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MOTORSPORT NEWS

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HAMILTON'S MASTERPLAN



LEWIS LEAVES IT LATE IN HUNGARY P4

Irishman's Finnish stunner set to open doors for 2020

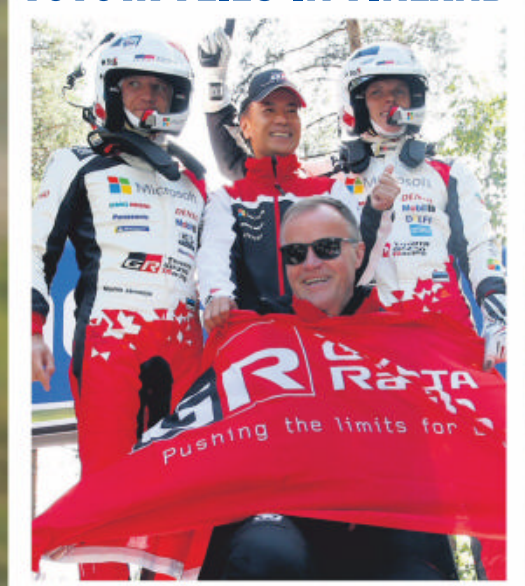


BREEN

STORMS ONTO WRC TEAMS' WISH LIST



TANAK TIGHTENS HIS GRIP
TOYOTA FLIES IN FINLAND



By David Evans

Craig Breen's dream Rally Finland return has secured the Irishman a Wales Rally GB outing with the Hyundai team.

Breen ran as top Hyundai on the opening day of last week's WRC counter and achieved his ultimate goal of having to slow down to allow one of his teammates – team leader Thierry Neuville – ahead on the last day.

"I absolutely couldn't ask for more than this," Breen told MN. "It's a dream to be back and back with this team."

Full story, p2-3



THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

BTCC BOILS OVER AT SNETT

CHAMPS SUTTON AND PLATO EXCHANGE BLOWS P26



IN THIS ISSUE

Hamilton denies Verstappen in Hungary



P4

BRANDS HATCH THRILLER SHAKES UP BRITISH GT TITLE RACE



P20

TANAK FLIES THE HIGHEST IN FINLAND



P22

THE BTCC'S VISIT TO SNETTERTON



P26

| | | | |
|-------------------------------------|----------|--|----|
| Hungarian Grand Prix | 4 | Sporting Scene | 33 |
| Racing news | 6 | Letters/Comment/What's On | 34 |
| SUBSCRIBE TO MOTORSPORT NEWS | 8 | Classifieds | 36 |
| Historic race and rally news | 11 | Wanted: Jason Plato and Ash Sutton to appear as a couple in the next series of Love Island | |
| Rally news | 12 | | |
| Rally reports | 18 | | |
| World RX Canada | 19 | | |
| British GT Brands Hatch | 20 | | |
| WRC Rally Finland | 22 | | |
| BTCC Snetterton | 26 | | |
| Racing reports | 30 | | |



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35



Mikkelsen was quick to land fourth position

MIKKELSEN BOUNCES BACK IN WITH BATTLING RUN

Andreas Mikkelsen turned in a potentially career-saving drive to fourth place at Rally Finland last week.

The Norwegian was the highest-placed i20 Coupe WRC and secured three fastest times on an event where he has never shone previously.

Mikkelsen credited developments from the team which had given him more comfort in the i20 Coupe WRC than ever before.

Mikkelsen told MN: "The work we have done with the centre differential along with the suspension changes have made the car much more comfortable for me. This was the first rally where I felt I could do what I want with the car and I felt like myself again. It's a very different philosophy than the others, but it works for me.

"The difference is like night and day for me. It feels more like a Volkswagen Polo and that's something I'm comfortable with. I was nowhere with this car last year, it felt like a snake for me [last year], but now with the diff working like it is I have so much more stability. You don't forget how to drive, you just need the tools to do the job."

HYUNDAI RETURN

Irishman turns heads as he plays the

By David Evans

Craig Breen has played himself firmly into contention for a long-term future with Hyundai after his stunning run on Rally Finland last week.

Breen guided a factory i20 Coupe WRC to seventh place, dropping out of the top six on Sunday to elevate Thierry Neuville and aid the Belgian's world championship challenge. For the first time in his career, Breen was happy to slow down. "The event surpassed my expectations," said Breen. "My whole plan before the rally was to be in position to have to slow down

and let somebody by. That's all I could target and that's exactly how it panned out. I know it's an odd thing to say and it's probably the only time in my career I'll be happy to slow down for somebody, but that's the truth.

"It was the first event for me and Paul [Nagle, co-driver] in the big car and I know it can only get better from here. I'm delighted."

Asked if Breen had opened the door to a deal for next season, Hyundai team principal Andrea Adamo replied: "For sure he hasn't closed it! He has shown he has the pace and he's smart enough to work in a works team. He is good in testing and I see just good things out of

this event together. In life there are train's passing by, if you are smart you jump on – if you are the fool then you put them in the dustbin. I think in Finland, in the last few days, we have seen who is smart and who is not."

Hyundai will confirm Neuville, Sebastien Loeb and Andreas Mikkelsen for Rally Germany in the coming days, but Breen is lined up for an i20 return in Wales and potentially other events this year.

"I have no contract with Craig," said Adamo. "But yes, there is a potential opportunity moving forward. I have already in my mind what I would like to do. I made plan who goes where and

FIA ISSUES CLARIFICATION ON WRC REAR WINGS

HEADLINE NEWS

Photos: mcklein-imagedatabase.com



Adamo (inset) was happy with his new recruit

IMPRESSED BY WRC FOR BREEN

team game perfectly

there was a name similar to his [Breen] in there – he deserves it.”

Motorsport News's sources have confirmed the same Hyundai line-up for Wales, with Breen running alongside Neuville and Mikkelsen.

Breen was a big hit with the Hyundai squad and he admitted the feeling was mutual.

He added: “I was extremely happy with the team, the whole atmosphere was great and I could only wish for some more opportunities.”

Breen's immediate pace in the car was sensational as he registered top-six times on eight of the first 11 stages; he missed out by a fastest time by a tenth

of a second in Aaneikoski.

“It's a shame we couldn't get the scratch [time],” he said, “but I'm still over the moon. I knew Saturday would be a bit tougher with the running order [reversed], but we were still right there with the drivers around us. The only place I struggled a little bit was in the ruts and that was simply because I was worrying, thinking back to the car I drove before and waiting for something to happen. The engineer told me they could see on the data that I was doing things with the car when I didn't have to. I was checking the car and trying to keep it stable with the left foot [on the brake] and I didn't have to. That's a learning thing.”

TITLE LEADER TANAK LIKELY TO STAY PUT AS DRIVER MARKET KICKS OFF

Craig Breen's Rally Finland effort has certainly moved him into contention for a Hyundai seat next season.

The chances of him joining Ott Tanak at the South Korean marque are, however, looking more remote. Tanak is reckoned to be closing on a deal to remain with Toyota and such an agreement would be announced shortly after Germany.

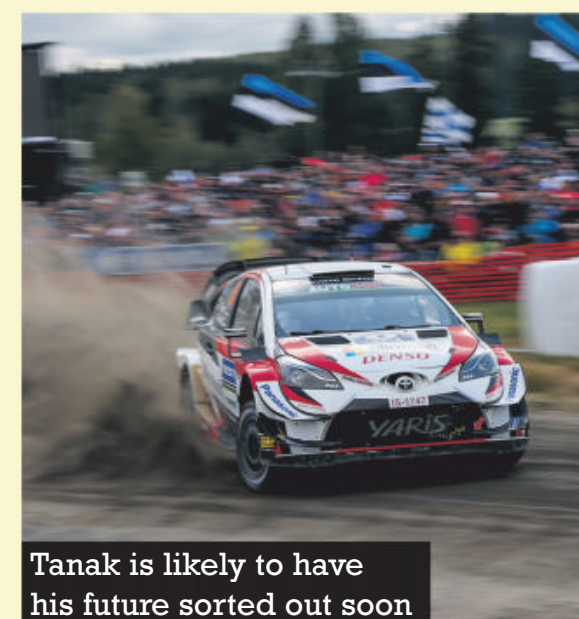
Tanak said: “We are discussing and quite seriously. It's still open, but I hope we can find a solution. I'd like to make a decision soon, there's been a lot of talks this week and it would be nice to have it done around Germany.”

Toyota team principal Tommi Makinen admitted things were

looking better for him to retain the championship leader.

Asked if he was confident of keeping Tanak, Makinen said: “Yes. I would say, yes. If I am thinking from the driver's point of view, the package [at Toyota] is really safe for him. He is so well welded together with the car and there is nothing he needs to learn again. He's had good training, he knows exactly how to drive the car.”

“When you jump to the new car you need to learn it again, you don't do it immediately, it always takes time to learn new car how to go fast – now you just concentrate to doing your work yourself. If I am looking at the bigger picture for him, staying with us is the biggest way to guarantee success.”



Tanak is likely to have his future sorted out soon

HUNGARIAN GP REPORT



BY STUART
CODLING



Verstappen (l) and Hamilton fought out a mighty dual for victory at the Hungaroring



Vettel simply didn't have the pace to match the leading machines

FIVE KEY TALKING

1. Verstappen and Hamilton's 'awesome' fight

It took a typically bravura performance from Lewis Hamilton to wrest victory from Red Bull's Max Verstappen in the 2019 Hungarian Grand Prix. This was undoubtedly the first time these two aces have been able to race each other flat-out, throwing the business of tyre management to the wind.

But it was the absence of both their team-mates – and the Ferraris of Charles Leclerc and Sebastian Vettel – that enabled Mercedes to take the strategic gamble which broke the race open. Verstappen and Hamilton were so far up the road that Hamilton was able to make an extra pitstop, then chase down and usurp the race leader with the chequered flag almost in sight.

As one of the least power-sensitive circuits, the Hungaroring has been a happy hunting ground for Red Bull in recent years. So it was little surprise to see Verstappen securing his maiden Formula 1 pole position, albeit by just 0.018s, from the Mercedes of Valtteri Bottas, with Hamilton nearly two-tenths further in arrears. While Hamilton lamented that his car's performance had "plateaued" between final practice and qualifying, the Ferraris never made the ascent – Leclerc and Vettel, fourth and fifth on the grid, were the best part of half a second off Verstappen's pace.

Having made some indifferent starts in recent races, Verstappen got away cleanly from the lights to assume the race lead as Hamilton dispatched Bottas with a feisty move around the outside at Turn 3. Leclerc then took advantage of Bottas's compromised exit from the corner to snatch third place on the run to Turn 4, but in doing so nudged the Mercedes' front wing with his left-rear tyre. That consigned Bottas to a long slog.

Hamilton then shadowed Verstappen as they both broke well clear. By lap 24 of the 70, when Verstappen pitted to exchange his medium-compound Pirellis for hards, they had just over 20s in hand over Leclerc – enough to emerge ahead and begin the process of leaving the scarlet cars for dust once more. Hamilton had cruised up to Verstappen's rear wing in advance of the Red Bull's stop and now his engineer Peter Bonnington announced it was "Hammer Time".

But, although Verstappen was briefly held up by the George Russell/Lance Stroll/Antonio Giovinazzi battle for 17th place after his stop, once in clear air he was able to find enough pace to ensure that he regained the lead when Hamilton pitted for hards six laps later. When Hamilton tried and failed to pass it looked like he had used the best of his tyres and Verstappen was well set for the run to the flag.

But Mercedes brought Hamilton in again on lap 48 for new mediums. Red Bull daren't follow suit for fear of yielding track position, so Verstappen had to turn his engine up and push on as Hamilton attacked his 20-second lead. Four laps from the flag Verstappen's tyres gave up and Hamilton dived past into Turn 1. "It felt like the steepest kind of wall to climb," said Hamilton. "Hopefully we'll see more of these battles."

NO REPEAT WIN FOR VERSTAPPEN

Late strategy gamble allowed Hamilton to power past on new tyres at the end of the race



Lewis pounces in the dying moments

POINTS FROM THE HUNGARORING

2. Pressure mounts on Bottas and Gasly

Had the 'other' Mercedes and Red Bull drivers been in the mix, it's unlikely that Lewis Hamilton would have been in a position to make the left-field two-stop strategy work. But Valtteri Bottas and Pierre Gasly were elsewhere at the critical moment having made costly mistakes on the first lap.

Bottas's performance in the first few corners from his front-row starting position was scrappy. Not always the most forceful driver in combat, he was certainly trying hard, but it fell to his detriment as he locked up twice in the first two corners, gave his own team-mate a tap, then lost his front wing in a contact with Charles Leclerc for which the race director deemed him partially responsible.

Pitting early for a nose change left him chasing from the back of the field on hard-compound tyres, but the Mercedes strategists still felt sixth place might be possible.



Bottas was bottled up in traffic for a large proportion of the race

Although he reached ninth place before making a second pitstop on lap 46 for mediums, Bottas lost three positions in the stop and had to spend the final laps clawing his way past uncooperative midfielders on his way to eighth. Not the best way to enter the summer break for a driver out-of-contract at the end of this season.

"You don't see me jumping up and down for joy," said Toto Wolff.

Gasly also contrived to make heavy weather of the opening lap, dropping

from fifth to ninth. He gained a place by dint of Bottas's stop, then the Red Bull pit crew did the rest at the stops, helping him to jump Kimi Raikkonen and Lando Norris. But he was unable to crack McLaren's Carlos Sainz and came home sixth, a lap down.

"It is vital for us, if we are to stand any chance of catching Ferrari, that we have him finishing further ahead," said team principal Christian Horner. "Today both Mercedes and Red Bull had one-legged races."

3. Podium bonus for 'not quick' Ferrari

Ferrari salvaged a podium position on a day when it was very much cast adrift from the battle for the lead.

Ahead of the weekend, team principal Mattia Binotto conceded in media interviews that the low-drag concept of the SF19 is flawed, and that finding a remedy will not be the work of a moment – if, indeed, it is possible to action this season.

Charles Leclerc and Sebastian Vettel qualified fourth and fifth but, aside from Leclerc's opportunistic pass on Valtteri Bottas on lap one (from which he was lucky to escape a puncture), neither of them were in

contention for victory. Indeed, it was telling when Vettel was informed that his race strategy, which was to extend his first stint on mediums to 39 laps before swapping to softs, was "Plan C".

The Ferraris were only racing each other, and "Plan C" came to fruition when Vettel mugged Leclerc for third place at Turn 1 three laps from the flag. They came home a minute down on the leader.

"It [the strategy] was really for the sake of trying something different," said Vettel. "The big picture for today is that we were not quick enough and not able to follow them right from two laps into the race."



Vettel finished third, well adrift

4. McLaren trumps its engine supplier again

That McLaren should have finished fifth and sixth in Hungary was a testament to the team's progress this season under a revitalised technical



McLaren trounced Renault team

and managerial regime. Lando Norris and Carlos Sainz qualified seventh and eighth and jumped Pierre Gasly's Red Bull on the opening lap as Sainz moved ahead of Norris. They then gained another place when Valtteri Bottas dropped to the tail of the field.

The pitstop phase was the only obstacle to them claiming fifth and sixth. But although Norris was able to emerge from his stop ahead of Bottas, a slow left-rear change meant he lost track position to Gasly and Raikkonen. He clung on to eighth

until lap 62, when Bottas went by, but Sainz held Gasly at bay to claim fifth.

Engine supplier Renault had a wretched weekend. Daniel Ricciardo was eliminated in Q3 when he and Sergio Perez tried to claim the same patch of asphalt. He laboured to make a long first stint on hards work, and he emerged from his stop behind Kevin Magnussen, who 'parked the bus' for another 20 laps.

Team-mate Nico Hulkenberg finished 12th, hobbled when his engine went into 'safe mode'.

5. Battling Perez denied a point

While Hamilton's performance dominated the headlines, Sergio Perez's race from the nether regions of the grid is similarly worthy of note. Perez missed the cut for Q2 when his flying lap was compromised by Daniel Ricciardo trying to overtake, but a penalty for Alfa Romeo's Antonio Giovinazzi elevated him to 16th on the grid.

Perez underlined his reputation as a driver with an uncanny ability to make the best out of most situations by gaining four places on the opening lap. Although he dropped back to 16th when he stopped relatively early to go on to the hards, on lap 18, he lapped consistently quick enough to claw back positions as the



Sergio Perez was unlucky to come away from the race empty handed

drivers he'd passed on lap one – Alexander Albon, Daniil Kvyat, Hulkenberg and Magnussen – eventually pitted.

An early stop by Romain Grosjean's ailing Haas gave him another place, as did Valtteri Bottas's second stop, as

Perez tailed Ricciardo to the cusp of the top 10. Ricciardo's stop looked to have handed Perez a points finish that had seemed unlikely post-qualifying, but seven laps from the end Albon bludgeoned his way by at Turn 1 to claim the final point.

RACE FACTS

Results © 2019 Formula One Administration Ltd

HUNGARIAN GRAND PRIX
Circuit: Hungaroring **Lap:** 2.722 miles
Race distance: 190.54 miles **Laps:** 70
Lap record: 1m19.071s (Michael Schumacher, 2004)
2018 winner: Lewis Hamilton (Mercedes)

TYRE CHOICE

Option **HARD**

Option **MEDIUM**

Prime **SOFT**

Date: Aug 4
Weather: Warm and dry

RESULTS

FIA Formula 1 World Championship, round 11/21

| POS | DRIVERS | NAT | CAR-ENGINE | TIME |
|-----|--------------------|-----|-----------------------|----------------|
| 1 | Lewis Hamilton | GBR | Mercedes | 1h35m03.796s |
| 2 | Max Verstappen | NLD | Red Bull-Honda | +17.796s |
| 3 | Sebastian Vettel | DEU | Ferrari | +1m01.433s |
| 4 | Charles Leclerc | MCO | Ferrari | +1m05.250s |
| 5 | Carlos Sainz Jr | ESP | McLaren-Renault | -1 lap |
| 6 | Pierre Gasly | FRA | Red Bull-Honda | -1 lap |
| 7 | Kimi Raikkonen | FIN | Alfa Romeo-Ferrari | -1 lap |
| 8 | Valtteri Bottas | FIN | Mercedes | -1 lap |
| 9 | Lando Norris | GBR | McLaren-Renault | -1 lap |
| 10 | Alexander Albon | THA | Toro Rosso-Honda | -1 lap |
| 11 | Sergio Perez | MEX | Racing Point-Mercedes | -1 lap |
| 12 | Nico Hulkenberg | DEU | Renault | -1 lap |
| 13 | Kevin Magnussen | DNK | Haas-Ferrari | -1 lap |
| 14 | Daniel Ricciardo | AUS | Renault | -1 lap |
| 15 | Daniil Kvyat | RUS | Toro Rosso-Honda | -2 laps |
| 16 | George Russell | GBR | Williams-Mercedes | -2 laps |
| 17 | Lance Stroll | CAN | Racing Point-Mercedes | -2 laps |
| 18 | Antonio Giovinazzi | ITA | Alfa Romeo-Ferrari | -2 laps |
| 19 | Robert Kubica | POL | Williams-Mercedes | -3 laps |
| R | Romain Grosjean | FRA | Haas-Ferrari | L49/water leak |

Winner's average speed: 120.255mph Lap leaders: Verstappen 1-24; Hamilton 25-31; Verstappen 32-66; Hamilton 67-70

FASTEST LAP | MAX VERSTAPPEN 1m17.103s

ON LAP 69 (AVERAGE SPEED: 127.103MPH)

QUALIFYING

| POS | DRIVER | TIME | POS | DRIVER | TIME |
|-----|------------|-----------|-----|------------|-------------|
| 1 | Verstappen | 1m14.572s | 11 | Hulkenberg | 1m16.565s |
| 2 | Bottas | 1m14.590s | 12 | Albon | 1m16.687s |
| 3 | Hamilton | 1m14.769s | 13 | Kvyat | 1m16.692s |
| 4 | Leclerc | 1m15.043s | 14 | Magnussen | 1m17.081s |
| 5 | Vettel | 1m15.071s | 15 | Russell | 1m17.031s |
| 6 | Gasly | 1m15.450s | 16 | Perez | 1m17.109s |
| 7 | Norris | 1m15.800s | 17 | Giovinazzi | 1m16.804s* |
| 8 | Sainz | 1m15.852s | 18 | Stroll | 1m17.542s |
| 9 | Grosjean | 1m16.013s | 19 | Kubica | 1m18.324s |
| 10 | Raikkonen | 1m16.041s | 20 | Ricciardo | 1m17.257s** |

* = penalised three places for impeding another driver during qualifying. ** = required to start from back of grid due to multiple power unit element changes.



Raikkonen scored well

CHAMPIONSHIP POINTS

| DRIVERS | | | CONSTRUCTORS | | |
|---------|------------------|-----|--------------|-----------------------|-----|
| POS | DRIVER | PTS | POS | CONSTRUCTOR | PTS |
| 1 | Lewis Hamilton | 250 | 1 | Mercedes | 438 |
| 2 | Valtteri Bottas | 188 | 2 | Ferrari | 288 |
| 3 | Max Verstappen | 181 | 3 | Red Bull-Honda | 244 |
| 4 | Sebastian Vettel | 156 | 4 | McLaren-Renault | 82 |
| 5 | Charles Leclerc | 132 | 5 | Toro Rosso-Honda | 43 |
| 6 | Pierre Gasly | 63 | 6 | Renault | 39 |
| 7 | Carlos Sainz Jr | 58 | 7 | Alfa Romeo-Ferrari | 32 |
| 8 | Kimi Raikkonen | 31 | 8 | Racing Point-Mercedes | 31 |
| 9 | Daniil Kvyat | 27 | 9 | Haas-Ferrari | 26 |
| 10 | Lando Norris | 24 | 10 | Williams-Mercedes | 1 |

NEXT RACE: BELGIAN GRAND PRIX, SEPT 1

RACING NEWS

IN BRIEF

Ricciardo's legal

Daniel Ricciardo's representatives have laid out an emphatic defence against a claim of more than £10million from his former advisor Glenn Beavis – who has argued he is owed 20% of Ricciardo's Renault salary and various elements of the lucrative deal. Ricciardo emphatically denies any agreement breach and his formal defence dismisses multiple elements of the alleged entitlement by disputing Beavis's versions of agreements between them. Among the points made by the defence is a denial that Beavis instigated Ricciardo's move from Red Bull to Renault, instead crediting Ricciardo's father for beginning that process.

Alfa's appeal

Alfa Romeo's appeal against the penalties that cost Kimi Raikkonen and Antonio Giovinazzi their German Grand Prix points finishes will be heard by the FIA on September 24. Both cars received 30-second penalties because of anomalies in their clutch settings that were judged to constitute a breach of the rules designed to ban traction control. The appeal may yet be dismissed as time penalties are among the punishment that F1 rules technically preclude appeals over. That would prove ironic for Alfa because the stewards had the option to disqualify its cars – a penalty that could have been appealed – but decided to take the lesser option of time penalties because they felt the offence was marginal.

Grosjean: no panic

Romain Grosjean says he felt much more worried about being dropped by Haas during his messy first half of 2018 than he has amid the recent controversy over his repeated clashes with team-mate Kevin Magnussen. Incidents between the two drivers in the Spanish, British and German Grand Prix have left team principal Gunther Steiner enraged and led to questions over whether a different line-up was required for 2020. "Last year there were many reasons, to be frank, to stay home," said Grosjean. "This year I guess there are many less." Steiner suggested ahead of the Hungarian weekend that a mid-season driver change would be a "desperate" move.

Unsafe releases

The FIA has agreed with Formula 1 teams that unsafe pitstop releases will all be punished with time penalties rather than fines from now on, following the controversy over Ferrari being fined for its German Grand Prix incident with Charles Leclerc. The team escaped with a €5000 punishment for releasing Leclerc into Romain Grosjean's path – which Max Verstappen declared was "completely wrong" given he had lost a Monaco GP podium to a time penalty for the same offence.



Russell (above) was quick in Hungary



WOLFF: RUSSELL NEEDS MORE TIME TO LEARN HIS F1 CRAFT

Mercedes boss says British hopeful is in the perfect place to develop his skills

By Adam Cooper

Toto Wolff insists that Mercedes junior driver and current Williams Formula 1 racer George Russell is not a contender for a seat with the works team in 2020.

The Mercedes motorsport boss believes it is too early to put Russell, who is starring at the troubled Williams team in his debut F1 season, in the spotlight

alongside Lewis Hamilton and risk "burning" him.

Wolff says Mercedes is facing a straight choice between keeping Valtteri Bottas and promoting reserve driver Esteban Ocon, and he believes that Russell should continue learning at Williams, where he has an ongoing contract.

"You've got to consider that these guys come into F1 at a very young age," said Wolff.

"And there are exceptions to the norm, such as Max Verstappen, who was given the environment at Toro Rosso to learn, and to make mistakes, and even at Red Bull was given [the same]."

"I don't think you are given the possibility to learn in a Mercedes because you're being put in a car that is able to win races and championships, in a high-pressure environment.

"It can go terribly wrong for a

young driver that has the talent to become a world champion if he's thrown into that environment next to the best driver of his generation.

"And I wouldn't want to burn George. Equally, he's in a good place at Williams, he helped them to come back to form, learn and appreciate when a car functions well. I try to be respectful to all contracts we sign, and we signed a contract.

We knew what we were doing with Williams, and this is where he's going to learn."

Wolff confirmed that Mercedes faces a difficult straight choice between Bottas and Ocon in the coming weeks.

Wolff said: "We've been discussing it within the team, and I've been wrestling with myself on what is the right thing for the team, and what is the right thing for the drivers."

Rosberg takes aim at Hamilton...again

Lewis Hamilton's former arch-rival Nico Rosberg has declared that Max Verstappen is now "the best F1 driver out there".

Rosberg, the 2016 world

champion, offered a five-point argument for Verstappen's supremacy in a video he released during the Hungarian Grand Prix weekend.

He cited a level of "natural talent" that he felt was on a par with Ayrton Senna and Hamilton, Verstappen's resilience and "steely self-confidence" in the face of criticism, his youth, his affinity with the 2019 Red Bull and the dedication to improvement that he showed with his Esports and karting training.

Rosberg suggested that 34-year-old Hamilton is "certainly already on a little bit of a decline in his natural human abilities", and that this was a factor in 21-year-old Verstappen now being "slightly better" than the reigning world champion.



Nico: Max is now top man



There will be even more wheel-to-wheel battles between the top runners next season

TEAMS AGREE TO TAKE ON A 22-RACE ROSTER IN 2020

A further Formula 1 calendar expansion is on the cards for next season after teams agreed in Hungary that they would accept a 22-race schedule.

The return of the Dutch Grand Prix and the addition of Vietnam were originally expected to be achieved without the calendar exceeding its current 21-race length because five existing

GPs were out of contract at the end of this year. But with the British GP securing a new deal, Italy and Mexico looking likely to do so too and the Spanish GP set for a one-year reprieve, only Germany is in jeopardy so an expanded calendar is required to accommodate Zandvoort and Hanoi.

The main concern over adding a 22nd race was

whether it would be possible to still complete the season on the three-engines-per-year limit. With a consensus reached that 22 races could be done on three engines, teams gave the unanimous agreement required, with Mercedes chief Toto Wolff saying: "We've got to let Liberty do their business, and their business is to grow Formula 1."

ASTON MARTIN RULES THE ROOST IN BRITISH GT AT BRANDS HATCH

PAGE 20



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'Aston win blows title fight open'
Brands Hatch British GT report, p20



SCHUMACHER LANDS BREAKTHROUGH F2 WIN

Rookie takes reversed-grid victory after tough first half of the year



Prema driver Schumacher is 11th in the F2 standings

By Jack Benyon

Mick Schumacher won his first Formula 2 race in Hungary, after a difficult start to the season filled with bad luck, errors and struggling to adapt to the new Pirelli tyre.

The Prema Racing driver –

backed by the Ferrari team where his father Michael earned most of his success – made overnight set-up changes to cure understeer ready to take up the reversed-grid pole position in Sunday's race.

He defended hard from Carlin driver Nobuharu Matsushita

to seal his first win, which puts him 11th in the standings in his rookie season.

