikki Proffitt/Phill Harrison (Porsche 911) 1h 17m 21.1s; 2 Dessie Nutt/Geraldine McBride (911) + 16.9s; 3 Peter Lewis/Alan Jones (Ford Anglia); no other finishers.

RALLY REPORTS



Photos: Songasport and Writtle Photographic

STRAKER BREAKS HIS DUCK WITH EPHYNT WIN



Straker overcame Asphalt champion Cole for victory

Stephens and George Harry Flatters Rally

By Ian Mills

Organiser: Brecon Motor Club **Where:** Epynt, Wales
When: July 28 **Championships:** Welsh National Tarmacadam, King of Epynt, HRC Old Stager **Starters:** 73 **Stages:** 9

Mark Straker and Neil Harrison took a remarkable victory on the Stephens and George Harry Flatters Rally, overcoming four-wheel-drive opposition on a damp and treacherously wet Epynt in their Darrrian. Straker was understandably emotional as he completed the final stage to take his first rally win as a driver. The opening stage of the rally

suggested that it would be the usual battle for the lead as Damian Cole/Jonathan Griffiths (Ford Focus WRC) took fastest time. The REIS Get Connected MSA Asphalt champion maintained his advantage over the next stage but lost ground on the third. At this point Peter Lloyd/Neil James (Subaru Impreza WRC) took their only fastest time of the day and ended the first lap of three stages in the lead. However, Straker was only two seconds behind Lloyd over the stage, the first lengthy one of the day, while Cole couldn't account for losing more than ten seconds to the leaders.

The next three stages were a repeat of the first lap and it was over these tests that Straker made his break. He took fastest time on all three; this included beating the bogey by seven seconds on SS6 and despite having to drive through a heavy downpour on SS5. The Farnborough driver arrived at the lunch halt with a 12s lead over Lloyd, with Cole a further five seconds behind.

Cole made a determined effort to catch the Darrrian over the final three long stages. Despite taking fastest on two of them, he ended the day 23s down and had to be content with the runner-up spot.

Lloyd had planned to attack on the 14-mile long SS7 but the afternoon didn't go to plan. He had to change the engine in the car the day before the event and failed to get on the pace, with an overshoot on the final test. He finished in third.

John Indri had started well, taking fastest time on SS2, and had just been behind the lead battle until he was forced out with a cracked bell housing on his Darrrian after SS6, at which point he was holding fourth.

BRC contender Osian Pryce continued his busy schedule. He took fifth place in his Citroën DS3 R3 and secured the young driver

of the day award. Christopher Jones made a spectacular exit to the rally, rolling his Focus ST between Four Ways Bridge and the Telephone Exchange on SS6.

Results

1 Mark Straker/Neil Harrison (Darrrian T90 GTR) 1h 03m 17.3s; 2 Damian Cole/Jonathan Griffiths (Ford Focus WRC) +23.4s; 3 Peter Lloyd/Neil James (Subaru Impreza WRC); 4 Eian Pritchard/Steve McPhee (Ford Focus WRC); 5 Osian Pryce/Dale Furniss (Citroën DS3 R3); 6 Bob Fowden/Gwynfor Jones (Impreza); 7 Bryan Davies/Alan Lewis (Mitsubishi Lancer EB); 8 Ian Kenwin/Ian Meakin (Ford Escort Mk1); 9 Stevie Leonard/Sion Humphreys (Escort); 10 Dan Taylor/Andie Cornbear (BMW Compact). **Class winners:** 1: Jamie Turner/Georgina Clark (MG ZR); 2: Graham Muter/Steve Hallmark (Escort); 3: Leonard/Humphreys; 3A: Graham Watkins/David Percival (Escort); 4: Pryce/Furniss; 5: Cole/Griffiths; 6: Ceri Jones/Jenny Evans (Ford Escort); 7: Kevin Davies/Nathan Davies (Lancer EB).

Finally, it all comes right for White...

Great Stuff Caterers Imokilly Single Stage Rally

By Brian Patterson

Organiser: Imokilly MC **When:** July 27 **Where:** Cloyne, East Cork **Championships:** Southern Four Rally **Championship Starters:** 104 **Stages:** 3

Clonmel's Roy White, with Coleman Hurley co-driving in his Ford-engined MGS2000, scored a start-to-finish win on the popular Imokilly event.

Frank Kelly and William Hamilton pushed hard throughout the three stages in their Ford Escort Mk2, but couldn't match White's times. Colm Murphy/Don Montgomery also kept the pressure on in their Group N Impreza, but had to be content with third at the finish.

Computer IT specialist White is a former Gp N Irish Tarmac champion, but this was his first outright win. The 38-year-old White has had a trying time with his MG S2000 over the last few years. Even with the experience of engineer Tom Gahan, switching the car to a Ford engine was a matter of trial and error, but it all came good last Saturday.

White said: "I thought the car wouldn't have enough top speed for the stages, but it wasn't like that. There were loads of high-speed corners, plenty of driving. I knew Kelly was coming hard behind me, so I just kept my foot hard on the gas!"

Results

1 Roy White/Coleman Hurley (MG S2000) 30m 15.3s; 2 Frank Kelly/William Hamilton (Ford Escort Mk2) +18.6s; 3 Colm Murphy/Don Montgomery (Subaru Impreza); 4 Eddie Power/Mary Wiley (Toyota Corolla); 5 Wesley Patterson/Alan Whyte (Escort); 6 Ed O'Callaghan/Ger Clancy (Escort); 7 Mike Quinn/Conor Walsh (Escort); 8 Alastair Cochran/Gary McElhinney (Escort); 9 Tom Flaherty/Patrick Curley (Escort); 10 Allen Treacy/Bob Fitzgerald (Corolla). **Class Winners:** 2: Colm Browne/Laurence McGrath (Civic); 3: Stephen Carey/Breda O'Driscoll (Civic); 4: Murphy/Montgomery; 5: Anne Marie O'Driscoll/Anthony O'Driscoll (Peugeot 106); 6: Colin Byrne/Eric Calnan (Citroën C2 R2); 7: Colm Noonan/Paul Bruton (Peugeot 306); 9: Eamonn Barrett/Ger Ryan (Escort); 10: Niall Fitzpatrick/Gary Fitzpatrick (Escort); 11: Vincent McSweeney/Michael Kearney (Civic); 12: Andy Mahon/Andy Donoghue (Escort); 13: Cochran/McElhinney; 14: Kelly/Hamilton; 15: Power/Wiley; 16: Padraig McCarthy/Peter Murphy (Civic); 20: White/Hurley.

Fishleigh doesn't have to go far for glory

Bullwell Boconnoc Motorsport Carnival

By Ian Harden

Organiser: Camel Vale MC, Newquay AC, Plymouth MC, South Hams MC, Truro DMC **Where:** Boconnoc Estate, Cornwall **When:** July 28 **Championships:** South West Clubmans Rally Challenge **Starters:** 44 **Stages:** 13

Devon-based Subaru Impreza pairing Richard Fishleigh and Pete Guymer took victory at the Boconnoc Motorsport Festival, winning by seven seconds after fighting a close all-day battle with Kevin and Charles Tappin's Ford Escort Cosworth.

As in 2012, the lack of length of the stages – each no more than 2.6 miles – made a 'quick out of the blocks' approach essential.

Tappin stopped the clocks fastest on the opening run, with Steve Fuzzeland/Jack Yates-Dale (Subaru Impreza) and Mark Welch/Keith Hounslow (Ford Escort Cosworth) equal third.

Throughout the morning runs Fishleigh and Tappin stayed neck and neck, sharing fastest times while Fuzzeland lost ground on stage four with a spin.

This brought Anton Shaw/Steve Ellis's Escort Mk2 into the reckoning, the two-wheel-drive crew setting a cracking pace on stages five, six and seven, going second fastest overall.

Still clinging tenuously to the smallest of leads, Fishleigh managed to stretch his lead over Tappin by four seconds on stage 11, and this settled the issue as another fastest time, by one second, on the final run confirmed him in top spot.

Behind the leading pair, Shaw took the other podium spot by two seconds from Dan Bedington/Callum Langdon, the Escort crew mounting a late charge to win the two-litre class.

Results

1 Richard Fishleigh/Pete Guymer (Subaru Impreza) 26m 46s; 2 Kevin Tappin/Charles Tappin (Ford Escort Cosworth) +7s; 3 Anton Shaw/Steve Ellis (Ford Escort Mk2); 4 Dan Bedington/Callum Langdon (Escort Mk2); 5 Steve Fuzzeland/Jack Yates-Dale (Subaru Impreza S6 WRC); 6 Martin Waters/Ben Purnell (BMW E30); 7 Andy Phipp/Laura Ball (Ford Anglia); 8 Mark Welch/Keith Hounslow (Escort Cosworth); 9 Oliver Hopkins/Philip Hopkins (Mitsubishi Lancer EB); 10 John Burnell/Ian Hobman (Escort G3). **Class winners:** A: Clive Mitchellmore/Ian Withecombe (Vauxhall Astra); B: Ian Mundell/Dale Gordon (Vauxhall Astra); C: Bedington/Langdon D: Shaw/Ellis E: Fishleigh/Guymer.

Lofthouse nears the Cross Country title

Britpart MSA British Cross Country Championship: Radnor

By Gary Simpson

Organiser: Marches 4x4 **Where:** Radnor, Wales **When:** July 27/28 **Championships:** Britpart MSA British Cross Country, BCCC Trophy/Freelander Challenge **Starters:** 30 **Runs:** 12

Dan Lofthouse stormed to his third win of the year in the Britpart MSA British Cross Country Championship at Radnor Forest last weekend.

Tim Dilworth was quickest on the first run, 22s ahead of Lofthouse, who was suffering from brake problems. Lofthouse clawed back nine seconds over the next two runs but the chance of an event-long battle ended when Dilworth was forced out of the event with engine problems on run four.

At the overnight halt, Lofthouse led by more than three minutes from Toby Jefferson, with Martin Cox in third place.

The opening day's dry and dusty course became slippery and wet for day two after heavy overnight rain but Lofthouse continued to extend his lead and by the finish he was seven minutes up on Cox.

"I thoroughly enjoyed the event," said Lofthouse. "Other than losing the brakes on the first run, we had no problems at all and the course was brilliant. That's three out of three now. One more good result will give us the championship."

Cox moved up from his overnight third place in his GSR 206 E9 while Jefferson nursed his GSR 206 home with mechanical issues. Tom Hipkiss took fourth in his Milner R5 with Paul Myers rounding off the top five in his Land Rover Tornado.

In the Trophy, event Paul Harris won for the second time this season ahead of rival Adam Bridgeman.

Harris said: "We had cooling issues on day one so we had to take the rear bodywork off the



Dan Lofthouse has now taken three wins out of three events

car. Then the starter motor packed up. Fortunately day two was troublefree and we managed to get a valuable win. The course was the best of the season so far."

Nick Lines won the Freelander Challenge with Richard Green winning the Clubman event.

Results

1 Dan Lofthouse/Jonny Koonja (Lofthouse Freelander) 1h 24m 09s; 2 Martin Cox/Paul Carson (GSR 206 E9) +7m 05s; 3 Toby Jefferson/Serena Hollamby (GSR 206); 4 Tom Hipkiss/Rich Hipkiss (Milner R5); 5 Paul Myers/Alistair Myers (Land Rover Tornado); 6 Mike Moran/Tony Coid (AT 4x4 Indy Challenger); 7 Andy Powell/Adrian Griffiths (Simbulghini); 8 Ian Bartlett/Aaron Burch (Bartletts 3M 206); 9 Phil Ibbotson/Wil Jefferson (MG Metro 6R4); 10 Keith Wyld/Sally Ceen (Milner R4).

KARTING ROUND-UP

'Jewiss made sure of Honda Cadet title'
Larkhall race report, below



Photos: kartpix.net

Single-seater aces step back into karts

This weekend's MSA Kartmasters British Grand Prix will be boosted by the addition of some familiar faces as a number of single-seater graduates return to compete at PF International.

Two drivers from this year's inaugural BRDC Formula Four championship will return to their roots to race for the GP Plate. Sennan Fielding will contest the Senior Max category, with Ross Gunn racing in Junior Max.

Fielding began the F4 season with the Douglas Motorsport squad but a crash at Snetterton in June has since restricted his running.

"I'm excited to get back into a kart," Fielding said. "I'll be racing against my older brother Josh for the first time, so it's going to be a real family fight."

Last year's Super One Junior Max champion Gunn is eager to return for a special reason. "After my move to cars this year I've not had chance to race with my number one plate," he said.

The weekend will also be a chance for Ben Barnicoat to race in Senior Max. The event will be streamed live via tvkc.co.uk.

Injured Collard aims for transfer to UK

British KF ace Ricky Collard could well be back at home in the UK as early as this weekend as he continues his recovery from an accident at the CIK-FIA European Championships two weeks ago.

Collard sustained serious injuries including a ruptured lung and broken ribs when Chiesa Corse's Lance Stroll landed on top of his kart (MN, July 24).

The 16-year-old's recovery is going better than expected and his father Rob was hoping for good news from doctors as MN went to press on Monday.

"Ricky's making big leaps forwards," Collard Sr said. "He's now able to be out of bed and is walking around the hospital. He's still linked to various drains but if the CT scan today (Monday) goes well, then they will remove his chest drains. It will then be a matter of three days before he could be back home. It's an excellent recovery."



Collard's bedtime reading

NEW POWERPLANT TO OPPOSE ROTAX

IAME-derived 125cc engine goes up against benchmark

By Russell Hayes

Rotax powered racing could face fresh direct competition next season after the UK's sole IAME importer confirmed its plans to offer an alternative club-based championship.

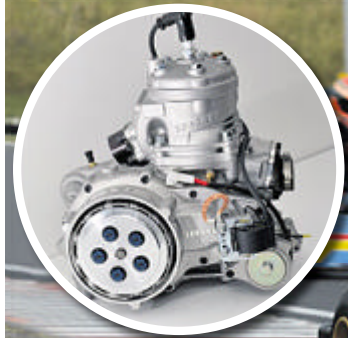
The IAME X30, a 125cc, single cylinder, two-stroke, water cooled engine is being lined up as direct opposition to the Rotax class.