"I'm just happy to finally be over the period of bad luck and it's good to, obviously, score a decent amount of points," said Schumacher. "The next track we go to is Spa which is a very

good track for me where I feel very comfortable."

DAMS driver Nicholas Latifi did nothing to douse rumours that he will drive for the Williams team – for which he is a junior – in Formula 1 in 2020 by dominating the Saturday feature race.

QUICK LAPS THE FASTEST NEWS ROUND-UP



Tincknell/Bomarito won

The FIA's nation versus nation 'Motorsport Games' concept is set for a substantial expansion in 2020. The inaugural event at Vallelunga this November will feature GT3, TCR and hybrid Formula 4 cars, but promoter Stephane Ratel has mooted additions such as a prototype category, F3, rallying and historic racing for next year...

Juniors from the Renault and Ferrari F1 teams dominated FIA F3 at the Hungaroring. ART Grand Prix's

Christian Lundgaard and Prema Racing's Marcus Armstrong set fastest lap and led from start to finish in race one and two respectively, Renault's Lundgaard also taking pole position. Red Bull junior Juri Vips was the weekend's big winner, cutting Ferrari junior Robert Shwartzman's points lead to 12... **IndyCar has delayed its new engine formula until 2022 so it can add a hybrid system that it hopes will entice more manufacturers to join Honda and Chevrolet...** Harry

Tincknell and Joest team-mate Jonathan Bomarito gave Mazda its third consecutive IMSA SportsCar victory by defeating championship leaders Juan Pablo Montoya and Dane Cameron by just 0.227s in a thrilling race at Road America... **Indy Lights leader and sometime UK Formula Ford racer Oliver Askew is testing for top IndyCar team Ganassi this week. Askew was a 2016 Team USA Scholarship winner, finishing runner-up in that year's Walter Hayes Trophy.**

DAMS founder Driot dies after battle with illness

DAMS team founder Jean-Paul Driot has died at the age of 68, after what a team statement described as an "ongoing battle with illness, which he had fought in recent months".

Driot set up his eponymous team – Driot Associates Motor Sport – at the end of 1988 and it made its debut in Formula 3000 the following year.

More than 30 DAMS drivers went on to race in Formula 1 – including five of the current grid: Romain Grosjean, Kevin Magnussen, Pierre Gasly, Carlos Sainz Jr and Alexander Albon – and Driot has been the figurehead of the team throughout.

Driot's team has won 13 drivers' and 12 teams' championships and has claimed 147 victories across various series including F3000 and Formula Renault 3.5, plus official feeder categories Formula 2 and Formula 3 (and their predecessors GP2 and GP3).

Under Driot's stewardship, DAMS also masterminded the title-winning French A1 Grand Prix effort.



Driot (r) and Prost worked together

Together with F1 legend Alain Prost, Driot established the e.dams FE team, which won two teams' titles and a drivers' championship when partnered with Renault in the electric single-seater series, and now runs the Nissan entry.

DAMS driver Nicholas Latifi's win in the Hungaroring F2 opener and team-mate Sergio Sette Camara's podium the next day were dedicated to Driot.

Paffett: Merc should retain line-up



HWA drivers Paffett and Vandoorne get on well

Gary Paffett has urged Mercedes to stick with him and HWA team-mate Stoffel Vandoorne for its Formula E entry in the coming season.

Ex-F1 driver Esteban Gutierrez and former Mercedes DTM driver turned FE regular Edoardo Mortara are among the drivers participating in Mercedes' test programme ahead of its first fully-fledged entry in the series in the 2019-20 season.

Vandoorne and Paffett had a low-key and often unlucky first year in FE with the HWA entry being run as a precursor to Mercedes' arrival, but Paffett said he believed "the plan" was "to keep to the team as it is".

"We've had a learning year and we've not been at our best because we're learning, but the team's the same," he said. "We've all learned and built the team together."

F1 RACING ASSOCIATE EDITOR

STUART CODLING

"Stakeholders can't even agree on a broad outline for '21"



Sunit uplifts! Easiest deal ever! Creating Formula 1's next rulebook was supposed to be simple but, like that other thing going on in the wider world – let's not talk about it in polite society, eh? – reaching a consensus that pleases everyone has proved far tougher than expected.

Having trouble trying to please all of the people all of the time? Fancy that...

For those not keeping up with the morass of arguments swirling around this issue, the key problem is that the technical and sporting regulations have come up for renewal at the same time as the current commercial settlement expires: 2020. So in and among the usual tawdry push-me-pull-you of the entrants angling for more money and the commercial rights holder trying to fob them off, we have the thorny philosophical debate about what F1 should look, sound and feel like post-2020.

As things stand, the technical and sporting regs should have been settled by June – yes, two months ago – but instead the evil hour has been put off to October 31, perhaps in the belief that all parties in the debate will break off to argue about which *Nightmare On Elm Street* movie to watch on Halloween instead. In the interim there's still a vast amount to be settled, and it's becoming increasingly obvious that the stakeholders haven't even agreed on a broad outline of what they want, let alone the details.

Part of the problem, I think, is that the teams have been permitted to insert their collective oars into the water, thereby stirring up a time-wasting froth. Surely the FIA and the commercial rights holder between them have employed enough ex-technical directors as experts to formulate something workable? Instead we're still arguing about fundamentals such as car weight, and the FIA president himself is throwing bad ideas onto the table such as bringing back refuelling.

Without wishing to go off on a tandem here (to quote the great Steve Soper), bringing back refuelling is an idea that doesn't stand up to the slightest degree of objective scrutiny. While you can cherry-pick a handful of mid-2000s races upon which it had a meaningful effect, it would do little to make the cars lighter and, once all the data had been crunched, strategies would inevitably converge. And who wants to see overtaking in the pits, anyway?

So, too much time is lost debating flawed ideas such as this. I'm with McLaren boss Andreas Seidl, who said in Budapest: "It's about time now to simply stop discussing. We all have downloaded our input."

One thing's for sure: the deadline isn't getting any further away. Getting this one over the line in good time might just require a lot more than just positivity and a can-do spirit...

RACING NEWS

IN BRIEF

Monger's award

Billy Monger was presented with the Royal Automobile Club's Segrave Trophy last week. The award, which recognises outstanding skill, courage or initiative, was given to Euroformula Open winner Monger for "demonstrating exceptional courage and determination after great adversity and returning to high levels of motorsport". The award isn't handed out every year and past recipients include Lewis Hamilton, Stirling Moss and John Surtees. Monger said it was "very surreal" to win the "amazing award".

Extinguisher crash

An accident involving Martin Walker's Mallock Mk16 caused the first Classic Clubmans race at Croft to be red-flagged. Walker crashed into a bale at Clervaux when a fire extinguisher came loose in his car and discharged itself, obscuring his vision. Walker, 27, in only his fourth race, was unhurt, although he praised the quick action of the marshals and medics. He initially thought the blast of liquid came from one of the Mallocks of Colin Ralph and Roger Watton, who collided just ahead of him.

Bentley penalty

Team Parker Racing's Glynn Geddie and Ryan Ratcliffe will have to serve a 25-second penalty at their pitstop in the British GT finale at Donington Park, after 2011 champion Geddie was found culpable for a crash with Ben Hurst's Academy Motorsport Aston Martin GT4 that ended both their races. Geddie had been running ninth when he lapped Hurst at Westfield, but took his normal racing line on the exit and left Hurst with nowhere to go. Geddie was speared into the barriers, while Hurst was forced out with broken right-front suspension.

GT5 drivers escape serious injury in pile-up

Medical staff were praised as several Ginetta GT5 Challenge drivers emerged without serious injury following a multi-car shunt that halted the first race at Snetterton last weekend.

The incident on lap two began when GT4 Supercup regular Fin Green lost control of his Total Control Racing car at Oggies, before being collected by several cars including those of Josh Hislop, Nick Halstead and rookie Magnus Kriklywi – the Fiesta Junior champion making his debut ahead of a planned full season next year.

Fox Motorsport's Halstead and Race Car Consultants' Hislop were sent to the medical centre for compulsory checks after the incident. Both were unscathed although the latter was suffering leg pains from what was a triple impact.

Of the cars involved, Hislop's was later declared "a write-off" by team owner David Ellesley.

"Magnus will go again, but it's such a disappointment," he said. "The medical teams at Snetterton did a good job, took them away and we hear that Josh is just a bit battered and bruised. Nothing a few weeks' rest won't heal."

Halstead similarly was left feeling the brunt of the hit, while Green returned to action to finish race two in eighth on a wildcard entry between his regular GT4 Supercup programme.



Plato (r) and Sutton (c) clashed in finale

SUTTON AND PLATO CRASH SPARKS WAR OF WORDS

Sutton hits out at "brainless" BTCC rival but Plato defends his driving

By Matt James

British Touring Car champions Ash Sutton and Jason Plato have sparked a war of words after a controversial collision in the final race of the day at Snetterton last weekend ruined both their chances of a podium finish.

The duo were engaged in a

physical battle for first place with Power Maxed Racing Vauxhall Astra driver Plato, on the less favourable harder tyres, holding off the soft-tyred BMR Racing Subaru Levorg of Sutton.

After several tussles, the race came to a head on lap nine, when the pair made contact several times. It resulted in them both being jumped by

eventual winner Rory Butcher's AmDTuning Honda Civic.

Plato was blamed for a collision with Sutton at Brundle which turned the estate-shaped car around. Sutton finished 20th and Plato fifth, but Plato was docked 10 seconds for that incident and a further five for a move on poleman Chris Smiley (BTC Honda) on the opening lap. Sutton, the 2017 title winner,

was fuming after the collision. He said: "It was brainless. It is just stupidity. [He had hit me several times] and then gets his joker card out, and he turns me around under the bridge. That was the third time he had hit me."

Plato felt aggrieved at the penalty and said that Sutton, who had been his team-mate for two years at BMR in 2017 and 2018, had been the instigator.

"Ash is pissed off? He needs to grow a pair of balls," said Plato immediately after the race.

"He needs to look back at the videos and see how he drives sometimes. I don't believe I initiated the contact with him."

Sutton is sixth in the standings after 18 of the 30 rounds, while Plato lies in ninth spot. Neither Plato nor Sutton has won a race yet this year.



Ginetta Junior racer took maiden podium

Bilinski gets to race despite accumulating 12 points on his licence

Ginetta Junior rookie Roman Bilinski claimed his first podium at Snetterton despite being handed 12 licence points before the weekend.

The Alastair Rushforth Motorsport driver picked up the points through a series of incidents in the first half of the season. But, as some of these were awarded on the same day, he escaped the usual automatic three-month ban.

"It's down to the way Motorsport UK tot the licence points up," explained Ginetta motorsport manager Ash Gallagher, who added that the decision was out of the manufacturer's hands. "What they're saying is, with points that are accrued on the same date, they only count the highest set of points. There's two incidents where he had two sets of licence points on

the same date."

According to this rule, instead of entering the weekend on 12 licence points, Bilinski had just eight and was therefore able to race as usual.

Bilinski had an eventful weekend in Norfolk as he picked up a further two licence points for contact with Tom Emson in race three before taking his first podium in the finale.

BTCC drivers welcome tyre rules tweak

Drivers have given a thumbs-up to a regulation shuffle to mix up the British Touring Car Championship tyre allocations that was used at Snetterton last weekend.

Usually, drivers use the standard tyre and nominate one of the three races to run the option Dunlop rubber – which is either soft or hard.

At Snetterton, they did not have to nominate before the races, but they had to use all three compounds – soft, medium and hard – over the course of the three rounds. Rivals could only see what their competitors were on when they took to the grid.

The soft tyre won twice with Tom Ingram's Toyota and Rory Butcher's Honda using the green-walled rubber, while

those on the harder options generally struggled.

Butcher's AmDTuning team-mate Sam Tordoff, who took a podium in the opening race, said: "I think it's made for exciting racing. It's mixed it up today. Race three was a climax of everyone being on different strategies all coming together at the end of the day."

Motorbase man Tom Chilton added: "It should be like that at every single round. I thought it was fantastic racing. You don't know what anyone's running in each race and there's a big speed difference. If you're struggling a bit, you can make it a great weekend and it leaves it more open."

BTCC chief executive Alan Gow did not rule out employing the system again in the future.



Turkington was still able to take a win, despite his BMW missing out on turbo boost

BTCC GIVES NON-BMW CARS A BOOST AT SNETTERTON

British Touring Car series bosses tweaked the level of boost available to competitors at Snetterton last weekend, giving all non-BMW cars a helping hand.

WSR's 330iM Sport, driven by Colin Turkington, Andrew Jordan and Tom Oilphant, had won nine of the first 15 rounds going into the Norfolk event.

BTCC chief executive Alan

Gow said: "We [have done] a minor boost adjustment, like we did [at Croft, where the BMWs were turned down by 0.02 bar of boost], but that was all engines apart from the BMW. It's the same adjustment, only this time we didn't take them [BMW] down, we put everyone up."

Despite the change, Turkington still won the

second race to extend his points buffer.

Rear-driven machines were also hit with another adjustment, which was either to increase the car's ride height or carry weight further up to equalise the centre of gravity. This was done after Laser Tools Racing decided to introduce an Infiniti Q50 for Aiden Moffat.

KEEN: LATE PASS WILL LEAD TO STRAINED ATMOSPHERE

New points leader defied team order to stay behind sister Barwell Lamborghini

Photos: Jakob Ebrey



Keen (r) ignored order to hold place



By James Newbold

British GT points leader Phil Keen says he expects the dynamic at Barwell Motorsport to be strained at the Donington Park season finale, after disobeying an order to hold position behind team-mate Jonny Cocker on the last lap at Brands Hatch.

Keen and team-mate Adam Balon topped the standings from Snetterton until Spa,

when Balon's crash gave Cocker and Sam De Haan a 0.5-point advantage. With the pair running line astern in fourth and fifth as the final lap commenced, Cocker and De Haan would have extended their lead to 3.5 points, but Keen's slingshot pass around the outside at Hawthorn caused Cocker to lose momentum and drop another three places, leaving them 11.5 points behind.

Keen and Balon now lead

by six points over Brands race winners Jonny Adam and Graham Davidson.

"For sure it causes problems," Keen told MN. "Jonny [Cocker] is always going to say that I was unfair and I gave him no choice, chopped his nose off, but I felt like I was alongside him enough to pull through.

"It's difficult because it's customer racing, they both pay to race and it's a difficult situation to manage, but I'm employed to do a job and that

is to help Adam win the title."

Barwell boss Mark Lemmer confirmed Keen had been ordered to hold position, but said he would likely be powerless to intervene if a similar situation presented itself at Donington.

"I'm guessing that the outcome will be similar to today, I can't get involved," he said. "We're a customer racing team, our job is to provide the equipment and put them in a position to win

the championship. The best thing we can do as a team is to have two drivers fighting for first place, but inevitably that has its problems.

"Phil was faster than Jonny, but it's down to those guys to sort it out on track, I can't make a call to swap those guys.

"We've had a debrief, we've reminded them that the team ultimately can only point out what the best options may be and it's up to them to decide how they want that to play out."

Coggan error dents his VW Cup title bid

Volkswagen Racing Cup title contender Josh Coggan was unable to start the second race at Brands Hatch last weekend following damage to his Golf in race one.

Coggan had been on pole and leading the pack in the first race when he lost the rear end on the grass at Graham Hill Bend and spun into the barriers.

After a couple of laps in the pits Coggan attempted some mileage at the end of the first race but wasn't classified. Mechanics weren't able to repair a bent bottom arm and side damage in time for race two.

"It was all on me, I just lost the back end at the corner and got a wheel on the grass and lost it," he said. "The car wasn't right [after the damage]."

The two race results meant he collected just two points from qualifying, and has dropped to eighth in the title standings, 86 points behind title leader Owen Walton on dropped scores.

Former British Touring Car Championship driver Martin Depper launched himself back into the title fight by taking both wins at Brands, having slashed his 40-point deficit to Walton by half.

Loose wheel is costly for G40 Cup racer Keogh

Rob Keogh had a race to remember for the wrong reason in the first outing of the Ginetta G40 Cup at Brands Hatch last weekend after his wheel fell off.

The 2015 GRDC+ champion had come into the weekend with a 25-point lead over Chris Salkeld, and started the opening race from pole.

But his problem soon began to manifest itself as Salkeld took the lead at the end of the opening lap, and Keogh continued to drop further down the field before his front-left wheel sheared off and went into the catch fencing on the approach to Paddock Hill Bend at the start of lap five.

"There was play [in the steering wheel] and it was just shaking," he said. "It was driveable for the first lap but it was getting worse and worse.

"With the points situation [as it was] it's why I carried on as I thought if I can just carry on [in the points positions], but I'm just glad the wheel didn't cause any damage or hit anyone."

He managed to get back out for the remaining two races, taking a second and a win, limiting the damage to his title ambitions.



Century team boss stepped in as Fender switched to GT3

Freke makes British GT return and just misses out on a GT4

Century Motorsport boss Nathan Freke made a surprise return to action in British GT at Brands Hatch last weekend and claimed his GT4 team's best finish of the year in fourth, alongside Andrew Gordon-Colebrooke.

Freke last raced in British GT in 2017 and was filling in for Angus Fender, who stepped up to the team's M6 GT3 squad

alongside Jack Mitchell and scored the team's first GT3 podium of the season.

Freke's only previous experience with the team's BMW M4 GT4 came at the Dubai 24 Hours but he only lost out on a Brands podium with a small mistake at Druids.

"I loved it, it was good getting back out there," the 2006 British Formula Ford

champion said. "I'm definitely too heavy, definitely too unfit, and definitely could be a bit quicker but on the whole I couldn't be much happier."

"I'm giving away 30 kilos which is probably two or three tenths."

Freke added he would consider racing again at the season finale at Donington, if he is unable to fill the seat.

Priaulx and Maxwell Multimatic Mustang handed penalty for pitstop infringement that blows GT4 title battle wide open

Seb Priaulx and Scott Maxwell lost their third-place finish in British GT's two-hour race at Brands Hatch and with it the GT4 points lead after being given a 40-second penalty for a pitlane safety infringement.

Their Multimatic Motorsport Ford Mustang was demoted to ninth for falling foul of

regulation 3.1.5.8, and the team was hit with a £500 fine.

The rule states: "Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire whose only purpose is to earth the car.

"This must be placed by the fire fighter or mechanic which

may be the mechanic tasked with helping the driver."

It is understood that the team commenced refuelling before earthing took place.

Priaulx and Maxwell would have scored 22.5 points for third place and thereby extended their advantage over nearest pursuers Tom Canning/Ash

Hand to 12 points. But instead, only scoring three points for ninth – with Canning and Hand promoted to third – has resulted in a 24-point swing with the Mustang pair now 12 points in arrears and demoted to third in the standings behind Brands Hatch runners-up Dean Macdonald and Callum Pointon.

Six cars are still in mathematical contention for the GT4 title, including the two Tolman Motorsport McLarens of Jordan Collard/Lewis Proctor – who failed to score after being trapped a lap down by an early safety car – and Brands Hatch winners James Dorlin and Josh Smith.

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EXTREME PERFORMANCE TYRES MAKES ITS MARK



Martyn Cowley is currently leading in the Pro-Am class of The British Drift Championship

Pirelli, Michelin, Goodyear might be names that immediately spring to mind when thinking of motorsport tyre suppliers, so you could be forgiven for not having heard of Extreme Tyres UK. That is, at least for the moment – but Extreme Tyres UK is hoping to change that by making its mark on the British national motorsport scene.

Having enjoyed considerable rallying and drifting success in its native Poland after launching six years ago, Extreme Tyres came onto the UK market three years ago, offering high-performance compound tyres unique for their high-temperature operating window, making them ideal for

drifting, hillclimb and sprint events.

In 2018, Extreme Tyres UK took a total of 19 championship class wins and are now in the process of developing a new professional tyre casing – used by more high-profile suppliers like Pirelli and Michelin – as it eyes a championship supply deal with the Fiesta Cup in 2020.

Extreme Tyres UK also offers clients the opportunity to join its Brand Ambassador Programme, allowing customers to create a long-term cooperation with the brand.

“We decided to go with Extreme Tyres this season as we had heard good reports from other drivers. We decided on the R5

initially and with great success, winning our class in the first 10 events. The car was handling very well but we wanted more from it so we decided to change to Extreme Tyres’ W3 compound as hillclimbs are not that long and overheating shouldn’t be a problem,” said Extreme Tyres UK ambassador and hillclimb competitor Adrian Lewis.

“Since changing, and bearing in mind that the car has been double driven at some events, we have had another seven class wins, a second place and a class record! At our last event we were sixth overall - only beaten by five single seaters - and we were

quicker than all of them on 10 of the 20 runs they did between them!”

Another Extreme Tyres UK ambassador who has enjoyed success using the new compounds is Paul Hunter, who secured a personal best in April’s Doune hillclimb.

“The Extreme Performance Tyres Extreme VR2 R5 were absolutely incredible and had much more grip than I was brave enough to find the limit of!” he said.



WHO ARE WE?

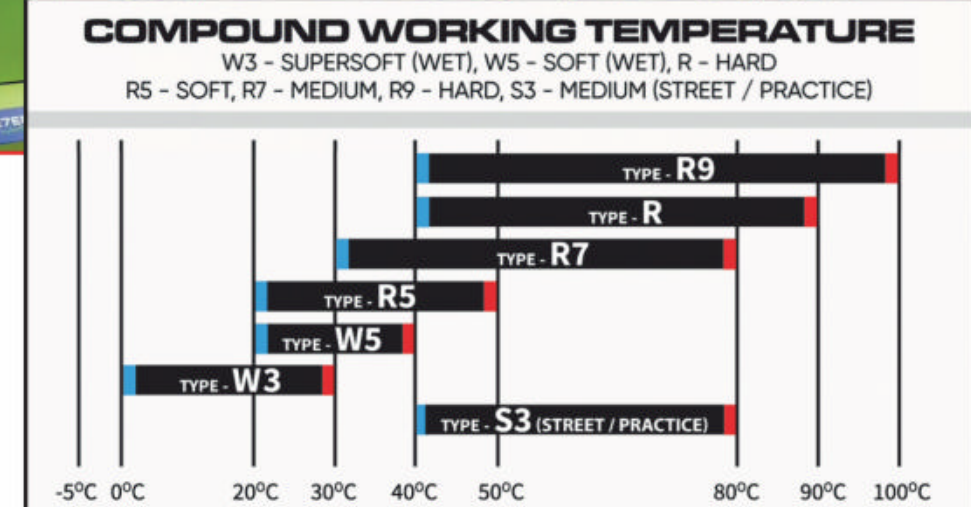
Extreme Performance Tyres was established in 2013 in Poland, basing on 10 years of experience in retreading competition tyres. Our goal was simple, to provide the competition an affordable product with top performance. Since then we have extended our range from a single tyre to three different asphalt patterns and thanks to numerous victories in rallies, trackdays and hillclimbs we have earned a good reputation among other competition tyres and currently are the only retreads brand that can match premium new tyres in terms of performance. In the future, we are planning to introduce a full racing slick and an FIA homologated tarmac rally tyre.

Extreme Performance Tyres is also an effective partnership between Poland and Germany. All tyres are designed and developed in Poland and produced in a German factory with over 50 years of experience to ensure the best possible quality of our products.



OUR PRODUCTS

We are specialised in asphalt competition tyres produced in the retreading process. The VR1, VR2 and VR3 models are road legal (E-mark) and depending on the intended use can have standard or reinforced sidewalls, 9 rubber compounds and 18 different sizes from 13 inch, up to 19 inch, giving us the possibility to produce tyres for rally, racing, trackdays, drifting and daily use as well. We are also one of the few that offer retread tyres based both on used and new casings.



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HISTORICS

'Spiers will race McLaren'
TVR man's swap, below



DOWN THE PUB

BEN STILES

Classic FF2000 racer
Age: 24 Lives: Bexhill



Chip off the old block: Stiles

It started in New Zealand
"I managed to come out of university with a bit of money and used that to get into a racing car. My dad Trevor had decided to stop racing and had a car sitting in New Zealand, so I went out there after I finished university. That was in the national Formula Ford series so there were some serious young guns there. We had no money and were using their throwaway tyres but you could learn so much. That helped pick our pace up quickly."

He went to Classic FF2000
"We came back and went to Donington Park and met Chris Levy who talked us into buying a Classic Formula Ford 2000. We bought the Van Diemen RF82 from Paul Burt and we've been made up ever since. For a driver like me without much experience, it's a good learning car. Last year I just did Silverstone and Brands and then we went back out and did half a season in New Zealand."

He's doing a full season
"We came back to the UK in spring with the intention of doing the URS Classic FF2000 season. We turned up at Donington with no testing and did OK. We set pole at Snetterton and the coil went in the first race. Two wins at Anglesey was a really good weekend for us."

There is a charity angle
"Dad's done a fantastic job of getting the car running and the pace is there. I did the XL Aurora races at the Brands Superprix as a charity event for Chestnut Tree House. Six people bought a weekend of hospitality at an auction. My mum does quite a lot of charity work for them."

He's enjoying URS
"It took us 10 hours to get to Anglesey but I loved it. The camber and the banking of the corners makes it really interesting and a couple of fast corners suit my driving well. I like the fast stuff. There is a great group of guys to race with in URS."

Money is tight
"Funds are a big struggle and we're running on throwaway tyres from other teams. But it's what we have to do, otherwise we wouldn't be racing. You make sacrifices to be out there, but it is my life. Over the last two years, racing has taken such a hold on me. I never did any karting and it has been quite a steep learning curve. I'd love to do whatever racing I can."



Gathercole has been getting in rally miles

GATHERCOLE SWAPS TO A RALLY CHALLENGE

British Women Racing Drivers club boss to go head-to-head with hubby

By Paul Lawrence

Racing driver Lorraine Gathercole will switch to rallying this year to tackle the Roger Albert Clark Rally in a two-car team with her husband David.

Gathercole, chair of the British Women Racing Drivers' Club, has competed extensively in historic racing for over 25

years but only recently took her rally licence test after David bought her the R.A.C. entry as a 15th wedding anniversary present.

The couple will each drive a Ford Escort Mk1 on the five-day event in November and Lorraine admits that it will be a huge challenge. She said: "He convinced me to take my BARS test and I fell for it.

I don't know how the hell this has happened!"

Lorraine Gathercole will be co-driven by historic racer Martyn Donn, who did the 2017 event alongside David, and will use an Escort with a BDA engine from their own engine-building business.

"The intention is to get around and enjoy the experience," she said.

"I need to do about five events to qualify for a National A licence and we'll aim to do the Trackrod Rally in September as it has night stages. I have raced in the dark before.

"I've got to get used to someone telling me what to do, but Martyn and I get on well. David's taking it far more seriously and has kindly said I can have all his old tyres!"

Historic Bentleys take to the track together as part of BDC's 'Cavalcade of Titans' display



Bentleys had demo run

The Bentley Drivers Club held a special vintage car parade as part of its Silverstone race meeting, including three significant cars that have never run on track together before.

Called the 'Cavalcade of Titans', the parade formed

the latest part of Bentley's centenary celebrations, and included the Barnato-Hassan Special, Napier-Railton and Napier-Bentley machines.

The Barnato-Hassan Special was built in 1934 by Walter Hassan for famous Bentley Boy Woolf Barnato.

In 1935 the car set a Brooklands lap record of 142.6mph, a mark which was only ever bettered by the 24-litre Napier-Railton. The 1968 Napier-Bentley was a one-off special created by BDC members Peter Morley and David Llewellyn.

Jackson to tackle MN HRCR Road Rally

Prolific historic single-seater winner Cameron Jackson will take on a fresh challenge on Sunday when he competes on an Historic Road Rally.

Jackson will tackle the St Wilfrid's Rally, the latest round of the Motorsport News HRCR Clubmans Rally Championship, in the Lancia Fulvia of series coordinator Martin Phaff.

The Historic Formula Ford champion has won in a Crossle sports-racer at Goodwood and made his Historic F2 debut this year, but the Yorkshire event will be his first rally.

Jackson will have the Fulvia this week to get used to it and will have experienced co-driver Amy Henchoz to keep him on the right road.



The ex-Jarier March will be joined on the track by a Vittorio Brambilla example

TWO MARCHES ADD HISTORY TO HISTORIC F2 ENTRY

US racer Graham Adelman and his son Andy are joining the Historic Formula 2 grid with two famous March 732s.