Importer James Mills of JM Racing based at PF International, which also runs the Little Green Man series, confirmed plans had been submitted to the governing Motor Sports Association for homologation. Once given approval, Mills would set up a multi-venue championship.

"This engine is now the modern direct competitor to Rotax," Mills said. "In France, Germany and Spain it has taken over from Rotax. We would introduce a junior and senior class, with the engine remaining the same. The only difference would be the exhaust restrictor. That would make it a budget class and enable us to focus more on club racing.

"We want to build up a stronger base in club racing, as we are finding that Super One can severely affect club grids, so it would be nice to find something which can help to rejuvenate the scene."

Mills said the engine manufacturer had been pressing for the introduction of the engine five years ago. "The market was not ready at that time," he said. "It would have been diluted and the economic climate also wasn't right. People now want an alternative to Rotax, and I believe although TKM is a great class, it's now a step back. There



The new IAME engine (inset) has already undergone test work

has been a ten-year cycle and drivers want something new."

Mills confirmed the new powerplant will not be sealed and will have a similar 50-hour running life to that of a Rotax unit. Karts will also run on MG Vega tyres. "Not sealing it will enable servicing to be done cheaper and keep overall costs down," he added. "The

tyres have the Vega pedigree but are lower cost again.

"Within the MSA application, we have support from various clubs including Rye House, Fulbeck, Trent Valley and Kimbolton. The class will be able to capture Cadet drivers who have raced on the current IAME engine and who will graduate into the senior class."



Rotax karts will have a new rival

SUPER ONE ROTAX REPORT

Sean Butcher and Tom Wood score in Comer Cadets as Alex Quinn is the comeback king at Larkhall

Super One Rotax: Larkhall

By Dave Bewley

Organisers: West of Scotland Kart Club When: July 27/28 Where: Larkhall, Lanarkshire Championship: Super One Rotax/Honda Round: five Starters: 139

An inspired tyre choice paid dividends for championship leader Alex Quinn in the Comer Cadet second final on Sunday as he gained an impressive 16 places to narrowly miss out on the podium.

Quinn's day had begun disastrously when he flipped a chain on the rolling lap of final one. He could only watch on as Sean Butcher took the victory ahead of Oliver York and Tom Wood. But as everyone opted for wets in final two, Quinn gambled on slicks. With the circuit rapidly drying out he quickly made up

places. Although there wasn't enough time to catch race leaders Wood and Butcher, he was delighted to take fourth spot just behind Will Pettitt.

Kiern Jewiss made certain of this season's Honda Cadet title with one round still remaining when he finished second behind Mark Kimber in final two.

Jewiss had been forced to settle for third spot in final one after being overtaken by Tom Canning and Kimber.

The MiniMax class produced a double victory for old hand Connor Hall, with Tom Gamble finishing behind him in both races. Last year's Cadet champion Dean MacDonald was on a brand new Kosmic kart for the AIM Motorsport team. He finished a fine third in the second of the finals.

Nathan Aston appeared to have final one of Junior Rotax all wrapped up before out-braking himself into a corner. His slide off track allowed Lando Norris to win the race. Final two was red flagged when more than half a dozen karts collided on the rolling lap. When it did get going Josh Price, who had taken third place in final one, looked as though he'd be out of the running when his starter motor failed. A hurried trackside repair got him going in time for the start and he went on to score victory over Brett Ward and Guan Yu Zhou.

Oliver Myers' triumphant Senior Max wave ended when it transpired that he had overtaken under a yellow flag. The error led to his exclusion from the second final, leaving Oliver Hodgson a surprised winner some distance

ahead of Kyle Fowlie. Earlier on Sunday on a damper track, Fowlie had won the first final.

Results

Comer Cadet, final one: 1 Sean Butcher (MBR) 19 laps in 16m 26.94s; 2 Oliver York (Fusion) +3.27s; 3 Tom Wood (Fusion); 4 Alex McDade (Eclipse); 5 Jonny Edgar (Fusion); 6 William Pettitt (Fusion). Fastest lap: McDade 51.31secs (37.25 mph). Starters: 20. Final two: 1 Wood 20 laps in 16m 10.01s; 2 Butcher +0.16s; 3 Pettitt; 4 Alex Quinn (Fusion); 5 York; 6 McDade. FL: Quinn 46.99s (40.56mph). Timed qualifying: Quinn 44.66s (42.68mph). Heat winners: Wood (x2). S: 20.
Honda Cadet, final one: 1 Tom Canning (Next Gen) 19 laps in 16m 37.09s; 2 Mark Kimber (BRK Factory) +0.14s; 3 Kiern Jewiss (Next Gen); 4 Myles Apps (Privateer-BRK); 5 Matthew Hopcraft (Next Gen); 6 Chris Lulliam (Privateer-Project One). FL: Kimber 51.51s (37.00 mph). S: 29. Final two: 1 Kimber 19 laps in 16m 02.78s; 2 Jewiss +2.84s; 3 Ben Kasperczak (Global Racing); 4 Canning; 5 Hopcraft; 6 Matthew Hayden (BRK Factory). FL: Kimber 49.06s (38.85mph). TQ: Jewiss 44.88s (42.47mph). HW: Apps, Jewiss. S: 29.
MiniMax, final one: 1 Connor Hall (Strawberry Racing) 19 laps in 15m 54.56s; 2 Tom Gamble (MBR) +0.85s; 3 Harrison Thomas (Paul Carr Racing); 4 Max Bird (Privateer-Tony); 5 Josh Skelton (Tooley Motorsport); 6 Jordan Brown-Nutley (Tooley). FL: Hall 49.41

(38.58mph). S: 30. Final two: 1 Hall 23 laps in 16m 08.89s; 2 Gamble +1.71s; 3 Dean MacDonald (AIM Motorsport); 4 Thomas; 5 Cameron McLaughlin (Privateer-Gillard); 6 Bird. FL: Gamble 41.22s (46.24mph). TQ: Gamble 39.92s (47.75mph). HW: Gamble (x2), Dan Zelos (Tooley). S: 30.
Junior Max, final one: 1 Lando Norris (RL Racing) 20 Laps in 16m 18.74s; 2 Nathan Aston (Tooley Motorsport) +2.67s; 3 Josh Price (BRK); 4 Tom Harvey (KR Sport); 5 Jake Walker (AIM Motorsport); 6 Brett Ward (AIM Motorsport). FL: Aston 48.31s (39.45s). S: 30. Final two: 1 Price 24 laps in 16m 00.64s; 2 Ward +4.29s; 3 Guan Yu Zhou (Strawberry Racing); 4 Jack Bartholomew (Coles Racing); 5 Luke Knott (RL Racing); 6 Dave Wooller (DHR). FL: Bartholomew 39.41s (48.37mph). TQ: Jai Nijjar (Strawberry Racing) 38.81s (49.11mph). HW: Nijjar, Price, Norris. S: 30.
Senior Max, final one: 1 Kyle Fowlie (Strawberry Racing) 20 laps in 16m 15.27s; 2 Harry Webb (Strawberry Racing) +0.65s; 3 James Singleton (Coles Racing); 4 Oliver Hodgson (KR Sport); 5 Oliver Myers (Coles Racing); 6 Kieron Gifford (Paul Carr Racing). FL: Myers 48.18s (39.56mph). S: 30.
Final two: 1 Hodgson 24 laps in 15m 55.65s; 2 Fowlie +6.69s; 3 Sean Babington (DHR); 4 Jack Saffrey (Protrain); 5 Connor Jupp (RL Racing); 6 Thomas Arne (AIM Motorsport). FL: Babington 38.54s (49.46mph). TQ: Webb 37.93s (50.25mph). HW: Webb, Babington. S: 30.