Graham ran the ex-Jean-Pierre Jarier STP-liveried car at the Silverstone Classic while Andy hopes to join the grid at Zandvoort next time

out in the ex-Vittorio Brambilla car in the colours of Beta Tools.

The Jarier car went to the US for some time before returning to Europe, while the Brambilla car spent years on display in Italy.

Both cars are prepared by

Hall and Hall and the Jarier car ran for the first time at the Silverstone Classic. The Brambilla car, chassis four, is being rebuilt by the Lincolnshire-based team.

Previously, Adelman is the only driver to have raced a Ferrari in Historic F2.

IN BRIEF

Mini at Shelsley

The 60th anniversary of the Mini will be celebrated at Shelsley Walsh on Sunday, August 25. The day will include non-competitive runs up the course with a number of race, hillclimb and rally cars in attendance. Former British Rally champion Russell Brookes will be one of the guests, recreating the early days of his career in a Mini.

Attwood's role

Richard Attwood has accepted the position of patron-in-chief for the Historic Sports Car Club. The Le Mans winner, racer and performance driving instructor is taking over the role from Sir Stirling Moss, who has stood down after a decade. The club acknowledged Sir Stirling's support over the years and his enthusiasm for historic racing.

McLaren for Spiers

Experienced historic racer John Spiers has added a McLaren M1B sports-racing car to his stable and gave it a first run at the Silverstone Classic. Spiers, best known for his successes in a TVR Griffith, said he had always hankered after a Can-Am car and bought the McLaren from Andrew Beaumont.

Stoten's Lola run

Sports 2000 frontrunner Tom Stoten will race a historic Lola T492 alongside his modern Duratec-engined Gunn this season. Stoten acquired the Pinto-engined Lola after it was imported back from Canada. He ran it for the first time in the Thundersports races at the Silverstone Classic.

Hodges in a B16

Chevron fan Steve Hodges is back racing an example of the Bolton marque after debuting a B16 at the Silverstone Classic. Hodges has not raced much for several seasons but has now bought the B16 that was once converted into an open cockpit B19 and then used as the base for the 'Chimp' Special Saloon of Jonathan Buncombe.

DR in harness

Co-drivers David Richards and Phil Mills will team up to contest a round of the Motorsport News HRCR Clubmans Rally Championship. They will tackle the Vale of Cilyw Classic on August 31 in the Lancia Fulvia owned by series coordinator Martin Phaff.

Minshaw's keen

Jack Minshaw, son of Demon Tweeks boss Jon, is likely to do more historic racing next season after contesting the Donington Historic Festival and Silverstone Classic this season. Minshaw Jr, now 29, has raced in the Ginetta GT4 Supercup most recently but showed good pace his father's Jaguar E-type in Pre-'63 GT races.

Oliroy for sale

The unique Oliroy Formula 3 car from the mid-1970s is now for sale after 15 years in the ownership of Colin Painter. The two-litre car was built in France by Oliveira and Perroy and Painter has now decided to retire from racing. Iain Rowley gave it a farewell run at the Silverstone Classic recently (below).



RALLY NEWS

DMG MORI



Photos: mcklein-imagedatabase.com

Rear wings were under the spotlight

WORLD RALLY CAR REAR WING LEGALITY CLARIFIED

Confusion leads to a new instruction from the governing body following debate on Rally Finland

By David Evans

The FIA has instructed all four World Rally Championship manufacturers to comply with a clarification document concerning the rear wings on their World Rally Cars after anomalies were discovered at last week's Rally Finland.

The governing body was at pains to emphasise no parts were running illegally – all manufacturer World Rally

Cars comply with the homologation documents – but the regulation concerning aerodynamics needed clarifying. The FIA has given the teams until Rally Turkey next month to comply.

Motorsport News understands Toyota's rear wing was at the heart of the debate, with clarification required to confirm its specification and measurements. The suggestion to MN was that it sat outside the regulations. The aerodynamic specification of the

Yaris's rear wing hasn't changed since it was homologated at the start of 2017.

Asked specifically about Toyota, FIA rally director Yves Matton told Motorsport News: "There is no story about the Toyota rear wing. There has been a clarification concerning the rear wings from the World Rally Cars. We have asked all the manufacturers to do the work and put them in conformity for Turkey. There is an action plan that we have asked all the manufacturers [to comply with]."

Following two late-night meetings on Friday, the teams put together a combined statement saying: "There is some problem on the homologation on the rear wing. All together we have to settle this because things are not very clear and we have to settle all of this for Rally Turkey. Something has to be done to settle the homologation for all of the teams [regarding the rear wing]."

Toyota declined to comment specifically beyond that statement, but a source told MN: "What caused this

confusion? The car was presented to the FIA for homologation at the start of 2017. The FIA passed the car for homologation. These are the facts. Since then, the car has passed scrutineering every time because the wing complies with the homologation document."

Matton accepted the FIA was at fault in the original homologation process.

The Belgian added: "I would say, if there is a fault, it's the FIA. This is not Toyota, I told you all the cars are part of this action plan [for Turkey]."

YVES MATTON Q&A

FIA rally director



Why was this clarification needed?

"When you make a homologation process, there are different interpretations between manufacturers and this was the case here. That's why the clarification has been asked [for]."

If you're given dimensions to work with, how can that be interpreted differently?

"It's not so easy like that, it's not you give a dimension... it's an aero regulation which is really quite complicated, based on different figures and different measurements and conditions. It's not just [for example] 'this dimension from there to there.' You have to take in all of these conditions and there

could be some different interpretations. That's the reason we had to check this and this is why this clarification has been asked [for]."

But the regulations don't allow the 30mm of overhang the Toyota has?

"If you check the regulation, it's more difficult than this."

But no other car has an issue with the rear wing?

"It's not the reality. We ask all the manufacturers to adapt their homologation."

So does that mean none of the four manufacturers comply with the rules?

"No. All four manufacturers are complying with their homologation papers."

So they are in contravention of regulations, but homologated by the FIA?

"No."

Then whose fault is it that we need this clarification?

"I would say if there is a fault, it's the FIA, then. This is not Toyota, I told you all the cars are part of this action plan."

What's in the action plan?

"That's between us and the manufacturers."

But there's no room here for

different interpretation in the clarification?

"We clarified, clearly, how the text needs to be read."

Why was that regulation not written tightly enough in the first place?

"The regulation will not change."

OK, so why was there a need for the clarification on the regulations then...

"Before [now] nobody asked about this regulation. Maybe it's our fault that we have not seen this regulation could be interpreted differently. But now it's clear."



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'Mikkelsen was on track'
Hyundai man's barnstormer, p22



EVANS FACES MORE TIME ON THE SIDELINES

Welsh M-Sport man to miss Rally Germany as his back waits to heal



Evans is sidelined for another rally

By David Evans

Elfyn Evans will miss Rally Germany later this month while he still recovers from the back injury he sustained at Rally Estonia.

While Motorsport News understands the M-Sport Ford driver is nearing full fitness, there's concern about the

nature of the roads aggravating the injury again.

The British team is now assessing its options for who to put in Evans' Ford Fiesta WRC.

M-Sport Ford World Rally Team principal Richard Millener told MN: "Frustrating as it is for us to have a driver of Elfyn's calibre on the bench, we have to respect the medical

expertise. He's getting there, but his back's not quite right.

"As we know, Germany can be quite hard on the back with plenty of high-speed compressions and – in a dry rally – some fairly high g-loadings. What we don't want to do is bring Elfyn back before he's absolutely ready, only to have him tweak something and set himself back again. Like I said, tough as this decision is, the only option we have is to wait for him to be ready. And when he is, the car's ready for him."

Asked about a potential replacement, Millener said the team had been in touch with the organisers of the Saarbrücken event and advised them of the situation. Officially, entries for Germany have closed.

"We're looking at the options," he said. "But I'm not going to discuss them with you before

we've made a decision within the team and communicated that internally."

MN understands Craig Breen (*see story, below*), Hayden Paddon, Gus Greensmith and Eric Camilli are all potential candidates.

Evans admitted missing last week's Rally Finland was one of the low points of his career.

Evans told MN: "It's very frustrating to be missing rallies at such a critical point in the season, but I need to ensure the injury heals properly. As tempting as it would be to just get on with it and come back, the reality is that I need more time so that when I do return, I'm returning at full strength with no compromises."

"Me and Scott [Martin, co-driver] had a solid start and I'm doing everything I can to aid the process and be back as soon as possible."

M-Sport's Wilson concerned over Camilli's pace on Ford Fiesta R5's outing in Finland

M-Sport managing director Malcolm Wilson says he wants to understand more about Eric Camilli's lack of speed aboard the new Ford Fiesta R5 at last week's Rally Finland.

The Frenchman struggled to make any impression on Skoda driver Kalle Rovanner's WRC 2 Pro-winning pace on the

British-built car's World Rally Championship debut.

Wilson told MN: "It's been a very disappointing weekend. We need a good debrief with Eric to find out what's been happening – we don't expect him to be losing 25 seconds to Taka [Katsuta, running another Fiesta R5 Mk2] in the first two stages. Takamoto

drove well on the first day and he showed some good speed.

"We know where the car is and we know what it's capable of – we have done the testing, the development and we've got the data. Maybe putting Eric in the car when he hasn't done a full gravel [WRC] round since October last year wasn't the best plan."

M-Sport sold more than 300 of the original Fiesta R5s and is already struggling to keep pace with demand for the news car. "We're making a car a week," said Wilson. "But we are looking at ways to increase that – the problem we have is that every aspect of the company is at capacity right now."

Paddon working on Fiesta rally return

Hayden Paddon is working on a deal to land a seat in an M-Sport Ford Fiesta WRC before the end of the year.

Paddon's dreams of a Rally Finland outing with the British squad were shattered by a testing crash three days before the start. M-Sport confirmed the Kiwi was blameless in the accident and he is now working with the team to find a way back into the car as soon as possible.

Paddon flew home from Finland before the start of the event, having already lined up meetings with investors in New Zealand.

Paddon told MN: "Even though we knew there was no chance of

doing anything on the rally, John [Kennard, co-driver] and I had planned to do the recce, but then there was the chance to sit down with people at home to talk through the options, so I had to jump on the plane."

Within hours of touching down in Auckland, Paddon was presenting potential sponsors and backers with fresh options.

"I don't think I can manage [the backing I had for] Finland, but I'm working flat-out to put a package together," he said.

"I will drive anywhere, on any rally for the rest of the year. I just want the opportunity to show what I can do. Even though I only worked with those guys for a short time, it was clear to see the ambition and the ability within the team. And, I have to say, the Fiesta felt fantastic from the first kilometre."

M-Sport team principal Richard Millener said the Cumbrian squad remained keen to find a way of getting Paddon back in the team.

"We want to help Hayden," said Millener. "We were massively disappointed for him last week."

SUNINEN LACKED ELFYN'S HELP

M-Sport Ford driver Teemu Suninen admitted he missed his team-mate Elfyn Evans – as well as former fellow Fiesta runners Sebastien Ogier and Ott Tanak – at last week's Rally Finland.

Suninen, who finished fourth in Finland on his World Rally Car debut in 2017, struggled to make any impact on the event this time around. The Finn made a raft of changes to the Fiesta WRC, but was lost for any reference on where the car was.

"Yes, I missed Elfyn," Suninen told MN. "I missed Seb [Ogier] as well and maybe Ott [Tanak]. It was so difficult to evaluate my rally. There was Gus [Greensmith] and he did a good debut in Portugal and he wasn't too far away, but here he lost two minutes to me and then crashed. What can I say?"

"Last year, if we were struggling a bit with the pace, I could say: 'OK, maybe we



Ford man was puzzled

ask Seb why is he taking time from me'. It was kind of easier. We did as big a change as we could to the car, but then we realised we were wrong and we had to go back.

"This is a big disappointment, especially for a young Finnish driver. I have been really strong here – in my first time in a World Rally Car, I was able to go faster than Ott and Seb. I believe I have been good here, but now we are not so good. We have to analyse."

Suninen admitted the issues the team struggled with were likely to be confined to the specifically quick Rally Finland roads.

GROUP RALLYING EDITOR

DAVID EVANS

"Ari knows just how good Paddon can be"



This isn't the column I wanted to write about Hayden Paddon, but the fact that he was wheels up and heading south out of Helsinki right around the time he should have been attacking Thursday night's Harju stage was always going to put a different slant on things.

Every now and then, mine's not the best job in the world. A week last Monday was one of those days. Seeing the first pictures of that shortened Ford Fiesta WRC on its side in a field was sickening. An hour or so before that right-hander I'd spoken to Paddon and delighted in his typically upbeat manner.

He'd completed 50 kilometres, reckoned there was another 100 left in the day and then he'd be ready. He was comfortable. He was quick. Then he was upside down. Then he was heading home. Game. Over.

And it wasn't his fault. Not one little bit. Ari Vatanen's a man who knows a thing or two about bending metal in this part of the world, so I was glad he shared my perspective on Paddon's blameless early bath.

Like me, Vatanen has known Paddon for his entire career and he's always been impressed.

Typically, the 1981 world champion had a story to share about New Zealand and the New Zealander.

"I was doing the Otago Rally," said Vatanen. "It was 2011, the last really proper rally I did. I was using an Escort with a proper BDA engine. I wasn't attacking in the way I used to, but I was enjoying myself. We had one stage which was quite unlike the normal New Zealand roads – it was in the forest, twisty between the trees."

"I decided I would attack a little bit more in this stage and I pushed hard. I took 30 seconds out of the young guys [in my class]. I kept this 30-second lead through the rally and when I came to the last stage, it was a repeat of this forest stage."

"I wanted to show the boys again, so I pushed. There was a K-right through a gate and I came with no caution and without listening. Can you guess what happened? A bit of the old Ari came out and I hit the gate and broke the driveshaft. In 40 years I had learned nothing. My career started against a gate post and it ended in the same way."

"But you know who won that rally? It was Hayden. He drove so well, so well. That was when he was in his Group N Subaru, but the way he worked on his PR and his marketing from home in New Zealand, it was so impressive. Last Monday I sent him a message. I told him, yes, the clouds are all dark right now, but I believe the sun is just behind them."

If ever there's a driver who deserves to see the sun rise again right now it's Paddon.



Fresh hope for Kiwi Paddon

RALLY NEWS



Tributes to M-Sport on 40th anniversary

Four-time world champion Tommi Makinen led tributes to Malcolm Wilson, who celebrated 40 years in business at last week's Rally Finland.

The Cumbrian started his Malcolm Wilson Motorsport business out of a small unit in Branthwaite before moving to Carlisle, then to his own family home just outside Cockermouth before arriving at the current multi-million-pound facility in Dovenby Hall.

Wilson won the 1994 British Rally Championship and challenged at world level before switching his attentions to team management to run Ford's WRC effort from 1997 onwards.

Since then, he has secured five world titles.

Toyota Gazoo Racing team principal Tommi Makinen led tributes to Wilson, saying: "It's a pretty fantastic achievement for Malcolm.

"He has done really well. Of course I remember competing with him in early days and now he is the real businessman – but as well as this, he is a gentleman through all of the time."

Hyundai Motorsport director Andrea Adamo said Wilson was an inspiration for him, adding: "Malcolm Wilson has always been a name for me. He was running the Escort and then I remember when he gets the Ford deal; when I became the head of Hyundai Customer Racing, my target was M-Sport. It's true. He was my reference, still is."

Wilson said he was flattered by the attention and admitted some of those 40 years had felt longer than others.

"There have been some absolutely fantastic times," he said. "Starting out with my time driving and then taking over the Ford contract right through with Bentley and now the work we're doing towards hybrid for WRC in 2022 and, of course, the incredible test track and evaluation centre we'll have all finished in just over a year. That's the future of the company."



DEMAND OVERWHELMING FOR MULL RALLY'S RETURN

Popular Scottish event has a full entry roster already – minutes after opening

By David Evans

The Mull Rally broke the internet – or at least its own webpage – when it was overwhelmed by entries on Friday night but still managed to register 174 cars in just 53 minutes.

The organisers of the October event, which will run with a capacity 150-car entry, admitted they were astonished at the speed with which the entry

filled, breaking their previous record which stood at 24 hours.

Clerk of the course for what will be the 50th anniversary of the Mull Rally Andy Jardine told Motorsport News: "We went live with the entries at 1930hrs on Friday night and they were coming in immediately. It didn't take long for the website to crash, the system just couldn't cope with the demand. We got it back up and less than an hour later we

were comfortably full.

"Obviously we're delighted with the response and are now looking to deliver a rally which will live up to the expectation and demand from the crews."

Having registered their entries, crews had to lodge the entry fee within five days. Jardine's deputy Iain Campbell pointed out that those on the reserve list shouldn't lose heart.

Campbell added: "We've seen down the years that not

everybody who gets an entry when they go live actually takes it up. There will be some entries lost to broken engines, broken wallets, marriages... If the money's not received from all entries before close of play Tuesday, then we will start going down through the reserves and asking folk to join us in their place.

"This is a fantastic way for us to start the build-up for the golden anniversary of this

event. We hoped we might be able to fill the entry and even though we haven't run since 2016, it's nice to see people haven't forgotten us.

"Breaking the website is something special – I'm not sure even Kim Kardashian has broken her website with new material as quickly as we did! It's amazing."

The event returns for the first time since insurance issues forced it off the calendar in 2017.

Makinen: Meeke's seat secure despite shunts

Toyota team principal Tommi Makinen says there's no question over Kris Meeke's position in his team, despite the Northern Irishman crashing twice at last week's Rally Finland.

Meeke damaged the left-rear suspension on his Yaris WRC while fighting for a second Finland win. He returned under Rally 2 regulations on Sunday and went off the road on the penultimate test.

Makinen said: "I don't understand why Kris doesn't listen.



Kris Meeke was in hot water

Maybe he was thinking about something else. You think something else on this rally and you are off the road. On Sunday, there was no pressure. We spoke and I asked him: 'Please just bring back the car to service...' I cannot say very much."

Despite those two accidents in Finland, Makinen insisted Meeke remained part of his plans.

"There is no way we would even think about not taking Kris to the next rally," he said. "From our team, we would never do this. No way. Kris will be in Germany, he will be in the car at every rally – he has the contract until the end of the season."

Meeke said: "Restarting today, we didn't have much to fight for with our road position, but I'm disappointed with myself for making a stupid error."

GREENSMITH RUES PACENOTE CALL

M-Sport Ford driver Gus Greensmith has admitted his first Rally Finland in a works World Rally Car was a bigger undertaking than he thought it would be.

The Manchester driver posted encouraging times, but struggled to match the same pace he'd achieved on his Ford Fiesta WRC debut at Rally Portugal earlier in the season. Greensmith was dropped into the event at the last minute after his teammate Elfyn Evans was ruled out with a back injury.

Greensmith ran ninth for much of the event before hitting a tree and retiring on Sunday morning. "I didn't expect it to be such a big

learning curve," he said. "It's been massive, bigger than Portugal. In Portugal there were less things that I hadn't experienced before. Portugal was a lot about driving the car using the differential, whereas in Finland it was about the diff, the aero and the commitment.

"I couldn't believe the commitment and the consistency the guys were showing."

Greensmith endured the worst of the conditions when he ran first on the road on Saturday, spending the day cleaning the line of loose gravel for the cars following.

"Malcolm [Wilson, M-Sport managing director]



Greensmith: thwarted

was disappointed that I was disappointed with Saturday, but he was pleased with what we did on that second day.

"The crash was strange: I thought I heard: 'K-left opens tightens, K-five,' that's a fast corner. As soon as I heard what I thought I heard, I was thinking: 'That can't be right. I don't have that note in this stage'. I got lost in the notes. I tried to read the road, but missed the braking point."

BAKKERUD BACK TO THE TOP IN CANADIAN WORLD RX

PAGE 19

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'Hoggard closes points gap'
British F3 report, p20



Photos: John Fife, Jakob Ebrey

PROTON IRIZ R5 TEST DRIVE ON OFFER FOR MN VICTOR

Winner of Motorsport News Circuit Rally Championship will get the test



Proton Iriz R5 has been homologated

By Stefan Mackley

A chance-of-a-lifetime test drive in a Proton Iriz R5 will be the prize for the winner of this season's Motorsport News Circuit Rally Championship.

The prize has been offered by preparation firm Mellors Elliot Motorsport which has developed the car alongside two-time World Rally champion Marcus Gronholm.

The MN winner will get an hour's running behind the wheel of the Iriz, which was homologated earlier this year and will be at the championship's media

day launch, at a yet-to-be-determined location as well as feedback and analysis from the Mellors Elliot team.

Ben Mellors, who is part of the management team at Mellors Elliot Motorsport, said: "At MEM we think the idea of running a championship over the winter period is great, coupled with being highly competitive and having some quick up-and-coming drivers. The prize drive is a perfect way to support the championship and add that extra incentive to take the overall championship title."

Ian Woodhouse, who won the MN Circuit Championship in 2016/17,

believes it should encourage more people to take part in the championship.

"It's definitely an incentive and it's a prize money can't buy," he said.

"The championship just seems to be getting bigger and bigger, better and better. It's something very special – it's very rare just to sit in an R5 let alone have the chance to drive one.

"It should bring in more competition really."

Woodhouse will be returning to the championship later this year after his Ford Escort Mk2 underwent a full rebuild.

He plans to contest the Dukeries Rally

at Donington Park in October before committing full-time to the MN Circuit Championship.

The championship will officially be launched at the media day on September 12 at Oulton Park, with the opening round – the Neil Howard special – also taking place at the Cheshire venue in November.

The championship will then visit Cadwell Park, Knockhill, Brands Hatch, return to Cadwell, Snetterton and Anglesey.

The championship concludes at Donington Park in March 2020 for the first time.

First Ford Fiesta R5 outings for Marshall and Fenwick on Tyneside

John Marshall and Andy Fenwick both made their first appearance in Ford Fiesta R5 machinery at last weekend's Tyneside Stages.

Marshall, who most recently has campaigned a Subaru Impreza, finished ninth overall

but struggled with the demands of the launch control system and sitting on the 'wrong' side.

"I haven't had a left-hand-drive car since my Impreza GC8 12 years ago and I've just had my current Subaru rebuilt and

prepped ready for sale so I didn't want to use it," he said.

"I've had a Subaru-engined Skoda on order for some time but it's still not ready and I needed something for Mull.

"My company sponsors the Mull Rally and I really didn't want to miss out on this special event in October so I did a deal to buy a Fiesta."

Fenwick managed to go even better in his Fiesta R5, taking sixth overall.

"I got it three weeks ago and this is my first run out in it," he said. "I'm planning to do the Rallye Bethune in France [with it] next month."



Marshall took ninth overall on Tyneside

Late call-up nets victory for Preston

Tom Preston was a late addition to the Tyneside Stages entry list and, despite missing the recce, managed to take victory in his Ford Fiesta RS WRC.

The 2017 Wales Rally GB National Rally winner's appearance was the result of a last-minute text message from scheduled driver Peter Taylor on Wednesday.

Due to work commitments the top seed had to pull out, but his co-driver Andrew Roughead believed Preston could take over the entry as the regulations allowed for "one change".

"There was no specific reason for doing this event, it's all about seat time in the car," said Preston, who took victory alongside Roughead by just 12 seconds.

"The Fiesta RS WRC is a lot different to my previous Skoda Fabia with more power and a lot softer.

"[The Tyneside Stages] was really good, I enjoyed the stages and [rival] Rory [Young] kept pushing me on."

The car leasing firm boss is planning to contest the full BTRDA Rally Series in the Fiesta RS WRC next season.

THORBURN EYES FRESH 2020 BID

Newly-crowned BTRDA Gold Star champion Euan Thorburn says he would like to "try something different" next year as he seeks a new challenge.

Thorburn has swept to victory on all five rounds of the BTRDA Rally Series so far this season in his Ford Focus WRC05, and is also on course to clinch a third Scottish Rally Championship title this weekend on the Grampian Stages.

His focus though has already switched to trying to compete in more Tarmac rallies before the end of the year and his plans for 2020.

"[We are] obviously very pleased to add another Gold Star title. We didn't really plan to go for that this year but after winning the first round we decided to go for it," Thorburn told MN.

"We don't plan to do the rest of the rounds at the minute [as] we just take one event at a time and the next one to concentrate on is the Grampian [Forest Rally]."

Thorburn is a two-time Scottish champion and says he will look elsewhere if he were to wrap up a third crown this season.

"After that we will see what happens but we would like to get a Tarmac rally in before the end of the year, maybe over in Ireland," he said. "We would like to have a go at some Tarmac rallying as I haven't done that much. We'll see what events are part of the Asphalt Championship next year and decide after that."

"I don't think we need to go back to [the] BTRDA and [the] SRC next year as there's nothing to prove, we would like to try something different."

Despite not wishing to return to the SRC next year, Thorburn is all but guaranteed this year's title if he finishes the Grampian Forest Rally on Saturday as chief rival Garry Pearson has withdrawn his entry.



Thorburn is all but assured SRC title this weekend

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RALLY NEWS

Photos: Kevin Money, Jakob Ebrey



Fabia R5 shell with Impreza power

BRC CHAMPION BOGIE TESTS TEG SPORT'S NEW SKODARU

Unique car took impressive win on competitive debut last weekend

By Luke Barry

David Bogie believes TEG Sport's new Skodaru is a credit to the team after testing the unique car for the first time last month.

The 2011 British Rally champion became the first driver other than TEG's test driver Arron Newby to sample the car which uses a Skoda Fabia R5 bodyshell and Subaru Impreza engine and transmission.

Bogie was left impressed by the car, which won on its competitive debut in Newby's hands last weekend on the Phoenix Stages.

"I didn't do a huge amount of miles, enough to get a feeling of what the car was doing, but as a base car the car is very good," Bogie told MN.

"But of course now they'll really need to try it on Irish Tarmac or try it on gravel and continue the development. "They're a small team and to build a

car like that, it's a credit to them. When you're working with people like that who have the passion it shows in the car.

"I think really what the guys have set out to do is to build a car that's affordable to run. Once you've bought the car the running costs would be very similar to a clubman four-wheel-drive car."

Bogie has rallied a Fabia R5 since 2016 and has previous experience in World Rally cars, putting him in an ideal

position to gauge how the car compares to both.

"It does feel like a hybrid between the both of them," Bogie explained.

"When you sit in it, it does feel like a Subaru I suppose in a Skoda shell, so I suppose it's exactly what it says on the tin.

"What you get is the suspension travel of the Fabia R5 so it's nice suspension travel, and the benefit of obviously the two-litre turbocharged engine is [that

it's] very torquey in comparison to an R5 car where you need to rev it right out through the rev range."

Bogie's own rallying plans for the rest of 2019 "are still up in the air". Despite skipping BRC rounds in Ypres and Ulster next week, he has every intention to compete on the Galloway Hills Rally. He also plans to head to Mull in October in either his Ford Escort Mk2 or a four-wheel-drive car that would allow him a shot at winning the rally.

Bogie was pleased with the Skodaru

'Number of options' for 2020 Ulster Rally to improve the event, say organisers

Bosses at the Ulster Rally admit that they already have one eye on next year's competition despite the 2019 edition yet to run.

Stung by criticism 12 months ago after some high-profile competitors felt the ratio of road miles to stage miles was excessively high, organisers have pared the meeting back to a one-day format which will take place on August 17.

Spearheading the changes is a new team from Northern Ireland Motor Club Ltd led by event director

Richard Swanston. Describing 2019 as a transitional year, he said it made perfect sense to begin preparations for 2020.

"You always have to be thinking ahead," he told Motorsport News.

"We stand by our decision to scale things down, which has been done on the back of competitor feedback, but we have not closed the door entirely to making more changes. No decisions have been taken as far as next year goes – but there are a number of options

currently on the table."

Swanston confirmed that in addition to the current format of holding the Ulster Rally over a single day, reverting back to the default Friday lunchtime start and Saturday afternoon finish is back on the cards.

"The other alternative is to follow the Mull Rally example [start late on a Friday night and finish 24 hours later]," he said. "At the end of the day you have to try and strike a balance."

Club takes the blame over Dogleap Rally date clash

Maiden City Motor Club, which runs the Dogleap Rally, has taken responsibility for the date clash which almost resulted in this year's event being cancelled.

Last week MN reported that the date for the rally had been double booked by MJM Group, which owns the ex-military base where the event is held. But the club has issued a statement insisting that MJM was not to blame.

It said: "Any fault for the clash of dates lies entirely with MCMC.

"The rally date was not officially confirmed by MCMC and therefore was

never entered into the MJM calendar of events, with the result that another event was scheduled on the same date.

"MJM brought the clash of dates to the attention of the motor club. It was only through the constructive suggestions from MJM that an accommodation has been reached whereby both events can be run successfully.

"MJM and MCMC work closely in the development of motorsport events at Shackleton, with MJM always ensuring that the venue is available for the Dogleap and Turkey Run rallies."

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RALLY REPORTS

Photos: Chicane Media, William Neill

PRESTON SHINES IN THE RAIN TO GRAB SLENDER VICTORY

Winning margin was just 12 seconds after close battle for Tyneside Stages glory

Tyneside Stages

By John Fife

Organiser: Alnwick & DMC/Berwick & DMC When: August 4
Where: Otterburn, Northumberland Championships: Scottish Tarmac Championship; North of England Tarmacadam; English Rally Championships Stages: 12 Starters: 69

Tom Preston and Andrew Roughead survived a war of attrition on the Otterburn Ranges last Sunday to win the Tyneside Stages Rally by just 12 seconds from Rory Young and Allan Cathers.

Preston rode his luck as, running first car on the road, his Ford Fiesta RS WRC hit a patch of gravel at a square-right halfway through the opening stage, and slid straight on. There was no contact and no damage but Preston dropped vital seconds. Daniel Harper had a similar incident in SS3 in his Mini WRC, but he too got away with just lost time.

At the end of the first loop of three tests, Young in his Fiesta R5 had a three-second lead over Preston with Harper a further nine seconds back, tying with the Ford Escort Mk2 of Andrew Kirkaldy.

When Kirkaldy disappeared in the fourth stage with a bent axle, the top three continued to battle furiously until the matter was settled on the final stage.

Claiming a touch of divine intervention, Preston's Fiesta RS WRC left final service on wets and when the heavens opened he was home and dry.



Preston/Roughead won in Fiesta RS WRC

First time out in his Fiesta R5 for 10 months, Young's pace had kept him in touch all day and even though he was quickest in the final stage it wasn't enough to catch the leader as Harper grabbed third.

Gordon Morrison finished a fortunate fourth in his Subaru Impreza. When he stopped at the finish line of SS5, the marshal told him a rear wheel was missing a chunk of alloy and yet the tyre had stayed intact.

Graham Coffey (Fiesta S2000) was fifth and Andy Fenwick rounded off the top six first time

out in his new Fiesta R5.

Kevin Proctor's Fiesta S2000 broke its input shaft, Alistair Inglis broke a driveshaft on his Lotus Exige and Phil Jobson had brake failure on his Escort Mk2. Stephen Petch was on course for a top-10 finish until he hit a patch of wet concrete on the final stage and his Hyundai Accent WRC slid into a ditch.

Alistair/Andrew Hutchinson were the only two-wheel-drive runners inside the top 10, finishing seventh in their Renault Clio while top 1600cc runner Barry Lindsay finished 11th overall in his Peugeot

106 GTi ahead of Adam Hanner in his Ford Puma.

Stephen Bethwaite took the 1400 class in his Vauxhall Nova.

Results

1 Tom Preston/Andrew Roughead (Ford Fiesta RS WRC) 50m30s; 2 Rory Young/Allan Cathers (Ford Fiesta R5) +12s; 3 Daniel Harper/Chris Campbell (Mini JCW WRC); 4 Gordon Morrison/Calum MacPherson (Subaru Impreza); 5 Graham Coffey/Chris Purvis (Ford Fiesta S2000); 6 Andrew Fenwick/Daniel May (Fiesta R5); 7 Alistair/Andrew Hutchinson (Renault Clio); 8 Paul Kirtley/David Jones (Impreza WRC); 9 John Marshall/Scott Crawford (Fiesta R5); 10 Richard Slinger/Stuart Walker (Mitsubishi Lancer E6).
Class winners: Stephen Bethwaite/Ann Forster (Vauxhall Nova Sport); Barry Lindsay/Caroline Lodge (Peugeot 106 GTI); Hutchinson/Hutchinson; Willie Paterson/Euan O'Neill (Ford Escort Mk2); Preston/Roughead; Steve Bannister/Callum Atkinson (Escort Mk2).

Kelly and Duke come out on top after dominant display in Isle of Man with Mitsubishi Lancer E9

DMC Summer Stages

By Chris Boyde

Organiser: Druidale Motor Club When: August 3 Where: Jurby Motordrome, Isle of Man Stages: 8 Starters: 20

Sean Kelly (Mitsubishi Lancer E9) scored his first event victory on the Summer Stages after overcoming a slow start to dominate the rally at Jurby Motordrome on the Isle of Man.

Steven Ormond-Smith/Charlotte Shimmin took a surprise early

12-second lead in their Gp N Ford Fiesta ST in warm, dry conditions.

Reigning Manx champions Carine Walker/Dannii Matthews (BMW 325) held second place early on, with Maxx Bradshaw/Stephen Christian (BMW E3) a further two seconds back.

Kelly and co-driver Kirsty Duke were fourth but surged into the lead on SS2 and were fastest on all the remaining tests despite over-heating issues and not running anti-lag on some stages.

Ormond-Smith suffered a broken throttle on SS3 and SS4 and also incurred cone penalties as Kelly pushed the lead past 30s.

Bradshaw retired from a dice with Walker for second when he couldn't select any gears at the start of SS5, and Ben Lyon/Eleanor Devereau were up to fifth place when the engine blew on their Proton Satria GTi.

Brothers Paul and Michael McEvoy (Subaru Impreza) moved up to third and tried to pressure

Walker ahead, closing to within 6s after SS7, but Walker secured second place on the final stage, as Kelly ran out the winner by 1m32s.

Results

1 Sean Kelly/Kirsty Duke (Mitsubishi Lancer E9) 49m21s; 2 Carine Walker/Dannii Matthews (BMW 325) +1m32s; 3 Paul/Michael McEvoy (Subaru Impreza N11); 4 Chris Heyes/Rick Sutcliffe (BMW E30); 5 Steven Ormond-Smith/Charlotte Shimmin (Ford Fiesta ST); 6 Tim Andrews/Cara Boalch (Nissan Micra); 7 Karl Berrie/Walter Bridson (Impreza); 8 Jez Hill/Decca Kelly (Peugeot 205 GTI); 9 Michael Diehl/Harry Stubbs (Vauxhall Corsa); 10 John Kneen/William Brown (Lexus IS 200 Sport).
Class winners: Tim Andrews/Cara Boalch (Nissan Micra); Hill/Kelly; Ormond-Smith/Shimmin; Walker/Matthews; Kelly/Duke.

Debut Ford Fiesta R5 win for McLaughlin duo after beating former victors

Dogleap Stages Rally

By William Neill

Organiser: Maiden City Motor Club When: August 3
Where: Ballykelly, County Londonderry Stages: 6 Starters: 57

Despite almost overshooting an opening stage chicane, Aaron and Noelle McLaughlin scored their first outright rally win together in a Ford Fiesta R5 by 1m15s.

Twelve months earlier it was Barry Morris who won the Dogleap for the first time, and he started as favourite in a newly built Den Motorsport Darrian T90 GTR – having borrowed his father's

example last season. A wet SS3 did not work in the favour of the lightweight car but second at the finish was Morris and Declan Campbell's best result of the year. McLaughlin was fastest on five of the six stages as Gareth Sayers, who retired his Fiesta R5 with mechanical issues on SS5 while in second, got the better of him by 4.6s on the 6.2-mile SS4.

Trevor McConnell was at the wheel of his Mitsubishi Lancer E6 and, with former Northern Ireland Rally Championship junior winner Gareth Deazley alongside, secured the final

podium place just 7.2s behind Morris/Campbell.

Niall Magee co-drove Alan McGeehan to a win in 2016 but roles were reversed this year in a Group A Subaru Impreza, fourth overall

The final run for the podium was close with just 2.5s the gap and another 2.6s further back, to Andrew Bustard and Kyle White, fifth in an E10-spec Lancer.

James Leckey improved on his 12th at the Loughgall Park Rally with sixth this time around in his Impreza, ahead of front-wheel-drive winner Lee McLaughlin and

Winning gap was 1m15s



Martin Ferren (Honda Civic).

Results

1 Aaron/Noelle McLaughlin (Ford Fiesta R5) 37m59.8s; 2 Barry Morris/Declan Campbell (Darrian T90 GTR) +1m15s; 3 Trevor McConnell/Gareth Deazley (Mitsubishi Lancer E6); 4 Niall Magee/Alan McGeehan (Subaru Impreza); 5 Andrew Bustard/Kyle White (Lancer E9); 6 James Leckey/Ciaran Carey (Impreza); 7 Lee McLaughlin/Martin Ferren (Honda

Civic); 8 Seamus Morris/Jarlath Kelly (T90 GTR); 9 John/Kayleigh Bonner (Ford Escort Mk2); 10 Dominic McNeill/Tommy Speers (Ford Fiesta Prototype).

Class winners: Christy McLaughlin/Garth Neill (Civic); Chris McGurk/Liam McIntyre (Lancer E10); Ronan Greene/Mark McAleer (Vauxhall Nova); McLaughlin/Farren (Civic); Chris/Conor Gillespie (Escort Mk2); James/Rebecca Kennedy (Escort Mk2); Morris/Campbell; McConnell/Deazley; McLaughlin/McLaughlin; Richard/Susannah Hall (Ford Escort RS1800).

Unique Skodaru takes debut spoils

Phoenix Stages

By Peter Scherer

Organiser: Eastwood & DMC When: August 4
Where: Fulbeck, Lincs Championships: ANEMMC; EMAMC Stages: 8 Starters: 63

Arron Newby and John Cope's new Skodaru took a debut win on the Phoenix Stages by being fastest on all eight stages, taking victory by 1m40s.

Dave Welch and Steve McNulty had won the event for the past two years but had to play second best in their Subaru Impreza.

After the first couple of stages, David McMullan/Marc Melhuish had started to consolidate third. However, a broken driveshaft left their Mitsubishi Lancer E6 sidelined. It promoted Gary Wayne/Neal Bloor, until mechanical maladies added their Impreza to the list of casualties.

By the end of stage five, Newby had over a minute in hand over Welch with Dave Hornbrook/Bob Brown's Lancer third.

Hornbrook had problems on stage seven, promoting both Scott Renshaw/Chris Bullock's Impreza and Julian Hope/Mark James's Lancer E7.

Hornbrook held fifth with Craig/Steve Renshaw's Impreza sixth.

Chris Row/Jayne Auden-Row's MG ZR comfortably topped Class 1. After starting the final pair of stages in third, David Duff/Richard Hill's Ford Escort Mk2 snatched a last-stage win in Class 2.

Edward Lewis/Anthony Windle's Fiesta R2T and Philip Rowland/Philip Woodcock's BMW M3 were the other class winners.

Results

1 Arron Newby/John Cope (Skodaru) 46m44s; 2 Dave Welch/Steve McNulty (Subaru Impreza) +1m40s; 3 Scott Renshaw/Chris Bullock (Impreza); 4 Julian Hope/Mark James (Mitsubishi Lancer E7); 5 Dave Hornbrook/Bob Brown (Lancer); 6 Craig/Steve Renshaw (Impreza); 7 Edward Lewis/Anthony Windle (Ford Fiesta R2T); 8 Lee/Ben Allen (Lancer E3); 9 Tom/Dean Stockdale (BMW Compact); 10 Nick Dobson/Jonathan Turnbull (Ford Escort Mk2).
Class winners: Chris Row/Jayne Auden-Row (MG ZR); David Duff/Richard Hill (Escort Mk2); Lewis/Windle; Philip Rowland/Philip Woodcock (BMW M3); Newby/Cope.

WORLD RALLYCROSS: CANADA

Photos: World RX

BAKKERUD CLIMBS BACK TO THE VERY TOP IN WORLD RALLYCROSS ATTACK

Audi man reminds the fans of his ability with a controlled performance at Trois-Rivieres. By **Hal Ridge**

It has been three long years since Andreas Bakkerud won a round of the World Rallycross Championship, but that is now firmly in his rear-view mirror.

At the Argentina season-finale in 2016, Bakkerud was on the crest of a wave. He'd just scored the Ford-backed Hoonigan team's third win in its maiden campaign and was on the verge of a long-term deal with the squad.

Less than 12 months later, the plug had been pulled on the Ken Block-run programme and Bakkerud switched to EKS Audi for 2018. Despite having manufacturer support, he was unable to beat the might of Johan Kristoffersson and Volkswagen Motorsport's Polo, before Audi also withdrew from its rallycross campaign the same season.

After an uncertain winter for one of the most popular drivers in rallycross, Bakkerud formed a last-minute deal to race a 2018 Audi alongside former team-mate Liam Doran in the newly created Monster Energy RX Cartel team, but his early-season hopes were dashed by an event-ending accident at the first round in Abu Dhabi.

Since then, although having obvious pace and chances to win events, at the majority of events Bakkerud's EKS-built Audi S1 hasn't had the outright pace of the Hansen Peugeots or GRX Hyundais.

And, on paper, the WRC-derived Hyundai i20s of the GRX squad should have been the cars to beat in Canada as the circuit's long straight plays to their Pipo engine's advantage, and the loose surface sections playing into the hands of their pliable chassis.

When free of traffic and drama, Niclas Gronholm and three-time European Rallycross champion Timur Timerzyanov topped the order.

It was, however, Bakkerud who beat Doran for an RX Cartel 1-2 in Q1, before Gronholm was fastest in Q2, Timerzyanov topped Q3 and Gronholm won a chaotic Q4 to secure top qualifier position.

Despite missing two rounds of the season through illness, a maximum points haul would have dragged Gronholm into title contention, but a slow start from pole in semi-final one



Timerzyanov collected third spot



Bakkerud (inset) bounced back to the top in Canada



was followed by a poor joker strategy and he didn't make the final.

Bakkerud won semi-final two and was joined by Timerzyanov, who drove through semi-final two with bent left-rear suspension to victory, on the front row.

At the start of the final, Timerzyanov made the best launch but Bakkerud's aero-strong Audi outdragged the Russian into the first corner. Timerzyanov was hung wide while Janis Baumanis cut inside to move up to second.

Timerzyanov dived into the joker lap at the first opportunity, followed by Anton Marklund, as Kevin Hansen, who started sixth, moved into third.

Timerzyanov then made a mistake in the final corners of the lap and spun into the tyres, handing track position to Marklund, but the Swede's race would end on the third tour. At the exit of the joker lap, compatriot Hansen forced Marklund's Renault Megane wide and into a concrete wall.

Up front, Baumanis joked from second on lap four as, on the main lap, Hansen spun with a broken drivetrain. That handed third to Timerzyanov. The Hyundai man then held on to the podium place to the finish. Hansen was also passed by Marklund's team-

mate Guerlain Chicherit and he went on to finish fourth. Hansen was disqualified from the final post-race for the contact with Marklund, meaning his points lead was slashed to just five points, now ahead of winner Bakkerud and not his brother.

Timmy Hansen didn't make the semi-finals for the second time in the campaign. An uncharacteristic mistake in Q2 at Trois-Rivieres, when the Swede dropped his Peugeot 208 WRX into the tyre wall on the exit of Turn 2, was compounded when he was in a first-corner melee with Bakkerud and Timerzyanov in Q4.

Doran, meanwhile, should have led at the end of the first day. The British driver was just pipped by Bakkerud in Q1, then lost the lead of his Q2 race at the start to Marklund, but pulled off an audacious outside move through Turn 4 to take the lead. But his Audi S1 lost gears and he was left to crawl to the finish. While fighting for a front-row start in the semis, Doran clipped the same wall in the Q4 race that ended Timmy Hansen's weekend and the Brit picked up a left-rear puncture.

That caused the spin that Hansen became involved with. Doran had a further half-spin the semis and didn't finish after contact.

RESULTS

FIA World Rallycross
When: August 3-4 Where: Trois-Rivieres Starters: 29

| POS | DRIVER | CAR | TIME |
|-----|--------------------|----------------|-----------|
| 1 | Andreas Bakkerud | Audi S1 | 5m04.720s |
| 2 | Janis Baumanis | Ford Fiesta | +1.220s |
| 3 | Timur Timerzyanov | Hyundai i20 | +1.695s |
| 4 | Guerlain Chicherit | Renault Megane | +14.954s |
| 5 | Anton Marklund | Renault Megane | +4 laps |
| DQ | Kevin Hansen | Peugeot 208 | NA |

ARX Supercar: 1 Tanner Foust (Volkswagen Beetle); 2 Cabot Bigham (VW Beetle) +0.676s; 3 Scott Speed (Subaru WRX); 4 Chris Atkinson (Subaru WRX); 5 Travis PeCoy (Ford Fiesta); 6 Steve Arpin (Ford Fiesta).
Saturday ARX2: 1 Fraser McConnell; 2 Conner Martell +0.523s; 3 Cole Keatts; 4 Gray Leadbetter; 5 Michael Leach; 6 Lane Vacala.
Sunday ARX2: 1 McConnell; 2 Martell +0.342s; 3 Keatts; 4 Leadbetter; 5 Vacala; 6 Leach.

MOTORSPORT NEWS STAR DRIVER



CYRIL RAYMOND

The Renault Clio used by the GCK Academy squad should be little match for the ex-works Team Hansen cars. Starting in a three-car race in Q3, by rights Kevin Hansen should have beaten the two GCK cars of Cyril Raymond and Guillaume De Ridder to Turn 1 and showed them a clear pair of heels. But, yet again, Raymond outperformed his equipment, held his lead after the jokers and was sixth fastest. He then hounded Hansen in Q4 to be sixth again and make the semis.

MOTORSPORT NEWS WOODEN SPOON



JANI PAASONEN

Behind the GRX Hyundais, the fastest cars in Trois-Rivieres were the STARD team's Ford Fiestas. But, while Janis Baumanis eventually nailed together a clean pair of races when it really mattered in the semis and final to finish on the podium, team-mate Jani Paasonen began his weekend by hitting a wall in practice and breaking the car's suspension. Further incidents meant he couldn't extract the potential of the car and he ended the event 16th and last.

Andretti capitalises as Speed slows

World Rallycross event winner Tanner Foust ended Subaru's run of dominance in the 2019 Americas Rallycross season by claiming victory in the fourth round at Trois-Rivieres.

Foust started on the outside of the grid in the final, the first time all seven cars in the series had been run in the final of an event, and controlled proceedings from

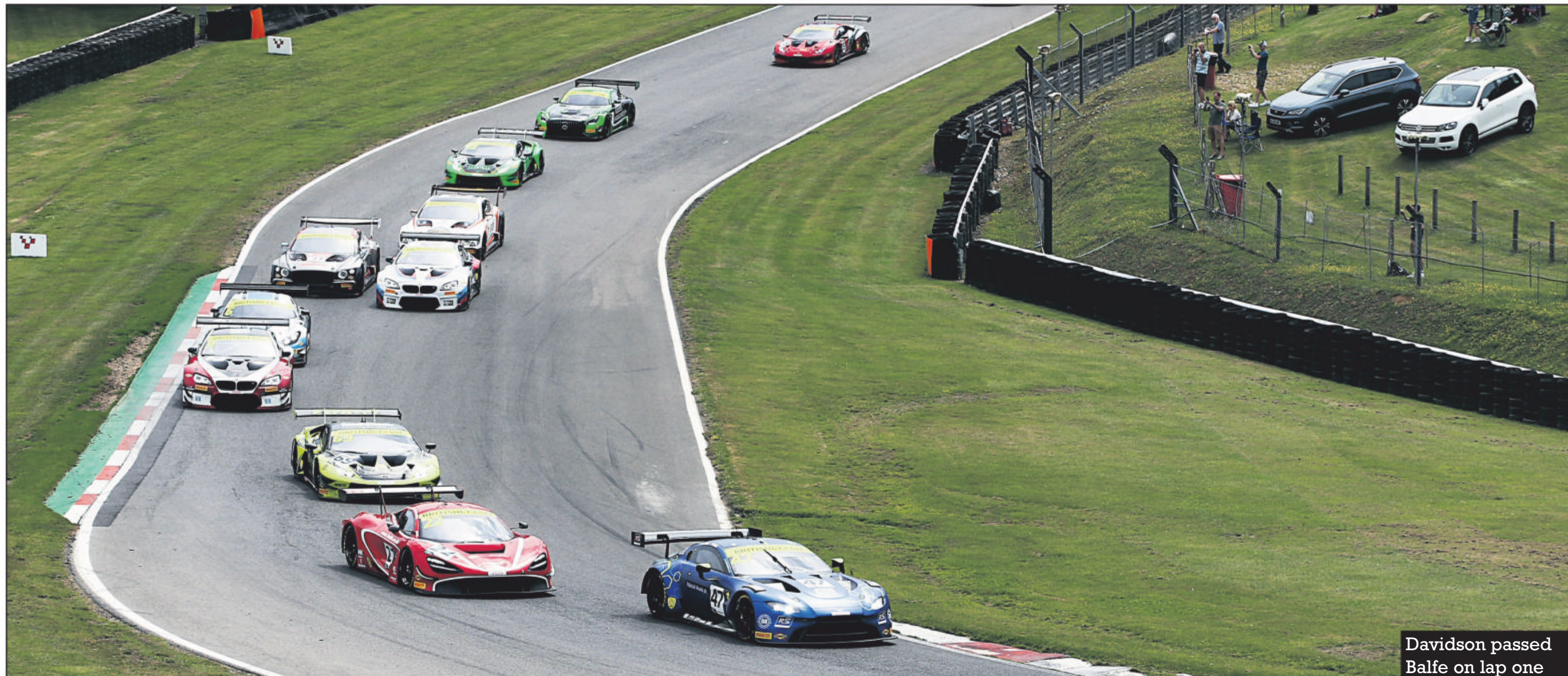
the front to win in a 1-2 for the Andretti Rallycross team.

Foust's team-mate Cabot Bigham turned his year around with a strong second-day performance in Canada, passing former world rally driver Patrick Sandell at the start of his semi-final to take the lead from the back of the grid. He then ran second to Foust from pole in

the final to take his maiden ARX podium.

Championship leader Scott Speed struggled through qualifying, then slowed from the lead of semi-final two with a broken gearbox. His Subaru team changed the transmission in 15 minutes before the final, where Speed finished third to maintain his points lead, which was reduced to five points over Foust.

BRITISH GT: BRANDS HATCH



Davidson passed Balfe on lap one

BACK IN TITLE CONTENTION

Adam and Davidson mount pressure on Barwell Motorsport duo. By **James Newbold**

Jonny Adam and Graham Davidson were 54 points off the British GT championship lead and seemingly out of contention following a disastrous late retirement at Silverstone.

But the TF Sport Aston Martin pairing's victory at Brands Hatch, their second in the last three races, has thrust them right back into the equation.

They now sit just six points behind Barwell Motorsport's Phil Keen and Adam Balon heading to Donington Park, three times the scene of triple champion Adam's coronation and the track where he and Davidson launched their fightback by converting pole position in June.

Although Spa winner Ollie Wilkinson made the best start, swooping around the outside of polesitter Shaun Balfe's McLaren 720S into Paddock Hill Bend, it was Davidson's move on Balfe around the outside of Druids that was to decide the race.

"It's a bit of a cliché, 'do or die', but I really want

to win this championship and I knew I had to pull off something special," said Davidson.

And pull it off he did. Wilkinson, who had a 20-second success penalty hanging over him, initially pulled out a gap of five seconds in as many laps, but Davidson gradually closed in and was just 1.5s behind when the Optimum Aston driver rotated at Paddock Hill.

That dropped Wilkinson to fourth behind Balfe and the Century Motorsport BMW of GT3 debutant Angus Fender, who passed pre-event championship leader Sam De Haan at Hawthorn on the opening lap but, despite wrapping up the Silver Cup title, Wilkinson and Bradley Ellis were never a factor thereafter and finished a lowly 11th.

Davidson managed his advantage over Balfe after a safety car following Glynn Geddie's tangle with Ben Hurst's GT4 Aston at Westfield and, with no pitstop success penalty carried over from Spa, Adam simply had to tick off the laps, never coming under threat from Balfe's co-driver Rob Bell.

"We needed this," said Adam. "We had a

gameplan this weekend to win, we had to for the championship."

Bell's hopes of giving the 720S its first series win were torpedoed by the timing of the second safety car for debris at Stirlings.

A sea of GT4 cars between him and Adam meant the Scot was already five seconds clear when they restarted on lap 42 and Bell was seven seconds in arrears by the time he had cleared the traffic, a deficit that remained to the flag.

"We had a big bit of luck on our side today," Adam admitted. "There was a good six GT4 cars between me and Rob at the safety car restart, that gave us more of a gap than it was before."

Bell was put under pressure for much of his stint by Fender's co-driver Jack Mitchell, the reigning GT4 champion having his best showing since Snetterton despite running an extra 30 kilos as a Silver-Silver pairing. But as the weight told on his tyres, Mitchell slipped back into the clutches of a mammoth train of cars headed by the squabbling Barwell Lamborghinis of Jonny Cocker (in for De

Haan, who had struggled with a slow puncture resulting from a leaking valve during his stint) and Keen, with the GT3 train stretching all the way back to Callum Macleod in 10th.

Balon had slipped as low as 11th in the early laps, but gradually picked his way forward. He capitalised on contact between Ian Loggie and Dominic Paul at Clearways, then passed Richard Neary's Team ABBA Mercedes and Rick Parfitt's JRM Bentley before handing over to Keen, who appeared quicker than Cocker but was unable to find an opening. That is, until the last lap, when following a call to hold station, Keen pounced on Cocker getting an average exit from Surtees and swept around the outside at Hawthorn.

Cocker contested the corner and was forced to back off, which left him vulnerable into Westfield. In a flash, he tumbled another three places to Dennis Lind (WPI Lambo), Tom Onslow-Cole (ABBA Merc) and Nicki Thiim (TF Aston) and had gone from leading the points standings to third in one fell swoop. A tense Barwell debrief followed,

SUPPORTS



Hoggard closed points gap to Novalak in F3

Johnathan Hoggard proved a point and asserted himself as a genuine title contender after reducing Clement Novalak's **BRDC British F3** points lead last weekend.

After a difficult previous round at Spa which failed to yield a podium, Hoggard looked imperious at Brands Hatch having taken pole for the first and third races by an impressive margin. The Fortec Motorsports driver made no mistake in the opener, taking a lights-to-flag victory after stretching out a comfortable lead before backing off to save his tyres.

Douglas Motorsport driver Kiern Jewiss – who had

taken his first front-row start of the year – took second while Novalak finished third in a processional affair.

"It was important to just prove a point and show that Spa was a one off," said Hoggard after taking his fifth win of the year.

"I feel really comfortable here especially around the back [of the circuit], I've had a lot of good days here in the past."

Hoggard was left to rue a poor getaway in the third race, though, as Jewiss swept around the outside at Paddock Hill and into the lead. Despite intense pressure from Hoggard behind, Jewiss held his nerve to take his first win in the series and become the 11th different driver to stand on the top step of the podium in 2019.

"It's about time, it's been a long time coming," said the reigning British F4 champion.

"At the start I thought here we go, that's OK, and pulled a bit of a gap but he [Hoggard] started coming."

Novalak, from third on the grid, had got the best start of all in the final race but found himself boxed in and dropped behind Ulysse De Pauw before eventually finishing fourth. The Carlin driver nevertheless continued his fine run of scoring points in every race so far this year.

With overtaking at a premium on the fast-flowing GP layout the front-row starters for the full-reversed grid second race, Kris Wright and Pavan Ravishankar, knew the importance of a good start. Unfortunately their exuberance got the better of them and both ended up in the Paddock Hill gravel trap after contact.

This allowed Nazim Azman to claim his maiden British F3 win after resisting pressure from team-mate Ayrton Simmons, who couldn't find a way past and had to settle for second which secured a Chris Dittmann Racing 1-2 with Lanar Racing's Josh Mason third.

The weekend's action means Hoggard has closed the gap to Novalak by 15 points and sits just 40 behind with six races remaining.