GOT A STORY?

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SPORTING SCENE ROUND-UP

Hrolfsson tees up an attack on UK series

Icelandic Subaru supercar driver Jon B Hrolfsson has committed to contesting the remaining three rounds of the MSA British Rallycross Championship.

The Subaru Impreza driver is third in the standings after a series of consistently strong finishes. He will now also enter the season-closing MSA Rallycross Grand Prix.

"We hadn't planned to do the whole season but we are really enjoying it all," said Hrolfsson. "Now we are doing so well in the points there is no way for us not to continue for the rest of the events really."

New hill star says he's forced to quit

The airport fireman who upset the order in the recent Guernsey round of the MSA British Hillclimb Championship says he is on the verge of quitting the sport.

Darren Warwick set the fastest qualifying time on the Val des Terres hillclimb, breaking Andy Priaulx's record as the fastest-ever Guernsey driver to run up the hill (MN, July 24). He finished second and fourth in the two run-offs.

Warwick used an ex-Paul Haimes Dallara-Opel to set the time, but the car is now up for sale.

"The support of local motorsport fans has helped me throughout but I have been on the ragged edge lately," said Warwick. "The car is old school, previous generation in comparison to the main men."

"I am just an airport fireman and financing this is difficult so to pull this off is a dream come true but it may now be time to move on and there are mainland sprinters interested in the car."

Timerzyanov lines up VW outing in the USA

Reigning FIA European Rallycross champion Timur Timerzyanov will contest this weekend's X-Games Los Angeles event in a Volkswagen Polo.

The current RallycrossRX championship leader drives a Hansen Motorsport Citroën DS3 in Europe, but will race a Marklund Motorsport Polo. It is the same car that DTM star Mattias Ekström drove to second position in the RX event at Holjes, Sweden earlier this month.

Timerzyanov has previously competed at three Global Rallycross Championship events this year, standing in for fellow Red Bull athlete Travis Pastrana in the Dodge Dart team.

"Mattias Ekström proved that the Polo is running well. If it goes right, we can reach the podium," said Timerzyanov. "The car has got a great engine and the chassis is good. It's really got a lot of potential."

There are 20 supercars due to take part at the event, held at Irwindale Speedway, California.

BLUEBIRD NEARS INITIAL TEST RUN

Formula E machine scheduled to hit the tracks later this season



The Bluebird is nearing its completion back at base

By James Bolton

The team behind the Bluebird Formula E car say they are on target to track test the vehicle in October.

The squad, which has recently built an electric land speed record challenger, is developing a machine that could be used in the new-for-2014 FIA-sanctioned series. Formula E was originally launched as a series with a one-make Dallara chassis, but Bluebird chiefs say they have the FIA's support in a bid to make the series a multi-marque formula.

Project manager Martin Rees told *Motorsport News* that the all-electric Formula E series, set to launch next year, was a perfect match for the Bluebird group, which has its roots in Malcolm Campbell's land speed record challengers.

"We've been active in this technology for 16 years," he said. "We're bringing a big brand back to the track. The Bluebird name will come full circle because from 1912 to 1923 Malcolm Campbell raced more than 300 times at Brooklands."

Bluebird will be up against a car designed and built by

Dallara in its first year. That machine has design input from McLaren and Renault, among others. "We're competing against some big names," acknowledged Rees. "We know we're capable and we have a strong design and manufacturing team. We have a core team of a dozen and we're planning to consolidate all the Bluebird activity under one roof. We're spread out all over the country."

Rees also said that the Bluebird squad would work alongside the championship promoters and the FIA to make

sure the series promotes electric technology in the best possible way. "We see designing the car as a challenge but perhaps more of a challenge is making the series interesting. We hope it reflects the technical opportunities that the drivetrain provides. It's the best way to reflect electric technology in motorsport."

The car will be launched in September. "We want to start running in anger in mid to late October," Rees confirmed. "We will then start producing cars for homologation and testing. We're well on course."

BRITISH SPRINT CHAMPIONSHIP REPORT

Calder Jr ends the 43-year wait for a female sprinting triumph

SBD Motorsport MSA British Sprint Championship: Knockhill

By Steve Wilkinson

Organisers: BMSA When: July 27/28 Where: Knockhill, Fife Starters: 23

Variable weather meant it was sunny on Saturday and damp on Sunday, but the Calder family triumphed in all conditions.

On Saturday, Heather Calder stormed to her maiden SBD Motorsport MSA British Sprint Championship victory and became the first woman to win a championship run-off since the great Patsy Burt in 1970. In the damp on Sunday the 23-year-old could only finish third. But winning the event was her father Colin, who had earlier confirmed his position of champion-in-waiting with a

second place on Saturday. Terry Holmes took third place on Saturday behind the Calders, and followed that up with a superb second on Sunday, splitting the pair with a last-run charge.

Craig Sampson obviously hadn't been reading the script as he beat co-driver Mark Smith to fourth spot on Saturday but judiciously took fifth behind his team leader the following day. Bill Gouldthorpe had a topsy-turvy weekend with a stirring tenth on Saturday followed by a spin on Sunday.

The 76-year-old was rather philosophical about his accident and will be back on track at his home event at Brands Hatch later in the season. Graham Porrett's disappointing ninth place on Saturday was followed by a gritty drive to fourth on

Sunday boosting his points haul. Glynn Sketchley was another to fall short of expectations with a single point on Saturday but seventh on Sunday made up for this.

Steve Miles took a braveninth on Sunday after a trip to the medical centre after cracking his head on his trailer.

Results

Day one: 1 Heather Calder (3.5 Gould-NME GR55 V8) 88.51s; 2 Colin Calder (3.5 Gould-NME GR55 V8) 89.21s; 3 Terry Holmes (3.5 Lola-Judd ERH); 4 Craig Sampson (2.0 Reynard-Duratec/SBD 903); 5 Mike Musson (4.0 Pilbeam-Judd MP97); 6 Mark Smith (2.0 Reynard-Duratec/SBD 903); 7 Steve Miles (2.0 Van Diemen-Duratec/SBD RF96/MM11); 8 Gary Thomas (1.4 Force-Suzuki PT); 9 Graham Porrett (3.5 Lola-Judd ERH); 10 Bill Gouldthorpe (1.5 OMS-Suzuki CF08); 11 John Graham (2.0 Dallara-Vauxhall F397); 12 Glynn Sketchley (1.5 Force-Suzuki PC) 173.03s.
Day two: 1 Colin Calder 85.53s; 2 Holmes 89.02s; 3 Heather Calder; 4 Porrett; 5 Smith; 6 Sampson; 7 Sketchley; 8 Thomas; 9 Miles; 10 Musson; 11 Paul Horrox (2.0 Juno-Honda SSE); 12 Grahaeme Harden (1.0 Jedi-Honda Mk 6) 101.31.

Speed to swap teams for X Games assault

Ex-Formula One racer Scott Speed, who claimed a shock win in the X Games Foz do Iguacu Rallycross event earlier this year, will switch to a new team for this week's flagship event in Los Angeles.

The American will drive a Ford Fiesta run by the new DRR-SH Global Rallycross team in X Games Los Angeles this weekend. The team, which will be supported by top squad OMSE, is part-owned by former IndyCar racer Robbie Buhl.

"Running with DRR-SH Global Rallycross will give me a chance at another Gold Medal," said Speed.

"Rallycross has been a lot of fun so far and I am looking forward to being able to run an X Games at home in the USA."

While the event has taken place on a temporary street circuit in downtown Los Angeles in recent years, for 2013 it has shifted to a special track at the 0.5-mile Irwindale Speedway.

Speed joins a stellar line-up for the event, including Briton Liam Doran, Travis Pastrana, Ken Block and Nelson Piquet Jr. Toomas Heikkinen, who leads the Global Rallycross Championship, will also contest the showdown.



Speed (right) has taken a win

New Block-devised competition is go

This weekend's X Games Los Angeles event will feature a new form of rally-based competition that has been devised by Ken Block.

The American has developed the Gymkhana GRID contest to build off his popular series of internet stunt videos. The event, which will be held on Saturday at Irwindale Speedway, is effectively a rally super special-style head-to-head race, but the courses are designed to involve a series of tricky autotest-style manoeuvres. "I'm stoked to bring my Gymkhana GRID racing series to X Games Los Angeles," said Block. "It's something I've been building up for a few years now and I think fans and audiences at home are going to enjoy it."

"Fans not only get to see these awesome rally cars sliding sideways and making tons of tyre smoke, but also a straight-up driver versus driver race."

The event will be screened live in the UK on ESPN (see page 39 for television timings).

Procter scores big in European Challenge

Yorkshire-based rallycross driver Kevin Procter finished sixth in the third round of the Rallycross Challenge Europe, held at Kerlebo, France, last weekend.

The Ford Focus man started sixth in the final and ran as high as third early in the race, before steering problems halted his charge in wet and slippery conditions. Procter did claim points for third position, because three of the drivers who finished ahead of him were not registered for the series.

He is now fourth in the table, ten points behind leader Patrick van Mechelen.

The event was won by Fabian Pallier in his Peugeot 208, ahead of father and rallycross legend Jean Luc Pallier. Victory in the Super1600 category was taken by Laurent Chartrain, while the TouringCar field was headed by Jos Sterkens.

"We can definitely reach the podium"
Timerzyanov's X Games, below

Photo: Eddie Walder and Colin Casserley



ROUND-UP

Alan Auerbach justified his top seeding by taking a clear win in the **Birr and District Motor Club Autotest** at Fortal, his second victory in a Birr event this year. He led a Starlet clean sweep, beating Kevin O'Rourke by 40s, with local man Rob Lewis in third place.

Gordon Moodie was in excellent form in the **BriSCA F2** event at a sunny Knockhill on Wednesday night. He started off by winning both heats. Steve Forster was quickly into the lead in the final, but once Moodie got ahead of Chris Burgoyne and Craig Wallace he began to reel in those ahead finally moving into the lead with four laps remaining. Once there, he eased away for a comfortable win. The result also secured the Knockhill Troival Championship.

Moodie took his older car to Cowdenbeath Racewall on Saturday, and overhauled Forster to take another victory.

Stuary Kelly made light of torrential rain to take a clear BriSCA F2 victory at Crimond on Sunday. Jason McDonald led for many laps, but once Kelly got past he drove away to win.

Darren Cottrill took the **V8 Hotstox** Supreme Championship at Owlerton Stadium in Sheffield on Sunday, finishing ahead of Kevin Stuchbury and Karl Hawkins in mixed conditions.

●Middlesex County AC will organise a **Clubmans AutoSolo** at Bovingdon Airfield on Sunday. For entry details contact Chris Keys on 07761 823157 or chris-keys@fsmail.net.

●The Auhgrim Filling Station **Northern Ireland Autotest** Championship resumes this weekend. With six of nine rounds completed, triple champion Steven Ferguson is the pre-event favourite. Peter Grimes is three points behind on dropped scores in his bid for a sixth title.

●Whickham and District Motor Club is holding a two-day **Marshal Training** weekend at the British Red Cross in Newcastle-upon-Tyne on August 17/18. The event, run in association with the ANECCC, will offer courses for both new volunteers to experienced marshals, official and rescue crews. The courses are free, and pre-booking is required. Visit wdmc.org.uk or email Training@WDMC.org.uk for details.

RESULTS

Birr and District MC Multi Venue Autotest: Fortal, Birr

1 Alan Auerbach (Toyota Starlet) 901.4s; 2 Kevin O'Rourke (Starlet) +40.2s; 3 Rob Lewis (Starlet); 4 David Meeke (Starlet); 5 Piers MacFheorais (Mazda MX-5); 6 Whitby Moynan (Mini).

BriSCA F2: Knockhill

Final: 1 Gordon Moodie; 2 Chris Burgoyne; 3 Craig Wallace; 4 Steve Forster; 5 Mark Dews; 6 Robbie Dawson; 7 Marc Fortune; 8 Liam Rennie; 9 Willie Draeger; 10 Holly Glen.

BriSCA F2: Cowdenbeath

Final: 1 Moodie; 2 Forster; 3 Garry Sime; 4 Wallace; 5 Alan Edmiston; 6 Raymond Dick.

BriSCA F2: Crimond

Final: 1 Stuart Kelly; 2 Jason McDonald; 3 Wallace; 4 Moodie; 5 Dawson; 6 Edmiston.

BRITISH HILLCLIMB REPORT

MENZIES WINS AT WISCOMBE DESPITE A MARTINI MOMENT



Menzies thought he had blown his victory chances

Avon Tyres TTC Group MSA British Hillclimb Championship: Wiscombe Park

By Eddie Walder

Organiser: Woolbridge Motor Club **When:** July 27/28 **Where:** Wiscombe Park, near Honiton, Devon **Championship:** Avon Tyres/TTC Group MSA British Hillclimb **Starters:** 123

With Scott Moran absent, Trevor Willis drew ahead for the first time this year, but not without difficulty.

The track was greasy after rain, which caused many mistakes. The first Run-Off went to Wallace Menzies, who qualified second fastest and set a time that Willis could not match. Menzies said: "I was certain I had braked too early

for Martini but with the tyres breaking away it turned out to be just right."

The result moved Menzies into third in the points. Willis had to settle for second.

Menzies was out of luck later in the day. The rain returned as John Bradburn completed his final class run. Tom New and Menzies failed to make the cut with Will Hall (who stalled at Martini in the first round) and Willis just getting in. These two ran early in the final shoot out, with Hall setting a good time for fourth. Willis, running next, performed as the current wet-track master usually does and nobody could better him.

Willis paid tribute to Menzies, and said that the second run "presented an

opportunity I could not miss".