Chris Salkeld surged into the lead of the **Ginetta G40 Cup** standings after almost the perfect weekend, taking two wins and a second place.

He was left unchallenged in the opener after main title rival and polesitter Rob Keogh suffered mechanical problems, and capitalised on squabbling behind in the second outing to make it a brace.

Keogh retaliated, though, to limit the damage to his championship ambitions, taking a hard-fought second

in race two before grabbing a well deserved victory in the third, just ahead of Salkeld.

Martin Depper returned to **VW Racing Cup** action by taking both wins races in his Scirocco. He was helped in the opener when polesitter Josh Coggan spun his Golf on the exit of Graham Hill Bend.

In the second outing there was a superb battle between long-time race leader Owen Walton (Audi TT), Depper and Ruairidh Clark (Scirocco), which ended in Depper's favour as Lewis Smith and Simon Walton ended up in the gravel trap at Sheene Curve and brought out the red flag.

A bumper 43-car grid was in attendance for two **CMMC Southern Saloon Car Series** races, but it ended up being an outright duel between Rod Birley's Ford Escort and Niall Bradley's BMW E46 M3, with the former coming out on top both times.

The final round of the **Ginetta Racing Drivers Club** produced two new winners. Chris Threadgill took victory in the opener and came within 0.047s of winning the second, but Harry Mangion just managed to hold on. Michael Kidson finished second and third respectively to clinch the series title.

Stefan Mackley



Victors: Jonny Adam (l) and Graham Davidson celebrate win at Brands



Keen chased down Barwell team-mate Cocker and passed him on last lap

Photos: Jakob Ebrey/LAT, Gary Hawkins

AGAIN

but afterwards Keen defended his move. "He's the leader of the championship, we needed to beat him," Keen said. "It's a shame we couldn't get past [earlier] and go because I think we'd have caught the leaders, but Jonny was driving well."

The intra-Barwell controversy risked overshadowing Mitchell and Fender giving Century its first podium with the M6, but after a trying season in which he has had four different co-drivers, the significance certainly wasn't lost on Mitchell.

"It's not been an easy year with the new car, loads of different team-mates, trying to find the sweet spot in the set-up, it's been very hard work," he said. "It's a relief finally to get the result, I think it was needed for all of us."

Relieved though he might be, it wasn't a candle to Davidson, whose championship fight lives on for another weekend.

"We've been catching for a long time now," he said. "I hope it's not too little, too late."

Now the pressure really is on.



Wright and Ravishankar got it wrong



Salkeld took lead in G40 Cup standings

GT RESULTS

GT3 (75 laps)

1 Jonny Adam/Graham Davidson (TF Sport Aston Martin Vantage GT3); 2 Rob Bell/Shawn Balfe (Balfe Motorsport McLaren 720S) +6.268s; 3 Jack Mitchell/Angus Fender (Century Motorsport BMW M6); 4 Phil Keen/Adam Balon (Barwell Motorsport Lamborghini Huracan EVO); 5 Dennis Lind/Michael Igoe (WPI Motorsport Lamborghini); 6 Tom Onslow-Cole/Richard Neary (Team ABBA Racing Mercedes-AMG GT3). Fastest lap Callum Macleod (RAM Racing Mercedes) 1m26.525s (101.24mph). Pole position Bell/Balfe. Starters 14.

Points (after 8/9 rounds) 1 Keen/Balon 122; 2 Adam/Davidson 116; 3 Jonny Cocker/Sam De Haan (Barwell Lamborghini) 110.5; 4 Bradley Ellis/Ollie Wilkinson (Optimum Motorsport Aston Martin) 88.5; 5 Bell/Balfe 88.5; 6 Callum Macleod/Ian Loggie (RAM Racing Mercedes) 73.5.

GT4 (71 laps)

1 James Dorlin/Josh Smith (Tolman Motorsport McLaren 570S); 2 Dean Macdonald/Callum Pointon (HHC Motorsport McLaren) +0.463s; 3 Tom Canning/Ash Hand (TF Sport Aston Martin Vantage GT4); 4 Nathan Freke/Andrew Gordon-Colebrooke (Century Motorsport BMW M4 GT4); 5 Martin Plowman/Kelvin Fletcher (Beechdean AMR Aston Martin); 6 Michael Broadhurst/Mark Murfitt (Fox Motorsport Mercedes-AMG GT4). FL Macdonald 1m33.440s (93.74 mph). P Macdonald/Pointon. S 23.

Points (after 8/9 rounds) 1 Canning/Hand 117.5; 2 Macdonald/Pointon 109; 3 Seb Priaulx/Scott Maxwell (Multimatic Motorsport Ford Mustang GT4) 105.5; 4 Lewis Proctor/Jordan Collard (Tolman McLaren) 97.5; 5 Dorlin/Smith 84.5; 6 Plowman/Fletcher 80.5.



Second Tolman Motorsport McLaren acted as a buffer

DORLIN AND SMITH WIN AT LAST

The last three British GT rounds had followed a similar pattern for James Dorlin and Josh Smith.

By rights, the Tolman Motorsport McLaren duo should be in the thick of the GT4 title fight, but at each of the last three rounds have been forced to retire while leading. So when Dorlin, complaining of a "severe vibration" on his right front, inherited the lead with 20 minutes to go, it was almost too much for Smith to bear.

"I was trying to keep out of the way as much as I could," he said. "I was just sat there with my fingers crossed, I didn't want to know because it's been a hard time the last few months."

But with lapped Tolman stable-mate Jordan Collard acting as a buffer behind him, Dean Macdonald's chasing HHC McLaren couldn't get close enough to pass, leaving Dorlin to celebrate a long overdue win.

"It's just been such a long time coming, we should have done this the past three races," he grinned.

"It's nice that the first race we've finished in all that time, we still won."

Dorlin had entered the fray half a minute down on Will Moore's Academy Motorsport Aston Martin, which benefitted most from two safety cars. Moore's team-mate Alex Toth-Jones was the last car on the lead lap in seventh when the safety car made its first appearance following Glynn Geddie's shunt, so didn't lose a place when he was then ordered to serve a stop-go for a start infringement.

Toth-Jones was then the only lead lap car not to pit at the first opportunity when the window opened after 58 minutes and delayed a further three laps, which proved inspired as the safety car's return gave Moore a handy cushion. But Academy's hopes of a first British GT win since Donington 2015 were dashed when Moore spun off at Druids, brake failure reportedly the culprit.

Macdonald and Callum Pointon's second place was the ideal riposte

after electrical problems at Spa, and they now sit just 8.5 points off the summit after Seb Priaulx and Scott Maxwell were demoted from third to ninth by a 40-second post-race penalty for refuelling before the car was earthed (*see news*). The Multimatic Mustang crew had been set to extend its championship lead to 12 points, but now face a deficit of the same margin to TF Sport Aston Martin pair Tom Canning and Ash Hand.

Hand had taken the lead at the start from Smith, poleman Pointon and Maxwell. Following a 20-second success penalty for winning at Spa, Canning passed the Pro-Am-winning Beechdean Aston of Martin Plowman, grappling with no power steering, and pressured Nathan Freke into a mistake at Druids, although the Century Motorsport boss was still delighted with fourth, alongside Andrew Gordon-Colebrooke, on his first British GT outing since 2017.

James Newbold

Title battle hots up as Zelos takes maiden win in series

JCW MINIS

Third in the championship and with seven podiums across 11 races heading to last weekend's second Brands Hatch trip of the season for the JCW Mini Challenge it was astonishing to think that Dan Zelos hadn't won a race.

But the 21-year-old finally shrugged that monkey off his back with a maiden win on the GP loop.

The former Renault UK Clio Cup driver blasted away from pole ahead of championship leader Nathan Harrison, building up a healthy gap before William Hardy went off into the gravel at Paddock Hill Bend and prompted a safety car.

Zelos had the legs in the first stint, but once the race went green two laps later it was Harrison who was in control. Zelos wasn't able to build a buffer, and one mistake braking on the bump at Paddock Hill left him out of shape.

Harrison needed no second invitation to make the pass and looked set for his fourth win of the year.

But a messy tangle between Brad

Hutchison, Tom Rawlings and Calum Newsham into the Paddock Hill kitty litter just seconds later forced officials to call a red flag and an early result.

That put the order back a lap to when Zelos was still leading, gifting him a first win of the year and a seventh consecutive podium finish.

He said: "We don't like taking a win like we did. I feel like all my experience I shouldn't be making those mistakes now, so I have just got to learn from it and put on a better show."

"It was a near perfect race but for the end bit. The gods were looking down on me."

Zelos' fellow ex-Clio competitor Lee Pattison got his season back on track with a first podium of the year, ending a three-race points drought.

"It was nice to be back on the podium," he said. "I certainly haven't got the pace of those two, they are on a different planet. We seem to be best of the rest."

Jason Noble

SUPPORTS RESULTS

BRDC British Formula 3

Race 1 (14 laps) 1 Johnathan Hoggard (Fortec); 2 Kiern Jewiss (Douglas) +0.626s; 3 Clement Novalak (Carlin); 4 Sasakorn Chaimongkol (Hillspeed); 5 Kaylen Frederick (Carlin); 6 Manuel Maldonado (Fortec). Fastest lap Hoggard 1m21.259s (107.80mph). Pole Hoggard. Starters 16.
Race 2 (13 laps) 1 Nazim Azman (Chris Dittmann Racing); 2 Ayrton Simmons (Chris

Dittmann Racing) +0.334s; 3 Josh Mason (Lanan); 4 Neil Verhagen (Double R); 5 Hampus Ericsson (Double R); 6 Ulysse De Pauw (Douglas). FL Simmons 1m22.220s (106.54mph). P Kris Wright (Fortec). S 16.
Race 3 (14 laps) 1 Jewiss; 2 Hoggard +0.292s; 3 De Pauw; 4 Novalak; 5 Frederick; 6 Simmons. FL Hoggard 1m22.053s (106.75mph). P Hoggard. S 16.
Points (after 18/24 rounds) 1 Novalak

406; 2 Hoggard 366; 3 Simmons 325; 4 Jewiss 287; 5 Verhagen 259; 6 Maldonado 253.

JCW Mini

Race 1: Dan Zelos
Race 2: James Gornall

Ginetta G40 Cup

Race 1 & 2: Chris Salkeld
Race 3: Rob Keogh

VW Racing Cup

Race 1 & 2: Martin Depper (Scirocco)

CMMC Southern Saloon

Race 1 & 2: Rod Birley (Ford Escort)

GRDC

Race 1: Chris Threadgill
Race 2: Harry Mangion

RALLY FINLAND



BY DAVID
EVANS

There was no stopping Tanak's Toyota march to a second Finnish success

TANAK UNTOUCH

Standing at the side of a road called Seppälantie near the main drag through Pihlajakoski, the world could wait. The locals had waited long enough.

Standing in a field between two of the thousands of lakes which patchwork this landscape, the sound of a Finnish forest waking up was unmistakable.

Cans of Lapin Kulta were opened to wash down Grillimakkara sausages cooked over log fires which doubled – unusually for this time of the year – to offset an early autumnal onset. Actually, as 0800hrs neared, it was freezing. And almost raining.

Nobody cared. The cars were coming. The wait was almost over. The agony of the previous 11-and-a-bit months nearly done.

Minutes later, the World Rally Cars arrived to slash through the scenery at unflinching speed matched only by innate precision. This. This moment. This 100mph collision of mind-bending speed, noise and colour is what places Rally Finland at the very centre of everything cherished by those who hold rallying close.

It's that special. Every time.

And that's just for us mere mortals standing watching. To be in the car is something else. Something different. And to succeed at something different requires a reworking of what you might consider sensible.

As is always the case at this time of the year, Jyväskylä was packed with heroes past and present. Between these four – Marcus Gronholm, Markku Alen, Juha Kankkunen and Tommi Makinen – there were two decades' worth of victories on the one they all want to win.

"How to do it?" smiled Gronholm, "This is what you want to know..."

The lanky seven-timer grinned and kept his counsel.

Alen obliged: "First thing, morning of rally is switching off a little bit the brain. Make head clear and then, hey boys, you follow me. Fastest straight away. Stage one: bang. Then we go."

Makinen agreed: "You need to be like a robot. You focus on the road and nothing else. You don't take anything else to the head. Switch off from everything else."

The Toyota Gazoo Racing team principal paused for a moment to watch one of his Yaris WRCs – the one with the Estonian flag on – cross another finish line for another stage win. "This is what Ott is doing," he added. "Ott is robot now."

It wasn't just impossible to argue. It was entirely pointless to argue. The championship leader's speed was as metronomic as it was predictable. Not to mention very, very fast.

Not through years of French domination of rallies – not even through Sebastien Loeb laughing in the face of anybody who fancied a Germany win or Sebastien Ogier's vice-like grip on Monte Carlo – has one driver come to a WRC round with the odds stacked so firmly in his favour.

Three weeks ago, Tanak had taken his colleagues apart in a startling demonstration of fast gravel driving that left him a minute up on a factory Hyundai, Ford and Citroen after just 90 miles of Rally Estonia competition.

Notice, as if it were needed, had been served.

On Sunday, Tanak completed the job and delivered a drive equal in its brilliance to any of the Finnish masters mentioned above.

First on the road on Friday, the championship leader knew his grip would be compromised as he swept the line clean for those following. Finland's never as bad for loose gravel as places like Sardinia or Mexico, but braking for junctions after time on the rev limiter in top was an eye-opener for Ott. Not that he talked about it.

He just got on with it. Only on Friday evening did he open up a bit more.

"This morning was really important," he told MN. "You can't be slow in the start of any rally but, for sure, if you give away 10 seconds on the first day here, then you can be finished and you are far away."

"I knew this morning I had to really work to make the times. On the second loop it's always a bit more difficult, because everybody knows the limits and the roads are so fast and you can't make any difference."

The lack of junctions and twisty sections – even on a route which again sacrificed classics in favour of the smaller, narrower roads necessary to sate the FIA's obsession with average speeds – make it harder to haul tenths of seconds out of corners.



Tanak was again in flying form



Latvala was unable to keep up with his Toyota team-mate after his puncture

Good as his word, Tanak took a 5.4s lead back to service after the rally's opening loop. By then, even the most optimistic had to admit the deal was done.

Before the start, Ogier had talked of his intention to fight with last year's Rally Finland winner. The Frenchman, who has also tasted success in these parts, was adamant that he came for a scrap in his Citroen and, starting behind the Toyota, he would be giving him one.

Friday lunchtime told a different tale. "There is nothing we can do," said Ogier, who was 12.6s behind and running sixth when he sat down to lunch. "He is unbelievable. I don't know what happened with the weather – I think there was some rain and then in the last two weeks it was so hot and so dry – but the gravel seems more loose than ever. I never thought he could do what he did this morning."

Tanak's thinking was correct as the world came back at him through Friday afternoon. This being Finland, the margins were minuscule – when they weren't nothing at all.

Like after the second shot at the Urria stage, when Jari-Matti Latvala led, but Kris Meeke, Esapekka Lappi and Tanak had all taken 52m55.2s – six-tenths more than J-M-L – to

complete the first eight stages.

Latvala had eased his way clear to the comparative comfort of a 1.2-second advantage over Meeke by close of play on Friday. Citroen's Lappi was the interloper who ensured any team orders Toyota might have been planning would have to be put on ice. At least for now.

As predictable as Tanak's day one pace was, it was Saturday morning that his rivals really feared. Running further down the order after the classification was reversed for day two, Tanak went from fourth to first as he rocketed past the massed ranks of sausage eaters in Pihlajakoski.

And that, the commonly held view, was that. The #8 Toyota would not be headed from here until Sunday afternoon's podium. But, still they couldn't shake Lappi. Still, the resurgent C3 WRC star remained a thorn in the side of Toyota's plans for podium domination.

With Lappi just a tenth of a second behind Meeke, the Brit responded with fastest time in Pajjala to pile six-and-a-half seconds between his third-placed Yaris and the French machine. Ahead of Meeke, Latvala had moved into the lead by 0.2s from Tanak

with KM just 0.4s further back.

Ten seconds in Finland is generally to be worth 20 or 30 on other rallies – six worth? Is six worth calling the bluff? Reiterating team orders talked about Thursday evening before the start.

Much as Toyota wants to see Tanak champion, it wants a successful defence of manufacturers' title and that means all three cars ahead of the nearest. The podium lock-out would be the scenario and, going into Kakaristo half of the legendary Ouninpohja was where the Finnish-based squad

And, had it not been for a rock out of a fifth-gear right hander, it's quite that's how it would have stayed. Meeke nailed the corner and dropped into the ditch on the exit. The ditch the rock resided.

The impact folded the wheel back against the arch immediately. The Irish Yaris was parked up at the next junction. Two minutes later and it was the same for the rock as Latvala slapped it for a second time. The Finnish escaped with a puncture.

'Sunday's error was stupid'
Meeke rated, p25



ROUND 09

Photos: mcklein-imagedatabase.com

ABLE



STAGE TIMES

- **SS1 Harju 1 (1.44 miles)**
Fastest Neuville 1m47.3s **Leader** Neuville **Second** Tanak +0.7s
- **SS2 Oittila (12.02 miles)**
Fastest Latvala 9m36.6s **Leader** Tanak **Second** Meeke +0.4s
- **SS3 Moksi 1 (12.45 miles)**
Fastest Meeke 9m56.3s **Leader** Tanak **Second** Meeke +0.3s
- **SS4 Urria 1 (7.63 miles)**
Fastest Latvala 6m08.0s **Leader** Tanak **Second** Meeke +1.1s
- **SS5 Assamaki 1 (7.66 miles)**
Fastest Tanak 5m49.7s **Leader** Tanak **Second** Meeke +4.2s
- **SS6 Aankoski 1 (4.85 miles)**
Fastest Latvala 3m38.1s **Leader** Tanak **Second** Latvala +5.4s
- **SS7 Moksi 2 (12.45 miles)**
Fastest Latvala 9m45.7s **Leader** Latvala **Second** Tanak +0.4s
- **SS8 Urria 2 (7.63 miles)**
Fastest Mikkelsen 6m02.8s **Leader** Latvala **Second** Lappi +0.6s
- **SS9 Assamaki 2 (7.66 miles)**
Fastest Latvala 5m43.8s **Leader** Latvala **Second** Lappi +1.1s
- **SS10 Aankoski 2 (4.85 miles)**
Fastest Meeke and Latvala 3m33.1s **Leader** Latvala **Second** Meeke +2.0s
- **SS11 Harju 2 (1.44 miles)**
Fastest Neuville 1m48.3s **Leader** Latvala **Second** Meeke +1.2s
- **SS12 Pihlajakoski 1 (8.96 miles)**
Fastest Tanak 7m30.0s **Leader** Tanak **Second** Latvala +0.5s
- **SS13 Pajjala 1 (14.21 miles)**
Fastest Meeke 10m37.4s **Leader** Latvala **Second** Tanak +0.2s
- **SS14 Kakaristo 1 (11.62 miles)**
Fastest Tanak 9m00.1s **Leader** Tanak **Second** Latvala +13.9s
- **SS15 Leustu 1 (6.52 miles)**
Fastest Latvala 5m27.2s **Leader** Tanak **Second** Latvala +13.8s
- **SS16 Pihlajakoski 2 (8.96 miles)**
Fastest Lappi 7m21.5s **Leader** Tanak **Second** Lappi +12.4s
- **SS17 Pajjala 2 (14.21 miles)**
Fastest Tanak 10m28.9s **Leader** Tanak **Second** Lappi +14.4s
- **SS18 Kakaristo 2 (11.62 miles)**
Fastest Lappi 8m51.5s **Leader** Tanak **Second** Lappi +13.9s
- **SS19 Leustu 2 (6.52 miles)**
Fastest Mikkelsen 5m22.9s **Leader** Tanak **Second** Lappi +16.4s
- **SS20 Laukaa 1 (7.30 miles)**
Fastest Tanak 5m29.7s **Leader** Tanak **Second** Lappi +20.0s
- **SS21 Ruuhimaki 1 (6.91 miles)**
Fastest Latvala 5m30.9s **Leader** Tanak **Second** Lappi +22.0s
- **SS22 Laukaa 2 (7.30 miles)**
Fastest Mikkelsen 5m23.1s **Leader** Tanak **Second** Lappi +21.1s
- **SS23 Ruuhimaki 1 (Powerstage) (6.91 miles)**
Fastest Tanak 5m24.3s **Leader** Tanak **Second** Lappi +25.6s

COLIN CLARK

"Finland was all about redemption"



What was the best thing about this year's annual pilgrimage to the forests of Jyväskylä for the rally-fest that is Rally Finland? Well, for me, it was the winners – and we're not just talking Ott Tanak, Martin Jarveoja and Toyota here.

Drivers that, just a few rallies ago, were being written off around the service park turned up in Finland reinvigorated and with renewed purpose. Take Esapekka Lappi as an example. Now, doom and gloom is a phrase that, over the past 12 months, seemed attached to the likeable but quick-to-complain Finn. He's been a bit of 'little boy lost' for too long now and serious questions were being asked. The pressure was mounting. Considering all of that, his performance in Finland was truly remarkable. The only driver to take the fight to the rampaging Toyotas, Lappi seemed to relish the challenge. There was a swaggering recklessness to his performance that reminded us all just why we got so excited by his obvious and prodigious talents all those years ago now.

And then there was Andreas Mikkelsen. Now he was a driver properly written off just two rallies ago. Benched for Sebastien Loeb in Chile, his future at Hyundai seemed to hang by the weakest of threads. But, boy, has he delivered for the team since then. His Sunday drive in Sardinia, where he threw caution to the wind to reel in Elfyn Evans and claim a surprise podium, was impressive. But Sunday's performance in Finland bested even that. This time he battled for tenths of a second with Sebastien Ogier and ultimately came out on top. I think Mikkelsen just put in the best Sunday drive of his career. He convincingly outpaced his team leader all weekend and has given his team boss plenty to think about in the contract department. A rejuvenated Mikkelsen is simply a joy to watch.

And while we're talking winners, let's just mention Craig Breen. Dumped unceremoniously by Citroen at the end of last year, the young Irishman had to wait eight months to show the WRC what it has been missing.

His unbridled joy at being out in what he described at the best car he's ever driven was backed up by some quite astonishing stage times.

Friday was classic Breen. Speed and flair with more than a touch of home country blarney delighted those who'd championed so enthusiastically for his return to the top level.

He found himself in an enthralling three-way battle with Ogier and Mikkelsen for much of the rally and having to take a time penalty to promote his team leader on the final morning was testament to the amazing job Breen did. And I reckon that should be more than enough to ensure that we don't have to wait another eight months to see him back out on the world stages again.

And finally, Rally Finland itself was once again a massive winner.

The best rally in the world by a very long way continues to deliver on just about every level.

It sets the standard that every other rally should aspire to. Brilliantly organised, it goes from strength to strength and stands out as being one of the world's great sporting events.



Lappi's performance was transformed after transmission tweak, taking second

Neither would escape the wrath of Makinen. "We had a good meeting before the rally," he said. "We discussed things and we said: 'Do not try to follow Ott. Do your own driving and concentrate on your own driving.' But when they pull on the helmet and they get into the big fight, they forget everything."

"It was only a question of what happened. Both of them, they were thinking: Ott is going that fast... and they forget about their own driving. Somehow their concentration has been disturbed and, unfortunately, it's not the first time this year. What can we do? How to tell them, again and again and again and trust that they remember that."

Latvala got the message and, suitably chastened, throttled back and took a more conservative approach to the remainder of the rally. Fortunately for him, he'd 'only' dropped 14s with the puncture and so remained second, but with Lappi now just half a second behind.

Through all of this, Tanak was imperious. As his team-mates floundered on arguably Finland's most famous stretch of gravel, he pressed on and pulled 8.1s out of everybody.

Tanak said: "Stage by stage, my team-mates

Continued on page 24

NOW TURN OVER TO READ MN'S DRIVER RATINGS

RALLY FINLAND



BY DAVID EVANS

RALLY ESSENTIALS

Day one: 80.02 miles; 11 stages

Weather: overcast 13-22 celsius

End of day one: 1 Latvala/Anttila 1h04m01.1s; 2 Meeke/Marshall +1.2s; 3 Lappi/Ferm +2.4s; 4 Tanak/Jarveoja +2.6s; 5 Breen/Nagle +14.2s; 6 Mikkelsen/Jaeger +14.6s.

Day two: 82.63 miles; 8 stages

Weather: overcast 11-16 celsius

End of day two: 1 Tanak/Jarveoja 2h08m49.4s; 2 Lappi/Ferm +16.4s; 3 Latvala/Anttila +28.8s; 4 Mikkelsen/Jaeger +50.5s; 5 Ogier/Ingrassia +53.1s; 6 Breen/Nagle +59.1s

Day three: 28.42 miles; 4 stages

Weather: overcast/sunny 13-18 celsius

Sebastien Ogier felt about as bad as he looked on Saturday lunchtime. And he looked terrible. The Frenchman's description of his Friday night was rather more graphic than it really needed to be ("I slept for two hours then went to the toilet to empty myself"), but it did explain his slightly sleepy approach to day two, while potentially contributing to him losing out to Andreas Mikkelsen in the race for fourth.

While the defending champ looked ill-at-ease in Finland, the Norwegian was in the ascendancy – once he'd got the better of team-mate and Hyundai new boy Craig Breen. There's no doubting Hyundai has found at least some of the speed it's been searching for in Germany since 2014, with the latest aerodynamic and suspension upgrades working well on the i20 Coupe WRC. Mikkelsen backed up a solid Sardinian outing with real and genuine speed this time around. He's chased the Polo feeling since he first sat in one of the Korean cars and last week he finally found it. Now let's see what he can do with it.

Breen made the most of a preferable place at the back of the WRC pack on Friday, but maintained much of that pace over the weekend to deliver a drive that could – and should – be enough to guide him back into a full-time WRC seat.

Hyundai's missing link this time around was Thierry Neuville. The Belgian started the event seven points down in the championship fight and departed Jyväskylä 25 off Tanak. The mojo was well and truly missing last week and he needs to find it pretty quickly if he's going to re-engage with the championship fight. Needing to rely on Breen pulling over to let him by when he hadn't suffered any issues over the three days wouldn't have been the weekend he wished for.

Talking of weekends you hadn't wished for, welcome to M-Sport's world. You had to feel for Malcolm Wilson, who arrived fresh from a pretty miserable day (and night) watching Bentley's struggle to challenge at the front of the Spa 24-Hour race, only to return to his rightful place in the mud and find the Ford Fiesta WRC in a similar struggle at the wrong end of the leaderboard. Teemu Suninen was first Fiesta home in eighth place.

The Finn was some distance from the force he provided when he took fourth 24 months ago. He would have been followed home by stand-in team-mate Gus Greensmith, who was running ninth. Unfortunately the Brit went off on the final morning, to ensure more overtime for the Cockermouth panel beaters following Hayden Paddon's test shunt in the run-up to Rally Finland.

M-Sport badly missed Elfyn Evans last week – a fact that will come as some small comfort to the Welshman currently laid up getting his back injury fixed. The sooner Evans is back behind the wheel the better, for all concerned. In the meantime, team principal Richard Millener is faced with the headache of who to put in Evans' car for the next round. Former factory driver Eric Camilli might have been the obvious choice – and for the reason why this won't happen, have a look at the supports' report.



Ogier struggled with illness during Finland

Continued from page 23

started to push harder. In the third stage I was starting to push over the edge a little bit – this shows the pace was higher."

Asked to explain "over the edge" Tanak grinned at the memory. "It was Kakaristo," he said. "That was the push. It wasn't the crazy risk that you just close your eyes – no, I still kept the eyes open. I had a plan to stay on the road, but when you go over the edge a little it's the places where you go flat and then the car is going light where you don't expect or you jump and then you are landing a little bit off the line."

Now, with a lead of 13.9s all bets really were off. Tanak wouldn't be headed as he sought a perfect five-pointer on the powerstage.

Much as Tanak deserves the credit for an outstanding run and faultless three days, so does Lappi. The start to the season has been shocking for the likeable Citroen driver and, if ever the turnaround was coming, it had to come on his home event. Much as he was familiar with the terrain, having won with Toyota here two years ago, Lappi came to the event on the back of extremely good news from the technical department in Versailles.