With DJ Racecars and his engine builder performing heroics to fix the car after his Guernsey shunt, the unlucky Alex Summers broke a driveshaft prior to his first qualifier but got into round 22 and duly finished second.

One place above Summers in the table, John Bradburn gained two seventh places in the changeable conditions. Jos Goodyear took a couple of safe Run-Off shots for the first time in his life in order to climb the table. With Hall, Bradburn and Summers surviving the conditions he is still 20 points back but his eighth looks safe and he will have more opportunities to score well in the remaining rounds.

Not for the first time, both the Gould GR59s qualified, but this time Brian Moyle got in with his son Simo.

Unfortunately he could not get into the points. Paul Haines in his turbo GR59 did well with fourth in the first run and qualified fastest for the second for the first time ever. He took third, and he is 12th in the points standings. He can get into the top ten at Craigantlet, as can Dave Uren who scored six points.

Local drivers got among the regular runners, with Ed Hollier, who lives a couple of miles away from the hill, scoring a career-best sixth in round 21. Cornishman Mike Lee picked up points in his elderly OMS.

RESULTS

Round 21: 1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 36.41s; 2 Trevor Willis (3.2 OMS-Powertec) 36.50s; 3 Jos Goodyear (1.6 GWR-Suzuki Raptor Extreme); 4 Paul Haines (1.3t Gould-Suzuki GR59); 5 Tom New (4.0 Gould-Judd GR55); 6 Ed Hollier (1.6 Pilbeam-Suzuki MP62); 7 John Bradburn (3.5 Gould-Cosworth HB GR55); 8 Simon Fidoe (1.1 Empire-Suzuki Q02); 9 Mike Lee (1.6 OMS-Suzuki 2000M); 10 Simon Moyle (1.3s Gould-Suzuki GR59); 11 Brian Moyle (1.3s Gould-Suzuki GR59); 12 Will Hall (3.5 Force-Nissan WH) Fail.
Round 22: 1 Willis 37.01s; 2 Summers 38.08s; 3 Haines; 4 Hall; 5 Goodyear; 6 Dave Uren (1.6 Force-Suzuki PT); 7 Bradburn; 8 Lee; 9 S Moyle; 10 B Moyle.
Class winners: Gary Pitt (2.0 Ford Escort RS); Roy Bray (2.0t Ford Escort Cosworth); Andrew Russell (1.1 Ginetta G15); Ralph Pinder (2.0 Peugeot 205); Derek Harris (1.7 Mallock Mk17B); Tim Painter (3.0 MG Metro 6R4); Gary Hill (0.6 OMS Hornet); Adam Steele (1.1 Martlet-Suzuki AS1); Goodyear; Haines; Willis 36.86s.
Championship standings: 1 Willis 176pts; 2 Scott Moran 171; 3 Menzies 125; 4 Roger Moran 117; 5 Hall 98; 6 Bradburn 89; 7 Summers 80; 8 Goodyear 60; 9 Deryk Young 39; 10 Richard Spedding 30.

BriSCA F1 REPORT

European champ shows his class with storming Semi-Final victory

BriSCA F1 World Championship Semi-Final: Sheffield

By Colin Casserley

Organiser: BriSCA F1 **When:** July 28 **Where:** Owlerton Stadium, Sheffield **Championship:** BriSCA F1 World Championship Semi-Final **Starters:** 38

Reigning European champion Ryan Harrison took a big step towards adding the World Championship title to his growing list of achievements by winning the first BriSCA F1 World Championship Semi Final at Owlerton Stadium.

Harrison barged his way into the lead on the first turn from his fifth place starting spot and despite two race stoppages, the

first for a blocked track on Turn Three, and then a few laps later a three car pile-up on Turn Two.

Paul Hines shadowed Harrison for much of the race and when the leader was slowed by a backmarker Hines drew alongside Harrison. But he was not able to muscle his way into the lead and settled for second.

"I got a good start and things went my way on the first lap," said Harrison. "I had a few problems with backmarkers later on and I thought Hines was going to pass me, but he raced me fair. Some other drivers would have left me hanging off a fence post and out of the race. I had problems with the torque arm later in the race. I could feel it rubbing on the prop shaft and I

was just hoping it would last long enough to finish. I was fortunate that it did."

Hines said: "Maybe I should have hit him harder, but my main aim was to finish near the front."

Mick Sworder recovered from an early visit to the fence which left him deep in the pack to claim third. "I was in second place and going alright but the car just wouldn't turn going into Turn Three," he said. "I think I might have got hooked up with a backmarker. Third is not bad for my first time here in an F1: the only other time I raced here was in the Minstox back in 1989..."

Heavy overnight rain made the Sheffield shale extremely



Harrison (leading) held off a mid-race push from Hines

treacherous and as a result only ten cars completed the distance.

The remaining ten spots in the World Final are up for grabs in at Buxton on August 11.

RESULTS

Final: 1 Ryan Harrison; 2 Paul Hines; 3 Mick Sworder; 4 Craig Finnikin; 5 Paul Harrison; 6 John Dowson; 7 Chris Clare; 8 Frankie Wainman Jr; 9 Geoff Nickolls; 10 Mal Brown.

GOT A STORY?

CONTACT JAMES.BOLTON@HAYMARKET.COM

COMMENT



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HAVE YOUR SAY

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STAR LETTER

Praising Hamilton

What a drive by Lewis Hamilton! And how strangely fitting that the key moment of his first race win for Mercedes should be how quickly he overtook his old team-mate Jenson Button's McLaren.

I think Hamilton has proven that his decision to switch from McLaren to Mercedes was absolutely the right one. Hopefully his Hungarian form shows the team is much stronger on the the new Pirelli tyres than the old ones, and Hamilton can begin to claw back some ground in the title race.

Given that some overtaking moves really spiced up the event, how sad it was to see Romain Grosjean getting a penalty for his overtaking move on Felipe Massa. That was a brave and inspired move, and penalising it surely sends the wrong message to the drivers. The fans want to see them racing!
Andrew Timpson
Via email

MN SAYS...

In praise of Hungary

The Hungaroring lacks glamour, but has great races

The Hungaroring isn't exactly the world's greatest racing circuit. It's tight and twisty, and doesn't have any sweeping high-speed corners. And yet, last Sunday's race proved that it doesn't take a brilliant track to produce a brilliant race.

It's a similar story with the Red Bull Ring, which will be back on the F1 calendar next year. It's not a patch on the old Osterreichring, but when it was last on the schedule from 1997 to 2003 (as the A1 Ring), the Austrian track invariably threw up a good race. Why? Because, like the Hungaroring, it's a simple design that keeps things tight and forces racing drivers to actually race.

Such tracks greatly contrast with the vast 'Tilkedrones' in Malaysia, Bahrain and so on. They have their place, but I'm glad there's still room on the F1 calendar for shorter, smaller venues. They might like glamour and spectacle, but they often make up for it with great racing.

James Attwood, Editor (Twitter: @AttersMNNews)



LETTERS

JEV for RBR

I am just wondering what Jean-Eric Vergne has done wrong at Red Bull. Why is he being ignored by the team?

The Frenchman has driven with more style than Daniel Ricciardo this season, and yet he has been seemingly overlooked - why didn't he get a similar opportunity as the Frenchman in the Young Driver Test at Silverstone?

JEV has outscored Ricciardo this season, and don't forget that he has half-a-season's less experience than his fellow Toro Rosso man in F1.

Surely, if you were going to give Ricciardo a run then it would only have been fair to try out Vergne as well?

Brian Broad
Broadstairs

Pick Ricciardo

It was good to see Red Bull giving Daniel Ricciardo a run in the Young Driver Test at Silverstone. He strikes me as the perfect driver for the team next year.

He's got the speed to be a decent number two, but with his cheery demeanour he doesn't appear to be the sort of person who'll create friction in that role. It will allow Red Bull to become even more focused on Sebastian Vettel, which will make the team even more effective.

Plus, since Red Bull is one of the few firms truly giving chances to young drivers, it will be exciting to see a new talent step into Toro



MN, July 24: Button's hopes

Rosso. As the Young Driver Test proved, Red Bull has plenty of potential future stars. The prospect of Carlos Sainz Jr in F1 has got me quite excited.

Andrew Taylor
Via email

British F3 blues

After reading of the disappointing number of cars on the grid for British F3's trip to Spa (MN, July 24), I can't help thinking that this is sadly another indication that it is nearing its end.

Last weekend was supposed to be the highlight of the calendar but instead it's turned out to be a nightmare for organiser SRO. The huge pressure it has been put under by Gerhard Berger and the new FIA European Formula Three Championship has put it in a tough position, and teams have to decide which to prioritise.

Luckily there could well be more out at the next round at Brands

Hatch but with the support of Berger and the sport's governing body, it seems there will only be one winner in this battle.

Richard Hawkins
East Molesey, Surrey

Mighty Marty

Fabulous interview with Marty McCormack last week (MN, July 24) an article which totally personifies him and reveals just what a smashing lad he is.

Having had the honour to sit alongside Marty on the Trackrod four years ago (even though I was out of my depth) I am so pleased to see that he has gone on to attain the level which he has done.

His battle with 'Banner' on last year's Roger Albert Clark Rally was the finest that rallying has seen in decades and I hope that Marty's talents attract a major backer to allow his full ability to come to the fore.

Jim Goodman
Hunmanby, Yorkshire

Wonderful Walker

Many thanks to the BBC for a first class F1 program, and to Lewis Hamilton for his first win for Mercedes, but the icing on the cake was Murray Walker at the end letting use know he is on the mend.

He is a legend as he always has his heart in motorsport. How lucky we are to have had him in our sport for so long.
Eddie Gale
Fareham, Hants

Coverage concerns

The coverage of the ERC Sibiu Rally was simply pathetic!

Alan Turner
Swindon

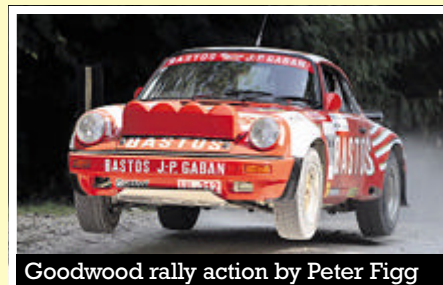
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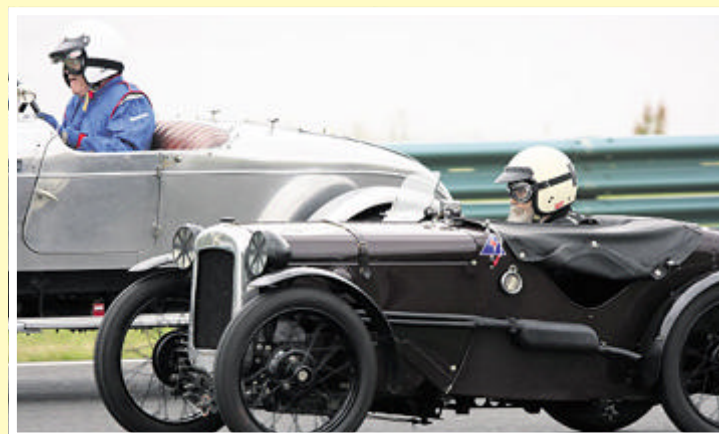
Peter Hamilton snapped Daniel Ricciardo's off in F1 testing at Silverstone



Tyler Lambert, 11, took this at Snett



Goodwood rally action by Peter Figg



Rob Mintoft captured some historic racing at a recent VSCC meeting

WHAT'S ON

LISTINGS

WEDNESDAY

Arlington Stadium, Eastbourne
Oval Racing: national bangers
Starts: 1930hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk **Contact:** 01252 322920
Primo International, Horton, Northampton
Oval Racing: BriSCA F2, ministox
Starts: 1930hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk **Contact:** 01252 322920

SATURDAY

Castle Combe, Wilts
CCRC meeting: FF1600, Monoposto, Atom Cup, Special GT, Mini Challenge, Saloon Cars **Starts:** racing from 1300hrs (qualifying from 0835hrs) **Admission:** adult £15, child free **Web:** castlecombecircuit.co.uk **Contact:** 01249 782417
Donington Park, Leics
360MRC meeting: Six-Hour, Sports cars, Breakfast Sprint **Starts:** racing from tba (qualifying from 0905hrs) **Admission:** adult £15 **Web:** donington-park.co.uk **Contact:** 01332 810048
Cooper Park, Elgin
Scottish Rally Championship: McDonald and Munroe Speyside Stages **Starts:** 0900hrs **Admission:** TBA **Web:** speyside-stages.co.uk
Shackleton, Ballykelly
Rally: River Ridge Recycling Dogleap Tarmac Rally Stages **Starts:** 1000hrs **Admission:** TBA **Web:** maidencitymotorclub.com
Foxhall Int'l Raceway, Ipswich
Oval Racing: two-litre hot rods, bangers **Starts:** 1845hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk **Contact:** 01252 322920
Norfolk Arena, King's Lynn
Oval Racing: two-litre banger world final **Starts:** 1800hrs **Admission:** adult £16, child £6 **Web:** norfolkarena.co.uk **Contact:** 01553 771 111
Coventry Stadium
Oval Racing: BriSCA F1, sprint cars **Starts:** 1830hrs **Admission:** adult £17, child £5 **Web:** coventrystox.com **Contact:** 02476 542395
Jaguar Land Rover, Halewood, Liverpool
Autosolo: Halewood Aintree **Starts:** 1000hrs **Admission:** free **Web:** btrda.com **Contact:** 0151 525 5060