Turns out the transmission set-up he'd been told would have to wait until next year had been found. The C3 could be transformed to his liking.

"I thought it couldn't be for this year, I was told it's not possible," he said. "But then we found out these parts which were homologated already, but I guess it was so old parts they didn't realise it would work. We tried and... boom."

"The car is more reactive. It's something in the braking phase of the differential I get now."

In layman's terms, Lappi was struggling with the differential



Mikkelsen put in a strong performance to comfortably beat title-contending team-mate Neuville

locking too much, which made it much harder for him to trail brake into corners without locking both front wheels. The improvements ensured only the inner wheel would slow, giving him the balance and confidence he'd found with the Toyota and Skoda.

And it came immediately. Crossing the finish line on the first gravel stage, he was just a tenth of a second off the fastest time in the Oittila 12-miler.

Lappi's co-driver Janne Ferm said it all. He burst out laughing. And deservedly laughed the laugh

of a man who hasn't laughed like that for a long time.

Latvala was laughing less. Going into the final morning, he was 12s down on Lappi, but didn't dare suggest to Mäkinen that he pushed and tried to polish third into second. Especially not when Meeke crashed for the second time in the penultimate test.

All of those disappointments were forgotten – or at least put on the back burner – when Tanak flew across the finish line to secure back-to-back home wins and a hat-trick for Mäkinen's squad.

The bonhomie which reigned as the four-time champion hugged Tanak contrasted starkly with the reception when Tanak arrived in the service park following the powerstage in Sardinia. Remember that? When a steering problem turned first to fifth and left Tanak raging. There was an audible sigh of relief when a similar outcome was avoided seven Sundays on.

The result might have been the one the world expected, but Finland still delivered on a level only Finland can. The same can, and should, be said for Tanak.

ROVANPERA IS ANOTHER DOMINANT FINNISH WINNER

Twelve months ago, Kalle Rovanpera was just over a day away from a dream result on his debut at his home round of the World Rally Championship. Just at the point the then 17-year-old was starting to think about a WRC 2 class win, the front-left damper made a bid for freedom through the bonnet.

Fourth in class didn't have quite the same ring to it.

This time, there was no stopping him. He dominated proceedings from the very start and looked entirely comfortable as he guided the Skoda Fabia R5 evo to ninth place and a near five-minute WRC 2 Pro win over M-Sport's Eric Camilli.

The only other WRC 2 Pro competitor, Eerik Pietarinen – another Finn in another latest-spec Fabia – didn't last long. His car caught a bump in stage two and turned left into a bank. The radiator and engine were too damaged to continue.

In all honesty, it would have been difficult to see Pietarinen or anybody challenging the masterful Rovanpera, who took another mighty step towards the inaugural Pro title.

Certainly Camilli wasn't about to challenge him. The Frenchman was woeful and struggled to show

any kind of pace in the latest piece of kit to come out of Cockermouth. Fortunately for M-Sport, Takamoto Katsuta put up some sort of a fight in another of the latest-spec R5 Mk2s, but his challenge faltered when he knocked a wheel off on Saturday.

Pierre-Louis Loubet continued an upward trend in terms of his speed aboard an older-specification Fabia R5 and the Frenchman looked to have the WRC 2 category licked before he went off the road on Saturday's penultimate test.

That accident left Russian Nikolay Gryazin leading Hyundai's favoured Finn Jari Huttunen into the final day by 12s. Gryazin dealt with the pressure superbly and brought his Skoda home for a well-deserved (if hard-earned after backing it into a Moksi log pile on Friday) maiden WRC 2 win.

"I wanted to drive consistently on this rally," said Gryazin. "Apart from the log thing, I think we did that. To win WRC 2 on my first time competing in this rally is something which is really nice for me."

Huttunen was second with two-time FIA World Rallycross Champion Johan Kristoffersson making a very welcome



There was no stopping Rovanpera in Finland this time around

appearance in the WRC to take his Volkswagen Polo GTI R5 to a hugely credible third in WRC 2.

Kristoffersson struggled in the ruts ("we don't have so many of these in the Swedish Championship rounds!"), but drove his trademark faultless event to take the bottom step of the podium.

Tom Kristensson moved back to the top of the Junior WRC table, beating his main title rival Jan Solans into second place. Just one point splits the top two as they head into the final round of the series in Wales.

Swede Kristensson won by almost a minute and a half, but that margin was bolstered after Dennis Radstrom, who'd kept the leader honest for much of the event, crashed on SS21.

Kristensson said: "The rally has been so good from the first metre and we have been so consistent and so fast, but still safe. No moments and no troubles. I really like this surface, this kind of fast roads and the jumps."

Brit Tom Williams endured a nightmare event, cracking the sump on day one and rolling out of day two.

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER
CITROEN C3 WRC **6/10**

Comprehensively beaten by his team-mate for the first time in ages and lost to Mikkelsen in a final-day fight for the first time since 2016. Much of this is down to the fact he was sick as a dog on Friday night and didn't improve much.



ESAPEKKA LAPPI
CITROEN C3 WRC **10/10**

This boy's been to some dark places since the start of the season and to bounce back – in a car he's finally happy with – in such spectacular fashion was fantastic to see. Put the C3 on its doorhandles and left it there.



GUS GREENSMITH
FORD FIESTA WRC **6/10**

Got off to a good start as he was setting a decent pace given it was his World Rally Car debut in Finland. But crashing out on Sunday wasn't the end he'd hoped for. And not what M-Sport was looking for either.



TEEMU SUNINEN
FORD FIESTA WRC **3/10**

Was quick to point to his speed in Finland two years ago when asked for an explanation about his disappointing rally. This score's about the package and this time the Finnish Ford was nowhere.



CRAIG BREEN
HYUNDAI i20 WRC **★**

Ten all the way here and I don't care what you say. The boy deserves it. In fact, shall we get carried away and give him 11? Why not. Bloody brilliant drive out of his own dark place at the end of last season.



THIERRY NEUVILLE
HYUNDAI i20 WRC **3/10**

Wet test didn't help on a dry rally, but this was a performance way below what we know the Belgian's capable of in these parts. Needs a Germany win to get title tilt back on track.



ANDREAS MIKKELSEN
HYUNDAI i20 WRC **9/10**

His battle with Elfyn Evans last time out in Sardinia was impressive, but it had nothing on this one. Mikkelsen was back to his best in a car which clearly suits him more now. Career-saving drive from the Norwegian?



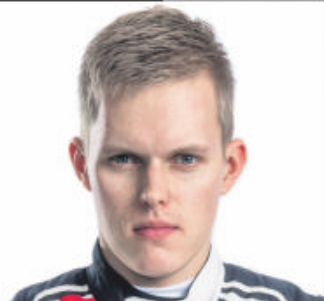
JARI-MATTI LATVALA
TOYOTA YARIS WRC **6/10**

Got away with bouncing off the Kakaristo rock that ruined Kris Meeke's rally. Learned from his mistake and drove sensibly when he must have been desperate to give everything to the Lappi fight to be runner-up behind Tanak.



OTT TANAK
TOYOTA YARIS WRC **10/10**

Made it look easy and didn't put a foot wrong at speed. His ultimate pace forced his team-mates into mistakes, while the best of the rest – apart from Lappi – realised the futility of the pursuit.



KRIS MEEKE
TOYOTA YARIS WRC **1/10**

Not good enough. This bloke's as fast as anybody on his day, but he needs to put three of those days together and failed – twice – to do that in Finland last week. Saturday's rock might be excusable, Sunday was stupid.



KALLE ROVANPERA
SKODA FABIA R5 **8/10**

Finished the job he started 12 months ago with a peerless performance aboard Skoda's Fabia R5 evo. Missed any sort of competition on his home round, but didn't put a wheel wrong on his way to ninth overall.



Even the wildlife was excited by the action

MOTORSPORT NEWS STAR DRIVER



CRAIG BREEN

Eight months away from the highest level, late call up to a new car and Breen – and co-driver Paul Nagle – did everything asked of them and a whole lot more. Esapekka Lappi ran them a close star drive second though.

MOTORSPORT NEWS WOODEN SPOON



KRIS MEEKE

Put this one out to colleagues in the press office in the hope I'd missed a miserable show from one of the Noddies at the back of the field. I hadn't.

RESULTS

Round 9/14, Rally Finland 2019, August 1-4

| POS | DRIVER/ CO-DRIVER | CAR | TIME |
|-----|---|-----------------------|---------------|
| 1 | Ott Tanak (EST)/Martin Jarveoja (EST) | Toyota Yaris WRC | 2h30m40.3s |
| 2 | Esapekka Lappi (FIN)/Janne Ferm (FIN) | Citroen C3 WRC | +25.6s |
| 3 | Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) | Toyota Yaris WRC | +33.2s |
| 4 | Andreas Mikkelsen (NOR)/Anders Jager (NOR) | Hyundai i20 Coupe WRC | +53.4s |
| 5 | Sebastien Ogier (FRA)/Julien Ingrassia (FRA) | Citroen C3 WRC | +56.1s |
| 6 | Thierry Neuville (BEL)/Nicolas Gilsoul (BEL) | Hyundai i20 Coupe WRC | +1m32.4s |
| 7 | Craig Breen (IRL)/Paul Nagle (IRL) | Hyundai i20 Coupe WRC | +1m38.2s |
| 8 | Teemu Suninen (FIN)/Jarmo Lehtinen (FIN) | Ford Fiesta WRC | +2m33.8s |
| 9 | Kalle Rovonpera (FIN)/Jonne Halttunen (FIN) | Skoda Fabia R5 evo | +7m54.1s |
| 10 | Nikolay Gryazin (RUS)/Yaroslav Fedorov (RUS) | Skoda Fabia R5 | +10m28.7s |
| 19 | Jouni Virtanen (FIN)/Risto Pietilainen (FIN) | Ford Fiesta WRC | +27m05.0s |
| R | Kris Meeke (GBR)/Sebastian Marshall (GBR) | Toyota Yaris WRC | SS22/accident |
| R | Gus Greensmith (GBR)/Elliott Edmondson (GBR) | Ford Fiesta WRC | SS21/accident |

CHAMPIONSHIP POINTS

DRIVERS

| POS | DRIVERS | PTS |
|-----|--------------------|-----|
| 1 | Ott Tanak | 180 |
| 2 | Sebastien Ogier | 158 |
| 3 | Thierry Neuville | 155 |
| 4 | Elfyn Evans | 78 |
| 5 | Andreas Mikkelsen | 71 |
| 6 | Teemu Suninen | 66 |
| 7 | Kris Meeke | 60 |
| 8 | Esapekka Lappi | 58 |
| 9 | Jari-Matti Latvala | 56 |
| 10 | Dani Sordo | 52 |

MANUFACTURERS

| POS | TEAMS | PTS |
|-----|-------------------------|-----|
| 1 | Hyundai Shell Mobis WRT | 262 |
| 2 | Toyota Gazoo Racing WRT | 238 |
| 3 | Citroen Total WRT | 198 |
| 4 | M-Sport Ford WRT | 158 |

NEXT RALLY RALLY GERMANY AUGUST 22-25

BTCC REPORT: SNETTERTON



The Toyota driver signalled his intent



Ingram led from pole in the opening race

INGRAM GATECRASHES TITLE

Toyota laid down a marker, BMW held its nerve and tempers got frayed: A standard meeting.

Snetterton was a topsy-turvy weekend with three different winners in the British Touring Car Championship and a really bad tempered third race.

There were some subtle boost changes before the weekend which would not favour the BMWs (*see racing news*), but title leader Colin Turkington nevertheless took his 51st career win in the second race of the meeting in his WSR 330i M Sport.

But perhaps the biggest marker had been laid down by his 2018 nemesis Tom Ingram. He took his Speedworks Motorsport Team Toyota GB Corolla to a win in the opening race, the car's first non-reversed grid race victory. It marked a genuine step forward for the car and he will be licking his lips for the remainder of the season.

The weekend introduced a rule tweak into the series, with drivers being forced to use all three of the Dunlop compounds – hard, medium and soft – throughout the three events. Drivers didn't have to nominate which type of compound they were going to use before the races, and the strategy only became clear when each of the cars left the pit garages to head to the grid.

It worked, but the difference in game plans meant there were some big variances in the cars' performances during the outings. That played into the hands of Rory Butcher, who won the third race in his AmDTuning.com Honda Civic Type R, but the arguments raged late into the night about who had transgressed against their rivals in the final showdown.

Race one

Ingram's pole position – only the third of his career and his first since Thruxton in 2016 – was achieved by the narrowest of margins from Dan Cammish's factory Team Dynamics Honda Civic Type R.

The tyre choices, despite the all-options-open twist, were pretty clear for the front men: the top four on the grid, including Sam Tordoff (AmDTuning.com Honda Civic) and Tom Chilton (Motorbase Performance Ford Focus) all went on softer rubber, while Turkington and Jason Plato (Power Maxed Racing Vauxhall Astra) went with the medium tyres from the third row. The only gambler among the leading players was Matt Neal in the Team Dynamics Honda Civic, who went on the harder rubber from eighth on the grid.

"I knew that if I could get away early, I would be able to get my head down and I wanted to have an easy race," said Ingram. The first part was done with a superb launch to defend from Cammish on the run into Riches.

Cammish looked to the outside as the two approached the opening right-hander, but Ingram held firm and claimed the spot. Chilton leapfrogged Tordoff to run third, with Turkington and Plato behind.

"The car was just superb," said Ingram, who was able to control the 12-lapper all the way to the flag and eventually finished three seconds clear. "The new machine is already as good as the [2016-17 model] Avensis was, and if we can be there after half a season with the Corolla, then I am happy with that."

Cammish, on the other hand, knew that the 24kg he had on his Civic, which was 18kg more than Ingram, would make things tough and so it proved. He was comfortable in second place, especially when the following Chilton suffered a race-ending puncture on lap five which pitched him into the wall at Coram.

The runner-up knew that he had no answer for Ingram. "There were areas where I was faster but we simply couldn't keep up over the whole lap," he said. "The Toyota was in a different place to us and we had to settle for second. I know where the car can be

improved, though, and we will do that for race two."

Third place for Tordoff, his second successive rostrum, was a lonely one. "If Dan Cammish thought Ingram was on a different planet, then Cammish was in a different planet to me too," said the Yorkshireman.

Perhaps the most impressive performance was a quiet fourth place for Turkington. Carrying the 54kg maximum ballast and leaving the preferable soft tyres alone, he collected an unflustered fourth to extend his points advantage over his WSR team-mate Andrew Jordan, who had usurped Plato on lap 10.

Rob Collard (Power Maxed Racing Vauxhall Astra) was seventh, and followed over the line by Ollie Jackson (Motorbase Performance Ford Focus) and Matt Simpson (Simpson Racing Honda Civic Type R), who scored his best result of the season.

In 10th place, the hard-tyred Jake Hill (Trade Price Cars Racing Audi S3) had fended off Butcher's Civic and Ash Sutton's Team BMR Subaru, who were both getting the white-walled Dunlop pain out the way too.

The two hard luck stories of the race were Neal and Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class). Neal was thwarted after contact with Jackson on lap five, while Morgan's gearbox broke when he was running well inside the top 10.

Race two

The strategy would have a bigger impact in race two. While the stars of the opening race Ingram and Cammish, and third-placed Tordoff, were opting for the medium tyres to retain some level of competitiveness despite their heavier load of success ballast, both BMWs lurking behind had the softer Dunlops.

The first building block for Turkington's fifth win of the year was a rocket-like getaway, always

a benefit of the rear-wheel-drive cars. He shot between Tordoff and Cammish to chase Ingram over the opening tour as Cammish was forced to look to his mirrors behind.

Ingram was never more than a couple of tenths clear in the lead as Turkington stalked his prey.

Jordan, having also jumped Tordoff early on, stalked his prey too. He sliced inside Cammish in an unopposed move to jump into third spot.

It came to a head on lap seven, when Turkington was glued to the leading Toyota's bootlid going into the Wilson hairpin. Jordan, who had joined the fight, was trying to go around the outside of his team-mate and Ingram.

The leader was nudged by Turkington which made him wobble and run wide. Ingram had Jordan on his outside and that delayed them both, allowing Turkington to escape in the lead and Cammish, who kept his car tight to the inside, to opportunistically leap into second. Jordan recovered for third from Jackson, while it spelt the end of Ingram's competitive hopes as it left his Corolla with what he thought at the time was a throttle problem which eventually dropped him to 23rd.

Turkington was left with a decent advantage as Cammish, on the medium tyres, did a manful job holding off

Jordan for runners-up spot.

"The plan was that using the tyres this way, with the softs in race two, would work, but you never know if this is going to happen: it is the BTCC," said now 51-time race winner Turkington. "I was being patient with Ingram. I could see that his tyres were going and he was having trouble with the rear axle, particularly in to Turn 1. I just had to use the parts where the traction on my BMW was stronger and take my chance."

Jordan, for his part, said that it was his eagerness to make progress that could have been his undoing. "I was on the radio to the team saying we needed to get on with it: we needed to get by Ingram because the others were closing in behind," said the Pirtek driver. "I knew I had to take a chance and I did, but it just didn't work out for me."

Ingram, for his part, already had his issues in the car but was still hopeful of landing a decent result, even if his defences had been breached.

Speedworks Motorsport team boss Christian Dick explained: "There had been a problem with throttle lag, and that had happened earlier in the race. Tom was managing it though, and we were convinced that even if the BMWs had got ahead we would have been able to come back at them later on in



Cammish was impressive

'Jackson was on good form'
Motorbase man's drives rated, p28



ROUNDS



Photos: Jakob Ebrey

Rory Butcher took advantage of a tweaked race three set-up to win



Champion Colin Turkington took his chances with his fifth '19 victory



Jason Plato and Ash Sutton's race three battle came to a flashpoint...

HUNT

By Matt James

the race if their softs went off.

"There were some big points for us there, but in the end the wastage failed and that meant we were having some serious throttle problems."

Jackson continued his impressive weekend with fourth. He was well clear of Tordoff, while Plato held off Sutton to the flag. They had been saddled with the harder tyre, but Chris Smiley showed what an advantage softer rubber was by powering from 14th to eighth, which would grant him pole position for the reversed-grid finale.

The top 10 was rounded out by Simpson and Hill.

Race three

Smiley knew that he would be a sitting duck on pole for race three, for two major reasons. Firstly, he had the harder tyres to cope with and secondly, he was alongside the fast-starting rear-wheel-drive car of Sutton, who was fitted with the soft rubber.

But it was neither of those who led out of the hairpin at the end of the opening lap. Plato, starting in row two on the harder tyres, had kept pace with the top two as they went side-by-side through Riches, and then grabbed the lead at the Wilson hairpin after a slight brush with a disgruntled Smiley, who says that the Vauxhall man had barged his way ahead.

When Smiley slid wide at Turn 3, Sutton was into second spot and then began an ill-tempered battle between the former team-mates for first place.

Sutton's soft tyres gave him extra traction, while Plato was using all the tricks he has learned over his career to keep the Astra ahead.

Sutton was first rebuffed at Oggies on lap five, when he tried to go around the outside of Plato but was run out of road – a move that gave the dogged Smiley a chance to grab second back.

Sutton was back into second place a lap later with a move down the inside of Smiley at Agostini, and the closely following Hill was into third as well when he demoted the Honda at Williams, with the soft-tyred Butcher capitalising too.

On lap seven, the two leaders were at it again: Sutton ran side-by-side with Plato through the opening part of the circuit and managed to complete the move at Turn 3. Plato then nudged into the back of the Levorg into the Agostini hairpin and then the pair clashed again when Sutton tried to go around the outside of Plato going into Williams.

The two maintained top spot, but their bruising exchanges had slid them into the clutches of the ever-hopeful Butcher.

The major flashpoint came on lap nine. Sutton looked to dive down the inside of Plato going on to the Bentley Straight with a strong move at Williams, and contact was made. That slowed them both.

Butcher saw his chance and, using a superb exit from Williams, eventually made an attack stick on both of the cars in front (who were seemingly absorbed with each other and hadn't see the Honda flying up onto their bootlids) with a lunge up the inside at Brundle.

Plato, in the middle of the trio, and Sutton on the outside, made contact once more. Sutton spun, and Plato was delayed sufficiently to allow the flying Josh Cook (BTC Honda Civic Type R) into second and Smiley into third.

Predictably, there were harsh words between them afterwards (see racing news) and Plato was later given a 15-second penalty on his race time, which dropped him to 17th in the final standings.

None of that bothered Butcher, who zoomed to his first on-the-road win with Cook closing him in over

the latter stages. Perhaps the performance of the race was Smiley, who maintained his composure for a rostrum finish.

Butcher says that the victory had been a triumph of hard work between himself and engineer Mike Bushell. "We had been struggling across the weekend," said the Scot. "But we flipped the set-up upside down for the final race and it worked. I was watching what was going on ahead between Ash and Jason, and Jason was certainly defending strongly. Ash was almost encouraging me to push through with him, but I wondered when to push and when not to. I had to be careful."

Cook was also pleased to have rescued his weekend after his own set-up struggles.

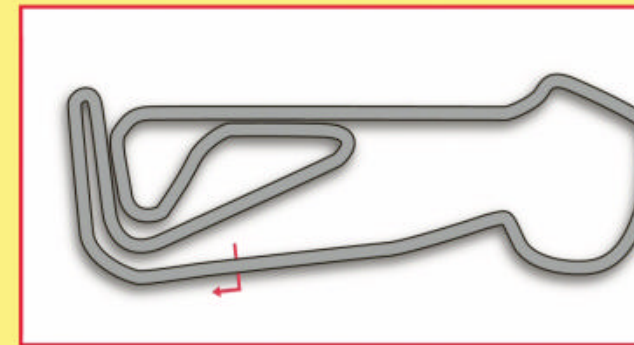
Fourth eventually fell to Collard, who had started 14th with the favourable softs and no ballast weight. He was helped by team-mate Plato, fading as the event wore on using his white-walled tyres, gifting him the position, before he was dumped down the finishing order.

The BMW of Jordan was another that was going to struggle with 42kg aboard and on the hard tyres, so a run to fifth netted decent points – especially as Turkington could only manage ninth spot in his similarly hampered car.

Behind Jordan, Tordoff claimed a subdued sixth while Ingram performed a monster fightback from 23rd position to seventh. However, the final victim in Ingram's climb through the pack had been Jackson, and officials later deemed that the Toyota man had been too robust in his final move and demoted him back behind the Ford.

Hill should have been in the hunt for a podium but for a gearbox problem on his Audi. He was disappointed, but not as disappointed as the officials who had faced a late night in sorting out the mess of the fight for the lead.

RACE FACTS



SNETTERTON

Where: Norfolk
First BTCC round: 1959
Lap length: 2.99 miles
Qualifying lap record: Tom Ingram 1m54.737s (93.15mph) (2019)
Race lap record: Dan Cammish 1m55.682s (2019)

RESULTS

Round: 1 Laps: 12

Weather: warm and dry

| POS | Q | DRIVER | CAR | TIME |
|-----|----|------------------|---|------------|
| 1 | 1 | Tom Ingram | Speedworks Motorsport Toyota Corolla GT(S) ⁹ | 23m26.771s |
| 2 | 2 | Dan Cammish | Team Dynamics Honda Civic Type R(S) ⁶ | +3.071s |
| 3 | 3 | Sam Tordoff | AmD Tuning Honda Civic Type R(S) | +7.199s |
| 4 | 5 | Colin Turkington | WSR BMW 330i M Sport ¹ | +12.499s |
| 5 | 7 | Andrew Jordan | WSR BMW 330i M Sport ² | +16.918s |
| 6 | 6 | Jason Plato | Power Maxed Racing Vauxhall Astra ⁹ | +19.783s |
| 7 | 10 | Rob Collard | Power Maxed Racing Vauxhall Astra | +20.333s |
| 8 | 12 | Ollie Jackson | Motorbase Performance Ford Focus RS | +20.492s |
| 9 | 15 | Matt Simpson | Simpson Racing Honda Civic Type R(S) | +21.090s |
| 10 | 14 | Jake Hill | Trade Price Cars Racing Audi S3 Saloon (H) | +28.584s |

11 (11) Rory Butcher (AmD Honda Civic) (H) (30kg) +29.419s; 12 (18) Ash Sutton (BMR Subaru Levorg) (S) (30kg) +29.689s; 13 (16) Bobby Thompson (Hard VW CC) (S) +33.946s; 14 (13) Chris Smiley (BTC Honda Civic) +34.871s; 15 (17) Daniel Rowbottom (Ciceley Mercedes A-Class) (S) +36.178s; 16 (20) Tom Oliphant (WSR BMW 330i) (H) +44.997s; 17 (29) Aiden Moffat (Laser Infiniti Q50) (S) +45.475s; 18 (21) Jack Goff (Hard VW CC) (H) +45.886s; 19 (23) Senna Proctor (BMR Levorg) (S) +46.199s; 20 (19) Josh Cook (BTC Honda Civic) (H) (42kg) +52.334s; 21 (24) Carl Boardley (Hard VW CC) (H) +53.244s; 22 (22) Nicolas Hamilton (Motorbase Ford Focus) (S) +53.834s; 23 (26) Mark Blundell (Trade Price Audi S3 Saloon) (H) +56.934s; 24 (28) Sam Osborne (Excelr8 MG6) (H) +58.699s; 25 (30) Stephen Jelley (Team Parker BMW 125i) (H) +1m03.242s; 26 (27) Rob Smith (Excelr8 MG6) (H) +1m06.880s; 27 (25) Michael Crees (Hard VW CC) (H) +1m41.591s; R (9) Adam Morgan (Ciceley Mercedes A-Class) (S) 5 laps/gearbox; R (4) Tom Chilton (Motorbase Ford Focus) (S) (12kg) 4 laps/puncture; R (8) Matt Neal (Dynamics Honda Civic) (H) (18kg) 1 lap/damage. **Pole:** Ingram 1m54.737s (93.15mph). **Winner's average speed:** 91.17mph. **Fastest lap:** Cammish 1m55.682s (92.39mph). **Lap leaders:** Ingram 1-12. (S) = soft tyre. (H) = hard tyre. (H) = hard tyre.

Round: 2 Laps: 12

Weather: warm and dry

| POS | Q | DRIVER | TIME |
|-----|----|-------------------------|------------|
| 1 | 4 | Turkington ⁴ | 23m47.421s |
| 2 | 2 | Cammish ² | +4.386s |
| 3 | 5 | Jordan ⁵ | +4.777s |
| 4 | 8 | Jackson ⁸ | +6.110s |
| 5 | 3 | Tordoff ³ | +7.123s |
| 6 | 6 | Plato ⁶ | +7.574s |
| 7 | 12 | Sutton | +7.997s |
| 8 | 14 | Smiley(S) | +10.681s |
| 9 | 9 | Simpson ⁹ | +12.342s |
| 10 | 10 | Hill ¹⁰ | +13.324s |

11 (16) Oliphant (S) +13.523s; 12 (11) Butcher +14.227s; 13 (13) Thompson +14.819s; 14 (7) Collard (H) (18kg) +26.406s; 15 (20) Cook +27.031s; 16 (30) Neal +28.725s; 17 (29) Chilton +29.050s; 18 (28) Morgan +33.815s; 19 (17) Moffat +36.510s; 20 (22) Hamilton +37.202s; 21 (23) Blundell (S) +37.929s; 22 (27) Crees +41.904s; 23 (1) Ingram (54kg) +1m11.677s; 24 (24) Osborne +1m56.243s; R (21) Boardley (S) 10 laps/battery failure; R (25) Jelley (S) 4 laps/damage; R (19) Proctor (S) 4 laps/damage; R (26) Smith (S) 4 laps/suspension damage; R (15) Rowbottom 0 laps/accident; R (18) Goff (S) 0 laps/electrics. **Winner's average speed:** 89.85mph. **Fastest lap:** Jordan 1m57.271s (91.14mph). **Lap leaders:** Ingram 1-6; Turkington 7-12.