SATURDAY/SUNDAY

Snetterton, Norfolk
BTCC meeting: BTCC, Carrera Cup,

Ginetta Supercup, Ginetta Junior, Renault Clio, Formula Ford
Starts: Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 0910hrs
Admission: adult £31, under 13 free **Web:** motorsportvision.co.uk **Contact:** 0870 9509000
Croft, Yorks
Nostalgia Weekend: Historic Touring Cars, Formula Junior, Historic FF2000, Historic FF1600, Historic Formula Three, Guards Trophy, Historic Road Sports, '70s Road Sports, 500cc F3
Starts: Saturday, racing from 1315hrs (qualifying from 0930hrs) Sunday, racing from 1015hrs (qualifying from 0930hrs) **Admission:** adult £15, child free **Web:** croftcircuit.co.uk **Contact:** 01325 721815
Mallory Park, Leics
CTCRC meeting: Pre-2005 Production Touring Cars, Classic Thunder Saloons, Pre '83 Touring Cars, Historic Touring/Classic Saloon Cars, Pre '93 Touring Cars, Blue Oval Saloons, Nippon Challenge/Hyundai Coupe, Toyota MR2, French Trophy
Starts: Saturday, racing from 1410hrs (qualifying from 0930hrs) Sunday, racing from 1020hrs (qualifying from 09.30) **Admission:** adult £12, child free **Web:** mallorypark.co.uk **Contact:** 01455 842931
Anglesey, NWales
BRSCC meeting: TVR, Mazda MX5, Ford XR, Euro Saloons and Sports, Global Lights, Strykers **Starts:** Saturday, racing from 1420hrs (qualifying from 1000hrs) Sunday, racing from 0905hrs **Admission:** adult £12, child free **Web:** angleseycircuit.com **Contact:** 01407 811400
Brands Hatch, Kent
BRSCC meeting: FF1600, Formula 1, Porsches, Caterham Supersports, Caterham Tracksports, Caterham Roadsports, Caterham Academy, Open Sports, Golf GTi **Starts:** Saturday, racing from 1245hrs (qualifying from 0900hrs) Sunday, racing from 1135hrs (qualifying from 1000hrs) **Admission:** adult £13, under 13 free **Web:** motorsportvision.co.uk **Contact:** 0870 9509000
Pembrey, Wales
CSCC meeting: Powered by Jaguar, Jaguar Saloon and GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics **Starts:** Saturday, racing from 1320hrs (qualifying from 0900hrs) Sunday, racing from 1340hrs (qualifying from 0900hrs) **Admission:** adult £12, child free **Web:** barc.net **Contact:** 01264 882200

Craigantlet, Belfast
Hillclimb: MSA British Championship **Starts:** 0900hrs **Admission:** free **Web:** ulsterautomobileclub.com
Hednesford Hills, Cannock
Oval Racing: 50th national championship weekend, national hot rods **Starts:** 1300hrs both days **Admission:** adult £35 weekend, child £15 child weekend (advance prices) **Web:** spedeworth.co.uk/incarace **Contact:** 01252 322920
Tullyroan Oval, Dungannon
Oval Racing: National Weekend, national hot rods, stock rods **Starts:** TBA **Admission:** TBA **Web:** tullyroanoval.com **Contact:** 01252 322920
Patrickswell, County Limerick
Sprint: Irish Festival of Speed **Starts:** 1045hrs **Admission:** TBC **Contact:** 0872670445

SUNDAY

New Aldershot Raceway, Aldershot
Oval Racing: national bangers big vans, 1300cc stock cars **Starts:** 1300hrs **Admission:** adult £14, child £6 **Web:** spedeworth.co.uk **Contact:** 01252 322920
Yarmouth Stadium, Great Yarmouth
Oval Racing: two-litre stock cars, Land Rovers **Starts:** 1730hrs **Admission:** adult £14, child £6 **Web:** yarmouthstadium.co.uk **Contact:** 01493 720343
Lochglynn Motorsport Complex
Oval Racing: bangers **Starts:** 1400hrs **Admission:** adult £10, under 12 free **Web:** spedeworth-scotland.co.uk **Contact:** 07809 361598

MONDAY

Smeatharpe Stadium, Taunton
Oval Racing: BriSCA F2, ministox **Starts:** 1900hrs **Admission:** adult £13, child £5 **Web:** briscarf2.com **Contact:** 01872 271 199

TUESDAY

Yarmouth Stadium
Oval Racing: Reliant Robins, rookie rods **Starts:** 1930hrs **Admission:** adult £14, child £6 **Web:** yarmouthstadium.co.uk **Contact:** 01493 720343
Chesterton Stadium, Stoke
Oval Racing: bangers **Starts:** 1830hrs **Admission:** adult £12, child £6 **Web:** startrax.info **Contact:** 01484 844088
Details correct at time of press but please check with event organisers before travelling to meetings

NEXT WEEK

RALLY FINLAND



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Contents correct at time of press

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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Advertising deadline Monday 12 noon
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 in Motorsport News only upon Haymarket
 Consumer Media Ltd's Standard Terms of
 Acceptance of Advertising, copies of which
 are available from the Motorsport News
 advertising sales department.
 Registered as a Newspaper with Consignia

Printed by Sheffield Web
Distributed by Frontline Ltd, Park House,
 117 Park Road, Peterborough, PE1 2TS, UK
 Published every Wednesday by Haymarket
 Motoring, Teddington Studios, Broom Road,
 Teddington, Middlesex TW11 9BE

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TV GUIDE

Formula One might have just started a prolonged summer holiday, but the rest of the motorsport world certainly hasn't gone on vacation. There's a feast of live motorsport this week, including WRC, BTCC and WTCC (see live timings).
 One of the most intriguing TV picks this week is **X Games** from Los Angeles. It has rallycross, and also a new event called Gymkhana Grid. Effectively, it's a rally superspecial-style event, with a course that demands autotest-style manoeuvring. It's worth

noting that X Games, IndyCar and DTM are on ESPN – which this week becomes part of the BT Sport package of channels. It's best to check to make sure you still get it before the action starts.
 Highlights this week include **BTRDA Rally Series** from the Nicky Grist Stages (Friday, 2100hrs-2235hrs, MotorsTV). There's also **Irish Rallying** (Friday, 2235-2305, MotorsTV), **British Rallycross** from Belgium (Saturday, 2000-2030, MotorsTV) and **V8 Supercars** (Saturday, 2205-0010, MotorsTV).



DTM is in Russia



WRC: Finland
Highlights: Tuesday, 2000-2100, ITV4 HD

BTCC and supports: Snetterton
Races: Sunday, 1115-1800, ITV4 HD

IndyCar Series: Mid-Ohio
Race [delayed]: Monday, 1730-2000, ESPN HD

WTCC: Argentina
Qualifying: Saturday, 2200-2245, British Eurosport 2 HD
Warm-up [delayed]: Sunday, 1730-1800, British Eurosport 2 HD
Race one: Sunday, 1800-1900, British Eurosport 2 HD
Race two: Sunday, 2000-2100, British Eurosport HD

DTM: Moscow
Race: Sunday, 1215-1415, ESPN HD

NASCAR Sprint Cup: Pocono
Race: Sunday, 1700-2300, Premier Sports

NASCAR Nationwide Series: Iowa
Race [delayed]: Sunday, 0830-1100, MotorsTV

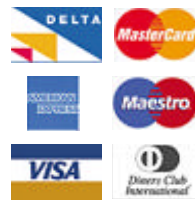
X Games: Los Angeles
Gymkhana Grid: Sunday, 0330-0630, ESPN HD
Rallycross: Sunday, 2200-0000, ESPN HD

NHRA: Seattle
Qualifying [delayed]: Sunday, 1600-1800, ESPN HD
Finals [delayed]: Monday, 1430-1730, ESPN HD

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