Round: 3 Laps: 12

Weather: warm, light shower

| POS | Q | DRIVER | TIME |
|-----|----|----------------|------------|
| 1 | 12 | Butcher (S) | 23m55.854s |
| 2 | 15 | Cook (S) | +1.450s |
| 3 | 1 | Smiley (H) | +8.275s |
| 4 | 14 | Collard (S) | +8.748s |
| 5 | 6 | Jordan (H) | +9.873s |
| 6 | 4 | Tordoff (H) | +10.272s |
| 7 | 5 | Jackson (H) | +16.985s |
| 8 | 23 | Ingram (H) | +17.165s** |
| 9 | 8 | Turkington (H) | +17.385s |
| 10 | 30 | Goff | +17.517s |

11 (16) Neal (S) +18.483s; 12 (17) Chilton (H) +19.449s; 13 (9) Simpson (H) (6kg) +20.270s; 14 (24) Osborne (S) +20.556s; 15 (7) Cammish (H) (48kg) +21.150s; 16 (26) Jelley +21.562s; 17 (3) Plato (H) (24kg) +24.598s; 18 (20) Hamilton (H) +26.560s; 19 (28) Smith +26.912s; 20 (2) Sutton (S) (18kg) +27.567s; 21 (19) Moffat (H) +33.725s; R (27) Proctor 9 laps/damage; R (25) Boardley 9 laps/engine; R (10) Hill (S) (6kg) 8 laps/gearbox; R (18) Morgan (H) 7 laps/steering; R (11) Oliphant 6 laps/damage; R (21) Blundell 6 laps/damage; R (29) Rowbottom (H) 2 laps/gearbox; R (13) Thompson (H) 1 lap/damage; R (22) Crees (S) 0 laps/damage. * = includes 15s. ** = includes 6.7s. **Winner's average speed:** 89.32mph. **Fastest lap:** Jelley 1m56.802s (91.50mph). **Lap leaders:** Plato 1-8; Butcher 9-12.

RACE SUCCESS BALLAST

| | | | | |
|-------------------|-------------------|-------------------|-------------------|-------------------|
| 54kg ¹ | 48kg ² | 42kg ³ | 36kg ⁴ | 30kg ⁵ |
| 24kg ⁶ | 18kg ⁷ | 12kg ⁸ | 6kg ⁹ | 6kg ¹⁰ |

CHAMPIONSHIP POINTS

DRIVERS

| POS | DRIVER | PTS |
|-----|------------------|-----|
| 1 | Colin Turkington | 236 |
| 2 | Andrew Jordan | 200 |
| 3 | Rory Butcher | 177 |
| 4 | Josh Cook | 166 |
| 5 | Dan Cammish | 166 |
| 6 | Ash Sutton | 160 |
| 7 | Tom Ingram | 144 |
| 8 | Matt Neal | 130 |
| 9 | Jason Plato | 128 |
| 10 | Tom Chilton | 123 |

11 Sam Tordoff 112; 12 Tom Oliphant 96; 13 Stephen Jelley 84; 14 Jake Hill 83; 15 Rob Collard 75; 16 Chris Smiley 73; 17 Adam Morgan 64; 18 Ollie Jackson 52; 19 Aiden Moffat 48; 20 Bobby Thompson 23; 21 Senna Proctor 19; 22 Matt Simpson 18; 23 Jack Goff 18; 24 Michael Crees 4; 25 Carl Boardley 3; 26 Sam Osborne 2; 27 Mark Blundell 2; 28 Daniel Rowbottom 2.

JACK SEARS TROPHY

| POS | DRIVER | PTS |
|-----|-----------|-----|
| 1 | Butcher | 342 |
| 2 | Oliphant | 275 |
| 3 | Thompson | 185 |
| 4 | Rowbottom | 174 |
| 5 | Smith | 156 |
| 6 | Hamilton | 153 |
| 7 | Boardley | 150 |
| 8 | Crees | 148 |
| 9 | Blundell | 129 |
| 10 | Osborne | 122 |

INDEPENDENTS

| POS | DRIVER | PTS |
|-----|---------|-----|
| 1 | Butcher | 262 |
| 2 | Cook | 245 |
| 3 | Tordoff | 206 |
| 4 | Chilton | 196 |
| 5 | Hill | 163 |
| 6 | Jelley | 158 |
| 7 | Moffat | 151 |
| 8 | Smiley | 147 |
| 9 | Jackson | 139 |
| 10 | Morgan | 138 |

11 Goff 84; 12 Thompson 83; 13 Simpson 75; 14 Rowbottom 66; 15 Boardley 56; 16 Rob Smith 48; 17 Nicolas Hamilton 37; 18 Crees 34; 19 Blundell 34; 20 Osborne 25.



Neal was thwarted in race one

BTCC REPORT: SNETTERTON

EXCLUSIVE ANALYSIS BY ROB AUSTIN



Photos: Mike Hills Speed Images, Jakob Ebrey

MOTORSPORT NEWS WOODEN SPOON



TOM INGRAM'S WASTEGATE

It's always tough awarding the wooden spoon to someone, so when the opportunity arises to award it to an inanimate object I'll take it! This is a very cruel bit of metal that not only deprived Tom Ingram and Speedworks Motorsport of a potential win, but also fans were deprived of watching a brilliant battle as last year's championship runner-up fought valiantly to retain first place from the 2018 champion Colin Turkington.

MOTORSPORT NEWS STAR DRIVER



TOM INGRAM

Ingram seems to have really hit form in the new Toyota Corolla. He scored the model's first pole position since 1982, and then went on to convert pole in to a race one win under intense pressure from an equally on-form Dan Cammish. Race two was arguably his star performance though as he calmly and cleverly fended off Colin Turkington who was on the stronger tyre. He started 23rd for race three and his recovery to eighth was yet another impressive performance.

DRIVER ANALYSIS

MATT NEAL 3/10

Team Dynamics Honda

It was a rough weekend for Neal who wasn't able to match his team-mate's pace. He tried to play the long game with tyre strategy, getting the slower tyres out of the way and saving the softs for the final outing where most were on the slower hards, but was unfortunate to find trouble in every outing.



DAN CAMMISH 9/10

Team Dynamics Honda

Cammish extracted everything out of his Honda Type R in qualifying and gave it everything in race one, but couldn't get ahead of Ingram. In race two, he drove brilliantly to retain second on the medium tyres, although he struggled in race three on the hard compound Dunlops and the ballast.



ANDREW JORDAN 8/10

WSR BMW 330i M Sport

A solid job from Jordan although his team-mate just slightly had the edge over him through qualifying and the first two races. The Pirtek-backed driver pulled it out of the bag in race three with a fifth-placed finish to salvage the points gap. It means he leaves having only lost three points to Turkington.



COLIN TURKINGTON 9/10

WSR BMW 330i M Sport

Snetterton was a usual Turkington performance. He outqualified his main championship rival and team-mate Jordan. Then, on race day, he was fast, kept out of trouble and extended his championship lead. He did struggle, though, in race three with the weight and hard tyres, which allowed Jordan to outscore him.



JASON PLATO 7/10

Power Maxed Vauxhall

There is a reason that Plato attracts big sponsors and after decent runs in the first two, the final race presented a chance for him to create some drama. He seized that opportunity and his stern defence from Sutton's Subaru made for great viewing. He was furious with a post-race penalty which ruined his day.



ASH SUTTON 7/10

Team BMR Subaru Levorg

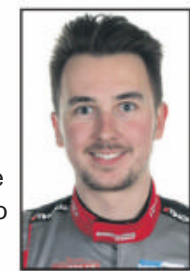
Struggled massively in qualifying and started race one from 18th. Come race day, he was looking a lot more racy. He made good progress through race one and two and found himself on the front row with the right tyres for the final race. A stunning dice with Plato ensued but an incident sadly spun him down the order.



TOM INGRAM 9/10

Speedworks Toyota

Progress with the Corolla coupled with a stunning lap from Ingram earned him pole and a brilliant race one win. Race two was arguably his best as he held on to the lead on the wrong tyres until a technical issue meant he fell to last. Recovered well to finish eighth in the final race but it could have been a double win for the Toyota man.



TOM CHILTON 7/10

Motorbase Ford Focus

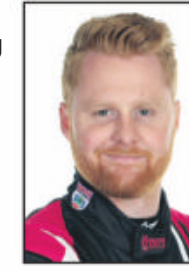
Did a great job in qualifying to put his Ford fourth. That became third after a great start in the opener and he was fully in the battle for the lead of the race with Ingram and Cammish until a puncture cruelly robbed him of a result. That misfortune set him up for a day he will want to forget.



JOSH COOK 6/10

BTC Racing Honda

Cook struggled badly in qualifying and, at first, it looked like he would continue to struggle on Sunday as there was limited progress in race one. Once the weight came off and he had the hard tyres out of the way Cook started to work his way towards a well earned podium in the final race of the day.



OLLIE JACKSON 7/10

Motorbase Ford Focus

Jackson seems to have finally got his head around the Motorbase Ford as he showed a fresh turn of speed this weekend and backed up the pace he showed at the mid-season tyre test. It was his best weekend in the BTCC and he finished all three races inside the top 10, with an impressive best of fourth position in race two.



ROB COLLARD 6/10

Power Maxed Vauxhall

A stronger weekend from Collard who, after solid top 10 speed in qualifying and race one, chose to save his softs for the final race and run the hards for race two. That dropped him down further than he had hoped but he still managed to get himself in contention for a podium result in race three.



RORY BUTCHER 7/10

AmDTuning.com Honda

Struggled with pace compared to his team-mate, even after taking the extra ballast in to account for the majority of the weekend. Some set-up tweaks and an impressive and clever drive in race three meant he salvaged his championship hopes with his first win on the road in the BTCC.



SAM TORDOFF 7/10

AmDTuning.com Honda

Another solid weekend for Tordoff. He qualified well to put his Honda third and converted that grid slot in to a podium result. He didn't have the pace to go with the leaders but had enough to keep the car in the top 10 for the rest of the day, which helps his championship along nicely.



CHRIS SMILEY 6/10

BTC Racing Honda

Smiley ended his weekend with a very impressive podium result, which made him the only person to visit the podium on hard tyres over the weekend. Up until that point he seemed to lack the pace we expected from the BTC Racing Honda and didn't appear in the top 10 until race two.



AIDEN MOFFAT 6/10

Laser Tools Infiniti Q50

His pace with his new steed at the mid-season test made it look like he was going to really struggle this weekend at Snetterton. He did struggle but nowhere near as much as some people expected and his pace in race one surprised many. He and the team still have work to do but it was nice to see a positive start.



SUPPORTS

'Bond inherited first Clio win'
Renault UK Clio Cup, below



Photos: Jakob Ebrey

McKenna continues his good run of form

Ginetta GT5 Challenge

By Dan Mason

Scott McKenna's purple patch continued at Snetterton to extend his Ginetta GT5 Challenge title lead, sharing spoils with Geri Nicosia.

Victorious in Saturday's opener, McKenna touted a tactical tyre gamble earlier in the season as key.

The Yorkshireman was among the few frontrunners still with fresh tyres – 18 sets are allocated per driver for the year – to play with, utilising that fresh rubber to overpower a fast-starting Josh Malin in the disrupted opener.

"It was a risky, but smart overtake," said Xentek's McKenna after squeezing through on lap three.

The feisty Malin succumbed to Nicosia's pressure at Nelson and fell behind Adam Smalley, but came agonisingly within half a lap of winning the second contest.

Nicosia, having charged to second in a five-car squabble, launched a paint-trading sweep around the outside of Richardson Racing's Malin at Nelson to grab a last-lap triumph, despite "the throttle pedal going to the floor" briefly.

Gordie Mutch joined them on the podium, but a race one spin dented his title chances. Fellow championship chaser Smalley battled ageing rubber, salvaging fourth from McKenna.

Penalties galore as Young battles hard

Renault UK Clio Cup

By Stephen Lickorish

Neither driver who crossed the line first got to keep their Renault UK Clio Cup victory at Snetterton as the frontrunners were hit with a flurry of penalties.

Penalty one came after a thrilling opener, with winner Jack Young docked 10 seconds for contact. Jamie Bond had initially grabbed the lead with a great move around the outside of Young at Riches before Young attempted to fight back at the hairpin a couple of laps later, but succeeded in just letting Max Coates through.

Young then robustly passed Bond at Agostini before making contact with Coates at Brundle to grab the lead. That contact caused severe damage to Coates's Clio as he limped across the line in sixth with a puncture, meaning Bond inherited his maiden win and Ethan Hammerton his first podium. Young was fifth after his punishment was applied.

Penalty two came during race two as runaway winner Bond had 10s added to his time for a false start, meaning another close battle between Coates and Young was for the win. Young won on-the-road but only after lunging down the inside of the hairpin – that led to penalty three as the places were switched post-race.

"If you keep hitting people at some point you're going to get a penalty," said Coates. "We should've won both races so it's very frustrating."



Elite driver Hedley went from 17th to third in race three

HEDLEY KEEPS HEALTHY LEAD AS RIVALS SEAL WINS

O'Sullivan claims maiden victories as Ginetta Junior has four races at Snetterton

Ginetta Junior

By Stephen Lickorish

Four Ginetta Junior races around Snetterton had the potential to significantly alter the title battle after the championship's summer break. But, despite the addition of the rearranged Croft contest, scoring his worst result of the season and his closest rivals each taking two wins, James Hedley still emerged with only a slightly reduced 74-point advantage.

Will Martin was the form driver heading to Norfolk and extended his victory sequence to five with two very different wins in the first two races.

In the opener he was in the thick of the lead battle with Hedley and Zak O'Sullivan. The race was then turned on its head when O'Sullivan and Martin made contact at Turn 3 in what O'Sullivan described as a

"50/50" incident but left Martin leading and O'Sullivan out wide. Hedley dropped back later in the race too after further contact to finish sixth and was then handed a grid penalty for a collision with Theo Edgerton. All of this allowed Martin to win from Casper Stevenson and Gus Burton.

Race two, the rescheduled Croft race, was less eventful as Martin was able to jump polesitter Hedley at the start. Despite Hedley's best efforts, Richardson driver Martin clung on to win. "I thought I got a good start but Will must have got one of those perfect starts," said Hedley.

But Hedley had his work cut out in race three as the penalty left him starting down in 17th. However he was ninth by the end of the first lap and by the flag had worked his way up to an impressive third.

"That was fantastic!" Hedley enthused. "My aim was top five and I saw myself in P5 on my pitboard and thought they were quite

far in front of me but I caught them up."

Up front, O'Sullivan – with his new team R Racing – made up for the disappointment of race one to finally take his maiden car racing win having already scored five podiums in his rookie season. He led throughout from pole to head home Stevenson.

"I've had a few changes of scenery but none of it would be possible without my new team R Racing," said a delighted O'Sullivan. "I was just in control from lap one and just gradually pulled away."

And he then doubled up in the finale. He initially lost out to the suspiciously fast-starting Stevenson but grabbed the lead back with a move up the inside at Riches on the second tour. When Stevenson spun at Murray's when under pressure from Martin and Hedley, O'Sullivan was able to scamper away as second-placed Martin was handed a track limits penalty.

Maloney's momentum disrupted as Alvarez stars

British Formula 4

By Dan Mason

Somebody needed to step up to the plate to prevent Zane Maloney from running away with the British Formula 4 title. And, at Snetterton, Sebastian Alvarez took centre stage.

The Mexican halted Maloney's winning streak at four, taking two victories that sandwiched Tommy Foster's maiden triumph for Arden in a wild encounter.

"Our pace was mega," said Double R's Alvarez, who also grabbed pole position on a weekend where championship rival Maloney faltered.

The first of two lights-to-flag Alvarez victories came with brief pressure from JHR rookie Carter Williams, who secured a personal best result. Alvarez's race three win was more emphatic,

romping 14 seconds clear of the pack.

The single blot on Alvarez's copybook came in a lurid second race, the title contenders all slipping up.

Josh Skelton fought a determined rear guard action for much of the race, Bart Horsten twice attempting bold around-the-outside moves to clear the JHR driver, without success.

Maloney joined the party on lap five of 11, but his lunge on Horsten ended in contact at Murray's that eliminated the Carlin man with suspension damage.

Alvarez gained but also found trouble a corner later, outbraking himself at Riches in his attack of leader Skelton. In seconds, sixth-placed Luke Browning had swept by his scattering rivals to grab the spoils, but a 10s jump start penalty demoted him, handing Foster his maiden win by the narrowest of margins from Skelton.



Alvarez reclaimed ground in title race

"We picked up damage on the first lap, so we were actually nursing it home," said Foster, after contact with Williams at Agostini hairpin.

Team-mate Horsten fought degrading tyres to pip a charging Skelton in their final race dice for second, the Aussie beating the Brit in their own Ashes tribute by 0.034s. Maloney maintained a 54-point title lead, salvaging results of third and fourth.

RESULTS

Ginetta Junior (8 laps)

1 Will Martin (Richardson Racing); 2 Casper Stevenson (Richardson) +1.767s; 3 Gus Burton (Douglas Motorsport); 4 Zak O'Sullivan (R Racing); 5 Lorcan Hanafin (Douglas); 6 James Hedley (Elite Motorsport). Fastest lap Martin 2m21.059s (75.77mph). Pole Martin. Starters 25. **Race 2 (6 laps)** 1 Martin; 2 Hedley +0.136s; 3 Stevenson; 4 O'Sullivan; 5 Burton; 6 Roman Bilinski (Alastair Rushforth Motorsport). FL O'Sullivan 2m20.260s (76.20mph). P Hedley. **S 22. Race 3 (9 laps)** 1 O'Sullivan; 2 Stevenson +5.438s; 3 Hedley; 4 Burton; 5 Martin; 6 Josh Rattican (R Racing). FL Martin 2m20.509s (76.06mph). P O'Sullivan. **S 23. Race 4 (9 laps)** 1 O'Sullivan; 2 Hedley +5.922s; 3 Bilinski; 4 Martin; 5 Rattican; 6 Ethan Hawkey (Richardson). FL O'Sullivan 2m20.886s (75.86mph). **Points (after 14/26 rounds)** 1 Hedley 407; 2 O'Sullivan 333; 3 Martin 313; 4 Stevenson 253; 5 Burton 238; 6 Hanafin 206.

Ginetta GT5 Challenge (8 laps)

1 Scott McKenna (Xentek Motorsport); 2 Geri Nicosia (Quattro Motorsport) +2.063s; 3 Adam Smalley (Elite Motorsport); 4 Josh Malin (Richardson Racing); 5 Katie Milner (Merlin International); 6 Ryan Firth (Reflex Racing). FL Nicosia 2m07.986s (83.50mph). P McKenna. **S 25. Race 2 (12 laps)** 1 Nicosia; 2 Malin +0.671s; 3 Gordie Mutch (Fox Motorsport); 4 Smalley; 5 McKenna; 6 Firth. FL Nicosia 2m09.492s (82.53mph). P Malin. **S 22.**

Renault UK Clio Cup (10 laps)

1 Jamie Bond (Team Hard); 2 Brett Lidsey (MRM) +5.777s; 3 Ethan Hammerton (Team Hard); 4 Ben Colburn (Westbourne Motorsport); 5 Jack Young (MRM); 6 Max Coates (Team Hard). FL Bond 2m07.071s (84.11mph). P Young. **S 10. Race 2 (10 laps)** 1 Coates; 2 Young +0.050s; 3 Lidsey; 4 Bond; 5 Hammerton; 6 Colburn. FL Bond 2m07.272s (83.98mph). P Bond. **S 10. Points (after 10/18 rounds)** 1 Coates 215; 2 Young 209; 3 Lidsey 186; 4 Bond 164; 5 Colburn 140; 6 Jade Edwards (Team Hard) 133.

British Formula 4 (11 laps)

1 Sebastian Alvarez (Double R); 2 Carter Williams (JHR Developments) +3.424s; 3 Zane Maloney (Carlin); 4 Tommy Foster (Arden); 5 Bart Horsten (Arden); 6 Josh Skelton (JHR Developments). FL Alvarez 1m52.807s (94.75mph). P Alvarez. **S 13. Race 2 (11 laps)** 1 Foster; 2 Skelton +0.099s; 3 Luke Browning (Richardson); 4 Louis Foster (Double R); 5 Alex Connor (Arden); 6 Roberto Faria (Fortec). FL Skelton 1m53.951s (93.80mph). P Skelton. **S 13. Race 3 (11 laps)** 1 Alvarez; 2 Horsten +14.086s; 3 Skelton; 4 Maloney; 5 Williams; 6 T Foster. FL Alvarez 1m53.466s (94.19mph). P Alvarez. **S 13. Points (after 18/30 rounds)** 1 Maloney 284; 2 Alvarez 230; 3 L Foster 222; 4 Horsten 189.5; 5 Skelton 172.5; 6 Browning 134.5.

RACING REPORTS

CROFT: HSCC BY RACHEL HARRIS-GARDINER
AUGUST 3-4

Photos: Steve Jones



A sideways Clark defeated Kivlochan's Morgan in opener

WINNERS
'70s Road Sports

 Race 1: Jeremy Clark (Lotus Elan)
 Race 2: Will Leverett (Lotus Europa)

Historic Road Sports

Race 1 & 2: Kevin Kivlochan (AC Cobra)

Historic Formula Ford

Race 1 & 2: Cameron Jackson (Winkelmann WDF2)

Classic Clubmans

Race 1 & 2: Mark Charteris (Mallock Mk20/21)

Historic Formula Ford 2000/Classic FP2000

Race 1 & 2: Andrew Park (Reynard SF81)

Historic Formula 3/Classic Racing Cars/Formula Junior
 Race 1 & 2: Jonathan Hughes (Merlyn Mk14A)

Guards Trophy

Benn Tilley (Lotus 23B)

Historic Touring Cars

Race 1 & 2: Richard Belcher (Ford Lotus Cortina Mk1)

Jaguar Classic Challenge
 Mark Donnor (E-type)


Hughes claimed a double in Historic Formula 3

'70s ROAD SPORTS STARS AT CROFT AS CLARK AND LEVERETT SHARE THE VICTORY SPOILS

The '70s Road Sports series was easily the star of the Croft Retro & Classic Weekend. The inherent variability of roadgoing 1970s cars makes for a high degree of unpredictability and there were two different winners.

Defending champion Jeremy Clark won the first race in his Lotus Elan, ahead of Kevin Kivlochan's Morgan and Will Leverett's Martini-liveried Lotus Europa. Leverett's father Mark was also in the mix at the start, overtaking his polesitting son, who had a slide at the chicane. Leverett Sr's supremacy was shortlived as he ran straight on onto the rallycross course in the early stages. It later transpired the Elan's steering wheel had come off.

Leverett Jr won the second race, taking the lead from Clark early on and managing the advances of Kivlochan, who was second, with Clark third. Leverett Sr was fourth

from the back of the grid, taking advantage of a spin by Howard Payne's Europa. Leverett survived his own spin a little later and held his place.

Historic Road Sports was somewhat more predictable in that Kivlochan, driving an AC Cobra, kept his 100% win record this year, despite struggling with a suspension set-up that caused his car to hop alarmingly under braking. Jonathan Rose was second in a Lotus Elan and Roger Lee was third in a Lotus Seven. The second race featured an exciting cat-and-mouse game between Kivlochan and Lee, who used the Seven's better handling to catch up on the corners. The superior firepower of the Cobra won out in the end, while Rose was third. Further down, the Seven of Mike Leese was having a similar scrap with Adrian Gilbert's Elan, and prevailed.

Historic Formula Ford had two predictable winners in the form of

Cameron Jackson's Winkelmann, but he was pushed very hard by Callum Grant (Merlyn Mk20A) in race one, before a red flag intervened. This was caused by third-placed Pierre Livingston's Merlyn colliding with Ted Pearson's 11A, which was running in fourth. Livingston's team-mate Ed Thurston therefore finished third.

Grant elected not to race again and gave his car to Pearson for the second contest, as Pearson's own car was seriously damaged. He was eighth, while Jackson sailed away to another win and the Merlyns of Thurston and Livingston squabbled for second, Livingston losing a nosecone.

The first Classic Clubmans race was also red-flagged and did not restart. Mark Charteris was another runaway winner, as second and third-placed Alan Cook and Clive Wood swerved to avoid a stopped car. Class B driver Martin Walker hit a barrier

and triggered the flag. The second race was less dramatic, although Charteris's car was smoking alarmingly and he did lose speed. Cook and Adrian Holely claimed the other podium spots.

Formula Ford 2000 started off sensibly as reigning champion Andrew Park won in his Reynard SF81. There was some shuffling between Ian Pearson's Royale and Benn Simms's Reynard but Pearson, who had started in second, prevailed. Race two featured a cursed second place, with first Pearson then Simms retiring from runner-up spot and promoting Paul Allen and Jason Redding's Reynards to the remaining podium places.

The second-place curse recurred in the second Historic Formula 3/Classic Racing Cars race. Jonathan Hughes won very comfortably in his Merlyn Mk14A and Simon Armer was set to repeat his first-race second

in his March 703, but car trouble intervened and he disappeared into the pits. This promoted Leif Bosson (Brabham BT28) and Steve Seaman (Brabham BT21) to second and third. Bosson had been third in the first race.

Hughes is an occasional racer and will probably not bring the Merlyn out again this year, much to the relief of the other Historic F3 drivers.

Benn Tilley secured his first outright win in the Guards Trophy, driving a Lotus 23B solo. He built up a sizeable lead, although Peter de la Roche in another 23B was gaining on him rapidly. Tilley inherited the lead from the Lenham GT of Peter Needham and Jon Waggitt. The orange prototype squandered a solid lead during the pitstops, losing 24 seconds and allowing Tilley to take advantage. They set some blisteringly fast laps in a vain attempt to catch up, but were just too far away.



The last time this Ford Anglia was seen on-track, its back end was bent around sideways like a paperclip after a crash at Cadwell Park. The yellow car has now had extensive repairs and is indistinguishable from the banana-shaped mess it once was. Bob Bullen has had one new quarter panel and a new boot lid fitted, as well as significant repairs to the other quarter and a lot of panel beating. It returned from the paint shop last week. The front end was unaffected and Bullen briefly took the lead at the start of Saturday's Historic Touring Car race before finishing fourth.



The Lola T492 was the only non-Mallock on show in the Clubmans races, as the only representative of Sports 2000 entered. The car's Can-Am styling stands out against the skinnier, lower Mallocks. Trevor Welsh has been racing the car, which came from the States, for just over a year. Previously, he raced in Formula Vee for 15 years and it was this car that tempted him out of retirement. He was due to share with a friend who is recovering from a heart attack, so he is doing all the driving this year, normally in Thundersports. Welsh took a best result of fourth at Croft.



Will Leverett seems too young to be a fan of esoteric '70s sportscars, but he loves this race-winning Lotus Europa. "It's crazy," he said. "It's pure Colin Chapman. The half-shafts are actually part of the suspension. There are 14 separate connections between the gear lever and the actual gearbox. You can wobble the gear stick around while you're driving." Despite its intrinsic weirdness, the Europa is highly effective in Leverett's hands. He won the second '70s Roadsports race comfortably, using its 1600cc to fend off the more beastly V8 3500cc of Kevin Kivlochan's Morgan.

'Plant made a fine pass on Owen'
BDC Sports Car Challenge, below



SILVERSTONE: BDC BY GRAHAM KEILLOH

AUGUST 3

Photos: Mick Walker

Bryant (r) battles with Ahlers for Morgan glory



Higginbotham's Bentley Special triumphed



Tyzack (r) and Arculus tussled for Pre-'64 win

WINNERS

Morgan Challenge
Races 1 & 2: Oliver Bryant (+8)

Allcomers Race
Simon Ray (ADR Sport 2)

Allcomers Sealed Handicap
Michael Blake (TVR Griffith)

FISCAR & CMMC Pre-'64 Challenge
Richard Tyzack (Kellison J4R)

BDC Sports Car Challenge
Richard Plant (Morgan +8)

Bentley Scratch Race
Michael Higginbotham (Bentley MKVI Special)

Bentley Scratch Race Sealed Handicap
Paul Carter (Bentley)

Bentley Handicap Race
Tim Llewellyn (Bentley 4½)

BRYANT DENIES AHLERS MORE MORGAN WINS

Both Morgan Challenge races, guesting at the Bentley Drivers Club's long-running Silverstone meeting, were won by Oliver Bryant making a one-off outing, triumphing after battles with Keith Ahlers in his fellow +8.

Bryant led all of race one, holding former co-driver Ahlers at arm's length to win by 3.9 seconds. But race two was less straightforward. Bryant dropped to fourth at the start after feeling his clutch "wasn't great" on the warm-up lap. He then had his progress checked by a lengthy safety car period caused by Richard Fearn's crashed +4 Club Sport at Woodcote.

Bryant quickly took the lead from

Ahlers after green flag racing resumed but Ahlers stayed close, including taking the lead back briefly late on.

"Most years, if it doesn't clash, I try and come out in the old family Morgan [to this meeting]," Bryant said, "It's a car that my dad's owned since the '70s.

"It's always good fun racing against Keith; we shared the Aero 8 together in British GT in 2005-2006. He's had over 100 wins in the Morgan Challenge now so it's nice to come and prevent him doing more now and again! [The car was] as fast as we've ever been with it."

Dean Cook looked well on his way to claiming the **Allcomers Race**, his TVR Sagaris GTF roaring past Simon Ray's ADR Sport 2 at the start of the

second lap. However, after four laps, he pulled off on the Wellington Straight with no revs. This let Ray through to win by 31s.

"I couldn't really do much about the TVR," Ray said, "but once he pulled off I just drove my own race; I didn't really see anything behind me. "It's a fun car to drive. It doesn't have a huge amount of downforce but it's light and bike-engined cars are always fun with the paddleshift. It's a bit like the PlayStation except that my son always beats me on the PlayStation!"

Cook was denied another win as he was first across the line in the **Allcomers Sealed Handicap Race**, with an on-track advantage of over

30s over the runner-up. However, the post-hoc handicap revisions put him fourth, with victory awarded to Michael Blake's TVR Griffith.

In **FISCAR and Classic and Modern Motorsport Club's Pre-'64 Challenge** race Richard Woolmer was another to be denied a comfortable win by unreliability. He established a 40s lead in his Elva Courier Mk1 but, with just minutes left of the half-hour race, dropped down and then retired with a suspected fuel pump problem.

This left a frenzied victory fight between Richard Tyzack's fast-on-the-straights Kellison J4R and Brian Arculus's fine-handling Lotus Elite. Tyzack prevailed by half a second

after some late lead swapping.

Richard Plant won the **Sports Car Challenge** in his Morgan +8, beating runner-up Geraint Owen in his Lister Knobbly by 27s. Plant took the lead with a fine early pass of Owen, when they went either side of a backmarker between Brooklands and Luffield.

Michael Higginbotham in his Bentley MkVI Special won the **Scratch Race** by 48s. He prevailed in an early fight with Tim Llewellyn in his 3/8 before edging clear. Llewellyn gave chase but pitted late on as a water leak caused temperatures to rise. Paul Carter took the sealed handicap win. Llewellyn later won the **Bentley Handicap Race** in a Bentley 4½.

OULTON PARK: BRSCC BY IAN SOWMAN

AUGUST 3

Photos: Rachel Bourne



Former Compact Cup racer Wiggin took two wins



McArthur was aided by the FF1600 red flags

WINNERS

Mazda MX-5 Championship
Races 1A & 3A: Joe Wiggin
Race 2A: Ben Short
Race 1B: Michael Knibbs
Race 2B: William Hayden
Race 3B: Dave Turton

Mazda MX-5 Super Series
Races 1 & 2: Joe Marshall-Birks
Race 3: James Kell

Northern Formula Ford 1600 Championship
Races 1 & 2: Tom McArthur (Medina Sport JL18)

ST-XR Challenge
Races 1 & 2: William Heslop (XR2)

WIGGIN WINS AS LANGRIDGE GRABS TITLE LEAD

Joe Wiggin took two Mazda MX-5 Championship wins out of three at Oulton Park but, despite going without a victory, John Langridge moved into the points lead.

Will Blackwell-Chambers, champion for the past two seasons, headed the standings going into the meeting and, even though he finished no lower than fourth during the trio of races, his six-point advantage was converted into a four-point deficit by the end of the day.

Compact Cup convert Wiggin opened up by taking the lead of race one at Shell on lap five of 10, thereby extending his winning streak – started at Snetterton – to four. Ben Short ended his run in race two, coming out on top of the early

skirmishes with Wiggin, who also lost out to Langridge by the end of lap two. Former Fiesta racer Langridge held on to a second successive second place, despite Wiggin's best efforts.

Wiggin made a poor start to the final race, dropping back to fifth by Cascades as Short converted pole into an early lead. Langridge took over into Hislops on lap five but double 5 Club champion Short elbowed back in front at Knickerbrook, with Langridge mugged down to sixth.

Wiggin was one of those to profit, and two laps later swept ahead of Short at Cascades, with Blackwell-Chambers following him through. Langridge salvaged a podium by passing Short at Old Hall on the final lap.

"To come away with three podiums is lovely, but that last race was really spicy – proper Mazda racing," said new championship leader Langridge.

The most frequent podium visitor in the **MX-5 Super Series**, Joe Marshall-Birks, added three more at Oulton, including two victories at his home track.

The 20-year-old from Crewe had an excellent fight with James Kell in race one, with Marshall-Birks twice taking the lead around the outside at Old Hall, only to lose it again at Cascades on the first occasion. Behind Kell, Garry Townsend became the 17th different podium finisher of 2019.

Marshall-Birks was hampered in race two by a five-place grid penalty for

an on-board camera infringement, but he was ahead by Old Hall on lap three of 10 and held on to beat Kell by a tenth. Kell turned the tables in the final race, where Marshall-Birks lost places after a safety car restart and had to pass Kell's father Darren to reclaim second.

Red flags at the end of race one and beginning of race two blighted the **Northern Formula Ford** rounds. In the first, Jack Wolfenden (Firman) lost the lead to Tom McArthur (Medina) at Hislops on lap three and was hoping to manage his overheating car and make a late attack, but was thwarted by the stoppage.

McArthur led throughout the restarted second race while Wolfenden battled with the returning Chris

Chisnall (Medina) initially. Wolfenden challenged McArthur on the final lap, but the leader missed a gear at Druids and Wolfenden made contact, dropping to fifth, while Chisnall went off into the barriers in avoidance. Nigel Dolan (Van Diemen) was promoted to second behind McArthur.

William Heslop did the double in the **ST-XR Challenge** races in a bid to improve on third in the standings. The XR2 driver led from lights-to-flag in the opener, in spite of close attention from Greg Speight. The later race was reduced to a one-lap sprint after a safety car, with Heslop grabbing the lead from Speight immediately. Erstwhile championship leader Adam Brown managed third and fourth.

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SPORTING SCENE

Coronel to join the Titans RX trail

World Touring Car race winner Tom Coronel will race in the third double-header Titans RX event of the season this weekend at Montalegre in Portugal.

The Dutch driver, who is also a regular on the Dakar rally, will make his rallycross debut at the former World Rallycross Championship circuit, before competing in the Hungarian and German rounds later in the campaign. Coronel said: "I like to be in a race car every weekend, so if I can challenge myself in a new discipline in motorsport after 30 years, that's nice. Let's first get the experience because I haven't done any testing."

He will line up alongside fellow tin-top racer Andrew Jordan, who took a podium finish on his debut in the series during the last round of the championship at Lydden Hill at the end of July.



Coronel: Titans RX campaign



Abbring has not been able to return to WRX

ES GETS BIG WORLD RX FINE

Top-flight team pinged for another no-show at the Canadian round of world contest

By Hal Ridge

World Rallycross team ES Motorsport has been fined £45,900 by the FIA for failing to compete in the Canadian round of the series last weekend.

The new-for-2019 outfit was given a suspended penalty when it failed to run its Skoda Fabia Supercar in the British round at

Silverstone in May, after splitting with driver Rokas Baciуска before the Belgian round and using former WRC driver Francois Duval as a replacement for his home event at Spa.

Since missing Silverstone, the squad has run test driver Kevin Abbring in the Norwegian and Swedish rounds, where the Dutchman twice finished fourth.

When the Lithuanian squad

failed to show in Canada, the FIA stewards at Trois-Rivieres issued the fine for the seventh round (Canada) and each event missed for the remaining three rounds of the campaign.

"A permanent individual competitor has a responsibility vis-a-vis the FIA to ensure that the car entered takes to the grid for each competition of the championship," was the reason

issued by the stewards.

A team statement issued before the decision read: "We believe that we have shown great potential as a private team in its FIA World Rallycross Championship debut season and what we can achieve with our Skoda WRX Supercar accompanied by a capable driver behind the wheel.

"We are motivated after the results in Norway and Sweden

with our driver Kevin Abbring. We have learned and established a lot of points we can improve upon. Due to a scheduling conflict Kevin was not able to attend the Canada event. As agreed from the start, he would be able only to manage Norway, Sweden and South Africa. From now, our team will take a pause from the races. We will continue our car testing and development."

NATIONAL HOT RODS

McDONALD MAKES IT A HIGH-PROFILE DOUBLE WIN

National Hot Rods: National Championships Hednesford Hills

By Graham Brown

Organiser: Incarace When: August 3-4 Where: Hednesford Hills Raceway Starters: 41

It has almost become traditional that the still-new world champion will take the National as well and Rob McDonald proved equal to the task, passing leader Jack Blood after a caution period had robbed Blood of his brakes.

The opening heat was a battle between Damien Mulvey, Adam Hylands and Derek Martin. Hylands overtaking both men to lift win number one. Following an early race-stopping multi-car shunt, heat two was a flag-to-flag victory for Jason Kew, chased home by Adam Maxwell and Glenn Bell.

Carl Sloan went straight into the lead at the start of the third encounter but had to fend off the fast-finishing Hylands, the 2016 champion looking for a second win. Sloan remained calm, however, and was still just in front at flag fall.

Heat four was already gridded up on slicks when a heavy rain shower arrived. A predictably damaging race followed, providing a catalogue of spins and crashes which would have filled a book. John Christie has shown in the past that he likes a wet Hednesford and led this one comfortably from flag to flag.

The fifth race was another flag-to-flag job, this time for McDonald, although he was tested in the early going by both Bell and Kym Weaver.

The last heat was crucial for several drivers in terms of grid positions and also who would claim pole. Chris Haird had an earlier non-finish and needed big points from this, while any half-decent result for Hylands would net him pole. But when Terry Hunn failed to move at the green and got collected by Hylands, that left Christie and the consistently quick Blood vying for pole instead. Haird duly took the win, while Blood got the number one starting slot with McDonald alongside.

A side-by-side first lap between the front row men eventually went Blood's way, the

pair almost immediately putting daylight between themselves and the rest. Behind them, however, the opening laps were a frantic exchange of places.

Haird relegated Carl Waller-Barrett, then Bell darted under Christie to snatch away third, Christie going backwards as Maxwell and Martin forced their way past as well.

Haird continued claiming victims to move up to fourth, while Billy Wood was doing much the same but further back, Martin having to give best to both men.

With backmarkers looming for the leaders, McDonald made his first overtakes about passing Blood, while Bell was now fending off an insistent Haird. Haird had just got ahead and into third when the yellows came out for Alistair Lowe, who was in the wall on the exit of the West Bend.

This caution period was the pivotal moment of the entire 75 laps. The Haird/Bell dice had been catching the leaders prior to the hiatus and it looked as though closing them all up had played right into Haird's hands.

But his car was nearly out of brakes and it wasn't the only one. When the green flag came back out Blood sailed way past the turn-in point for the East Bend, handing McDonald both an empty inside line and the lead.

There were still 25 laps to run at this point but it was effectively all over. All three lead cars had heat-soaked their brakes away and were just in the business of keeping going over the remaining distance. The leader had lapped everyone up to fifth by flag fall, McDonald's car also stopping at the winner's rostrum with virtually zero brakes.

Results

Heat one: 1 Adam Hylands (Vauxhall Tigra); 2 Derek Martin (Vauxhall Tigra); 3 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Jason Kew (Ginetta G40R); 2 Adam Maxwell (Vauxhall Tigra); 3 Glenn Bell (Vauxhall Tigra). **Heat three:** 1 Carl Sloan (Vauxhall Tigra); 2 Hylands; 3 Mikey Godfrey (Vauxhall Tigra). **Heat four:** 1 John Christie (Ford Fiesta); 2 Jack Blood (Vauxhall Tigra); 3 D Martin. **Heat five:** 1 Rob McDonald (Vauxhall Tigra); 2 Bell; 3 Kym Weaver (Vauxhall Tigra). **Heat six:** 1 Haird; 2 Blood; 3 Shaun Taylor (Vauxhall Tigra). **Final:** 1 McDonald; 2 Blood; 3 Haird; 4 Bell; 5 Carl Waller-Barrett; 6 Christie; 7 Aaron Dew (Ginetta G40R); 8 Kew; 9 Keith Martin (Vauxhall Tigra); 10 Gavin Murray (Vauxhall Tigra).

BriSCA F1



Harris is now guaranteed a front-row slot for the World Final event

HARRIS KEEPS UP MOMENTUM WITH SEMI WIN

BriSCA F1: Semi-final 1 Sheffield Raceway

By Colin Casserley

Organiser: Startrax Where: Owlerton Stadium, Sheffield When: August 4 Starters: 39.

Tom Harris took a giant leap towards recapturing the World Championship title when he won the first semi-final at Sheffield on Sunday. Harris's win guarantees him a front-row starting spot at King's Lynn in September, a track where Harris won his only world crown in 2013.

At the drop of the green flag, Harris went wide from his outside pole starting spot, allowing fellow front-row starter Mat Newson to grab the lead on the next turn. Newson spun his machine which handed the lead to Lee Fairhurst, with Mark Gilbank in second. Harris recovered from his first lap woes to take up third while Newson managed to regroup but was way down the charts in 10th place.

Following a restart to remove some stricken cars from the racing line, Harris moved into second when Gilbank suffered a flat rear tyre. A few laps later, Harris nudged his way into the lead, which he held until the drop

of the chequered flag. Fairhurst held on to second, while Newson fought his way back to third.

Harris said: "I had concerns about starting on the outside. I had some issues going into Turn 1 and Fairhurst and Gilbank got through, but I managed to get in behind them and getting to the inside of the track was the most important thing to me.

"I wasn't fussed how far back I went as long as I had four wheels on it after the first turn. Fairhurst got stuck in some lapped traffic and I was able to get past him. I have never won a semi-final before, so I am pleased."

Harris will board a plane later this week to compete in the prestigious Knoxville Nationals for sprint cars in Iowa, USA, before flying back to race at Venray, Netherlands, the following weekend.

Runner-up Fairhurst said: "I always go out to win and that was the case today, but if there is ever a race where it is all right to finish second then this is it. The second row in the World Final is not bad."

Results

1 Tom Harris; 2 Lee Fairhurst; 3 Mat Newson; 4 Dan Johnson; 5 Liam Gilbank; 6 Karl Roberts; 7 Neil Sotherton; 8 Tristan Jackson; 9 Ashley England; 10 Phoebe Wainman.



Early leader Jack Blood was caught out by fading brakes



McDonald added the National trophy to World Final win

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MN does not always agree with opinions expressed in letters

MN SAYS...

Racing's an exercise in bouncing back

There were two comeback kings (sort of) at the weekend who showed grit

It's quite galling to listen to some uninformed pundits on the radio station I choose to tune in to. While it is expert at some sports, it is clueless on motorsport and roundly wrote off Lewis Hamilton as a busted flush after his German Grand Prix slip-up. I nearly choked on my Cornflakes. *You what?*

Cycle forward a week, and it is all praise after his Hungarian win. The Hockenheim blip was just that – and he wasn't alone in being caught out in that treacherous race. It has taken him just seven days to put that memory firmly behind him and the manner of his win over Max Verstappen was pure Hamilton. It was one that he would have enjoyed, and one that answered back any ignorant doubters.

Another who has stuck a metaphorical V sign to his detractors is Craig Breen, whose speed and composure on Rally Finland shows that he merits a slot at the summit of the WRC. Just as teams are getting serious about planning their 2020 line-ups, he has just firmly slapped his CV on the top table. Well done.

Matt James, Editor (Twitter: @MattJMNews)



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ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!

The unusual Cadillac Monstre tackles the sweeps of Silverstone at the Classic meeting recently, photograph by Robert Ingham



Peter Atkins enjoyed a trip to Birmingham Wheels recently



The startline at the Val des Terres hillclimb, by Neil Ormston



Richard Chamberlain conquers the wet, taken by Chris Collier



High-flying drama in the Focus Cup, taken by Gareth Kenyon



Saloon entrants get to grips with Knockhill, by John Henderson



Henry Neal and James Turkington do battle, taken by Gary Hill



Here is Sam Tordoff at the Silverstone Classic, by David Harbey



Minis everywhere at the Silverstone Classic, pic by Ian Spott

GOT AN OPINION?

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

TV GUIDE



Hill was on for maiden F1 win in Germany until puncture

The latest round of the **World Rally Championship** took place in Finland (Wednesday, 1630-1730hrs, BT Sport ESPN), as the battle for the title between Sebastien Ogier, Ott Tanak and Thierry Neuville intensified.

For more off-road action tune in for the **World Rallycross Championship** highlights from Trois-Rivieres in Canada (Thursday, 0830-0930hrs, BT Sport 1).

Witness all the thrills and

spills from the **British Touring Car Championship** as the series visited Snetterton (Saturday, 1030-1200hrs, ITV4).

And finally, take a trip back in time with **F1 Classic Races** and the 1993 German Grand Prix (Sunday, 1600-1700hrs, Sky Sports F1).

Damon Hill was on course for a maiden F1 win before cruel luck denied him, as Alain Prost took what would be his 51st and final victory in the category.

LIVE TV

DTM: Brands Hatch

■ **Race 1:** Saturday, 1315-1445hrs, Freesports
 ■ **Race 2:** Sunday, 1315-1445hrs, Freesports

W Series: Brands Hatch

■ **Race:** Sunday, 1430-1630hrs, Channel 4

NASCAR: Michigan

■ **Race:** Sunday, 1930-2330hrs, Premier Sports 1

LISTINGS

RACING SATURDAY/SUNDAY

■ **Brands Hatch, Kent**

DTM meeting: DTM, W Series, Lotus Cup Europe, Mini 7/Miglia

Starts Saturday, racing from 1330hrs (qualifying from 0900hrs)

Sunday, racing from 1110hrs (qualifying from 1000hrs)

Admission adult £40, under 13 free **Web** msv.com

Contact 0843 453 9000

■ **Donington Park, Leics**

BARC meeting: Trucks, Jaguar Series Elite, Legends, Pickups, Mighty Minis, Sports/Saloons,

Starts Saturday, racing from 1115hrs (qualifying from 0900hrs)

Sunday, racing from 0955hrs (qualifying from 0900hrs)

Admission adult £25, under 13 free **Web** msv.com

Contact 0843 453 9000

■ **Silverstone, Northants**

750MC meeting: Welsh Sports/Saloons, Clio 182, Club Enduro, BMW Car Club, Formula Vee, Ma7da, RGB Sports 1000, Bikesports, Sport Specials, Classic Stock Hatch, Hot Hatch

Starts Saturday, racing from TBA (qualifying from 0900hrs)

Sunday, racing from TBA (qualifying from 0900hrs)

Admission adult £15, under 15 free **Web** silverstone.co.uk

Contact 08704 588260

■ **Snetterton, Norfolk**

BARC meeting: Britcar Endurance, Sports Prototype, Clios, MaX5, Classic FF1600, MGOC, Citroen C1

Starts Saturday, racing from 1210hrs (qualifying from 0900hrs)

Sunday, racing from 1030hrs (qualifying from 0900hrs)

Admission adult £16, under 13 free **Web** msv.com

Contact 0843 453 9000

■ **Banchory, Aberdeenshire**

Grampian Forest Rally

Starts 0830hrs **Admission** free

Web grampianforestrally.co.uk

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■ **Banchory, Aberdeenshire**

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Starts 0830hrs **Admission** free

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SPORTING SCENE SATURDAY

■ **Buxton, Derbyshire**

BriSCA F1

Starts 1800hrs **Admission**

adults £24, children aged 9-15 £8, under 8s free **Web** brisca.com

SATURDAY/SUNDAY

■ **Pembrey, Carmarthenshire**

BTRDA Rallycross

Starts 0900hrs **Admission**

adult £12, under 14 free **Web** clubmansrallycross.weebly.com

■ **Shelsley Walsh, Worcs**

British Hillclimb

Starts 0900hrs **Admission**

adult £16, under 16 free **Web** britishhillclimb.co.uk

Details correct at time of press but please check before travelling

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OUT WEDNESDAY, AUGUST 14



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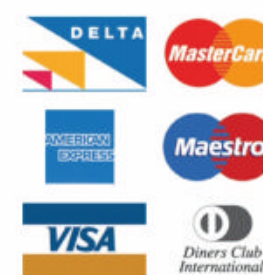
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Crush washer **£5.90** **£7.08**
Crown wheel bearing **£9.90** **£11.88**
Pinion bearing **£14.90** **£17.88**

Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth **£443.80** **£532.56**
English axle weld-on brace ring **£39.90** **£47.88**
Special 10mm axle brace, English axle **£99.50** **£119.40**
SPARES
Semi-floating hub assembly (less bearing) **each** **£144.40** **£173.28**
Bearing '4340' **£48.90** **£59.76**
Halfshaft, suit semi-floating kit **£77.50** **£93.00**
Flange, not semi-floating, suit std. axle **£59.50** **£71.40**
Flange, Group 1 type **£59.50** **£71.40**
Brake disc, 265 x 10 **each** **£34.50** **£41.40**

HELICAL LSDs (ATBs), BLACKLINE

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

TRANSMISSION PARTS, BLACKLINE

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

Wilwood brakes kits from
£299.51 **£359.41**

ESCORT BRAKING PARTS

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

Classic Ford wheels from
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Poly' bump stops, top axle mounting **pair** **£8.12** **£9.75**
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Escort RS front springs, 145-220lbs **pair** **£33.80** **£40.56**
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Gaz, adjustable (3-way) front shocks **each** **£299.50** **£359.40**
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RH 2:4 ratio **£139.50** **£167.40**
LH 2:4 ratio **£149.50** **£179.40**
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H/duty quick steering racks **each** **£174.50** **£209.40**
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£184.50 **£225.40**
£214.50 **£257.40**
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RH 2:2 ratio **£49.50** **£59.40**
LH 2:4 ratio **£49.50** **£59.40**
LH 2:2 ratio **£9.50** **£11.40**
£49.60 **£59.52**

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

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World cup mounts **£28.50** **£34.20**
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Group 4 round turret kit **£65.00** **£78.00**
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Mk2 spring shackles **£23.50** **£28.20**
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Group 4 spec. front RS struts **£128.00** **£153.60**
Escort RS stub axles **£130.00** **£156.00**
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Heavy duty steering arms, gusseted **pair** **£79.50** **£95.40**
Quick fit steering arm kit **pair** **£9.60** **£11.52**
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Stub axle hardware kit **£10.90** **£13.08**
Watts linkage kit **£199.50** **£239.40**
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Ally tube strut brace, round tube **£44.90** **£53.88**
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Body jacking kit **car set** **£119.50** **£143.40**
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£76.20

Mk2 Front Wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH **each** **£265.22** **£318.27**
Mk2 front wing, LH or RH, std. **each** **£72.10** **£86.52**
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Full listing of all Mk1 and Mk2 body panels on our website

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X-Flow ally radiator **£179.60** **£215.52**
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Escort Mk1 front laminated screen (incl. rubber) **£69.50** **£83.40**
Escort Mk2 front laminated screen (incl. rubber) **£69.50** **£83.40**
Escort Mk1 front heated laminated screen (inc. rubber) **£198.60** **£238.32**
Escort Mk2 front heated laminated screen (inc. rubber) **£198.60** **£238.32**
Escort Mk1 front screen rubber **£24.92** **£29.90**
Escort Mk1 rear screen rubber **£23.92** **£28.70**
Escort Mk2 front screen rubber **£29.08** **£34.90**
Escort Mk2 rear screen rubber **£29.08** **£34.90**
Laser windscreen chip repair kit **£13.90** **£16.68**
14" or 17" rear view mirror **£14.90** **£17.88**

Escort Mk2 Rubber Parts

Bonnet bump stop **pair** **£6.20** **£7.44**
Bonnet rail bump stop, set of 4 **£10.90** **£13.08**
Bonnet bump stop, centre-rear **£5.10** **£6.12**
Wiring loom bulkhead grommet **£6.90** **£8.28**
Bonnet release cable grommet **£5.20** **£6.24**
Steering column bulkhead grommet **£7.20** **£8.64**
Handbrake backplate dust boots **pair** **£7.10** **£8.52**
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PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

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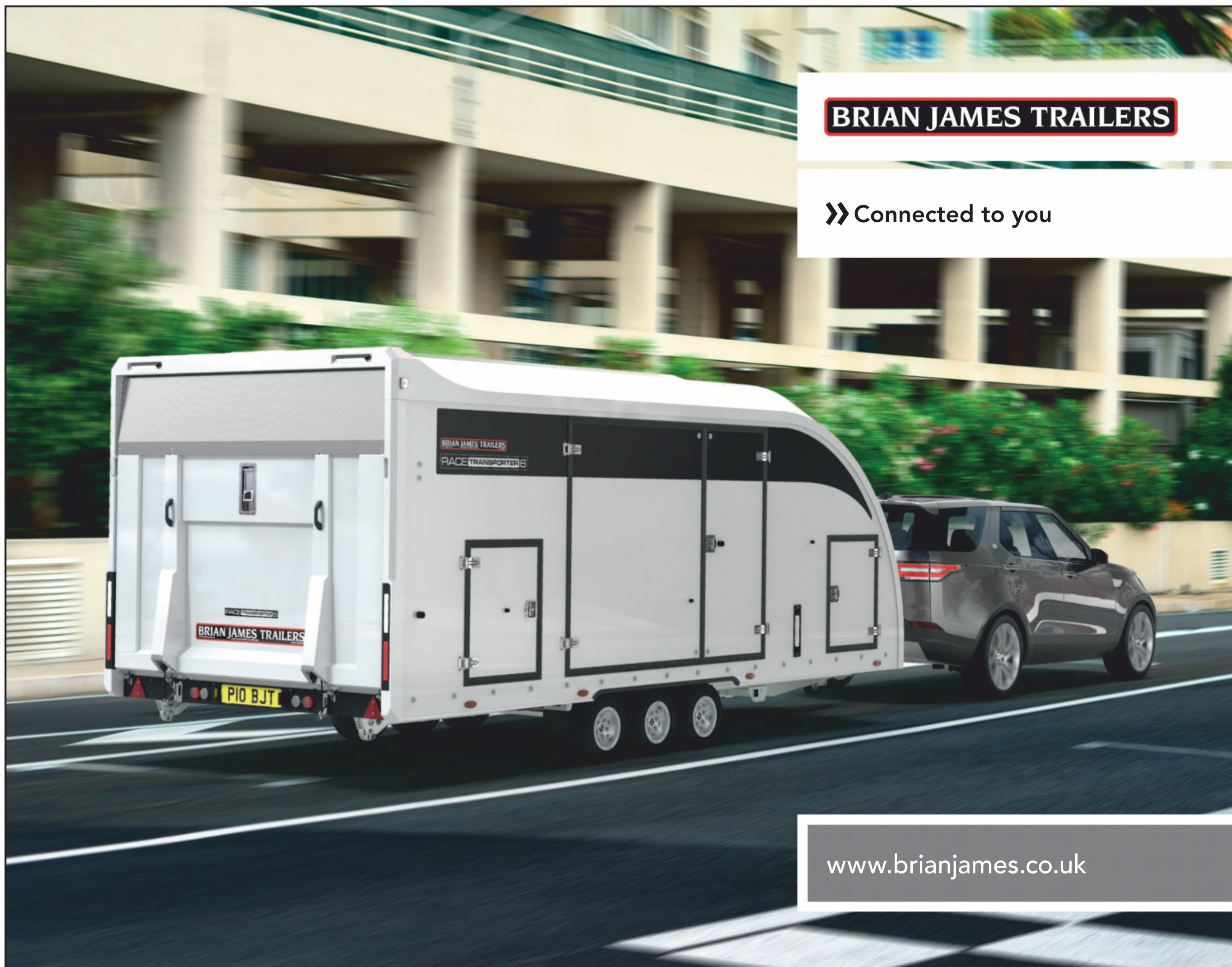
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