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\*Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at April 2020.



# EXCLUSIVE: MARTIN DONNELLY

## 'I just thank the Lord I am alive'



### THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

Northern Irish hero tackles Motorsport News readers' questions **p14**



SEPTEMBER 3 2020 ■ EVERY THURSDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

### Welsh Toyota Yaris star has 2020 World Rally Championship target in his sights

# ELFYN: 'I NEED TO CAPITALISE ON MY BEST CHANCE YET'



Elfyn Evans and Scott Martin (r)



Evans has the big prize on his radar

By Graham Lister

Toyota Yaris WRC star Elfyn Evans says he is fired up for the return of the World Rally Championship and will be going all-out to continue his push for a first title.

The 31-year-old Welshman is just eight points behind six-time world beater and Toyota Gazoo Racing team-mate Sebastien Ogier going into the conclusion of this year's battle, which is currently scheduled to be fought out over four more rounds and kicks off in Estonia this week.

"It's a relief we're going again," said Evans. "We have to take everything we can, when we can. We just have to keep going to every rally and giving our best. We don't know how things will unfold. I have had my best-ever start to a season and there is lots to come."

The WRC schedule is still fluid, but is not likely to extend beyond seven rounds in 2020, which would make it the most compact roster in the category's history and is the minimum number the sport's governors would accept to guarantee its status as a world championship-worthy calendar.

Full story, **p18**

THE VOICE OF BRITISH MOTORSPORT  
**MOTORSPORT NEWS**

### FORMULA 1

#### LEWIS IS TOP AGAIN AT SPA

Mercedes grabs another 1-2 in Belgium **p4**



### BRITISH GT

#### LAMBORGHINI LEAPS TO BRANDS GLORY

British GT monsters rock Brands Hatch **p22**



### BTCC

#### SUTTON STRIKES AT KNOCKHILL

Infiniti man is king of the tin-tops **p20**



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# COMMENT

Photo: Toyota Gazoo Racing



After an historic victory in Sweden, Elfyn Evans is in the heart of the title showdown

# READY TO GO INTO BATTLE...

**F**or competitors in the World Rally Championship, going to Estonia for a top-flight event will represent something new. But at least it will also represent the rebirth of a title contest which was left in suspended animation after just three rounds of the 2020 competition.

Even now, the shape of the run-in to the WRC is changing weekly, but it seems certain that we will get at least four more rounds. That is crucial for the championship, because it can't be rubber-stamped as a global crown otherwise. Not only is that the governing body's view, but it would be the view of outsiders too. The WRC might be back, but the future is not yet crystal clear.

Those are factors that Toyota Gazoo Racing ace Elfyn Evans can't let cloud his mind over the run-in. He has the chance of a lifetime to write his name in the stars by going into the latter part of the season just eight points behind table-topper Sebastien Ogier. When the battle is rejoined, it will be a mighty one and the interest on these shores will be unlike anything we have seen since the halcyon days of Richard Burns and Colin McRae. That can't do anything but good for the discipline on a wider scale.

Our Q&A victim this week is Martin Donnelly, the up-and-coming racer whose career was cut-short by a massive smash in practice for the Spanish Grand Prix in 1990. He is a man who is still living his life at 100mph, despite the fact he has one leg considerably shorter than the other as a result of the crash...

Donnelly was not only a hero behind the wheel, but his time as a junior single-seater team manager in the late 1990s was a blast. As a junior reporter, any time I went to him for a comment or a quote – once you could learn to understand his thick Northern Irish accent – was a pleasure. I recall one time when I went to ask him what had happened at a recent Formula Ford team managers' meeting. He had a twinkle in his eye as he told me that he *definitely* was not going to spill the beans. He glanced at his open notebook on the table and walked away. There, for me to check over, were the minutes of the meeting that had just taken place...

Elsewhere, we bring you all the action from last weekend including British GT at Brands Hatch and the British Touring Car Championship at Knockhill. Any reports that fell after our deadline will be included in MN next week.



**Matt James**  
Editor, Motorsport News  
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# MOTORSPORT NEWS

ISSUE MJ3247 SEPTEMBER 3 2020

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### Lewis on top of the world

Title leader pushes out his points advantage in Belgium



### Readers' Q&A: Martin Donnelly

How the Northern Irishman climbed through the ranks



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How new events can shake up the WRC's return (at last)...

### P20 BTCC boys go around the mountain

Ash Sutton is the king of Knockhill with a brace of wins for Infiniti



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Report: British GT at Brands



# RACING NEWS

## F1 GETS ROUND ON BAHRAIN 'OVAL'

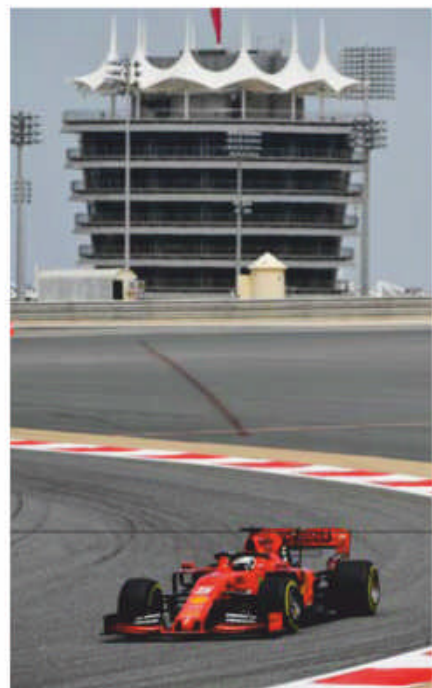
The second Formula 1 race in Bahrain this season will be held on a near-oval style circuit in a break from tradition.

The Middle Eastern country will host two grands prix this season. The first one on November 29 will be held on the layout that has been used in the past, while the event one week later will take advantage of a simplified layout which creates an oval-style track. The outer circuit deviates from the regular grand prix circuit just after Turn Four and rejoins it at Turn 13, cutting out the entire infield section.

The race will also be a full night race. The first grand prix on the regular track will be held in twilight, but the oval-style clash will have a later start time and run in full darkness.

Projections suggest the lap times on the 2.28-mile configuration will be in the 55-second region, making it the shortest lap in terms of time on the calendar.

F1 managing director Ross Brawn said: "We assessed a number of options for the alternative circuit layout and concluded the outer circuit will provide the best alternative and will provide a new challenge for all the teams and entertain all our fans with high speeds and fast lap times."



Sub-minute laps expected

## No fans for BTCC Thruxton round

Organisers have declared that the next round of the British Touring Car Championship, which will take place at Thruxton in Hampshire on September 19-20, will be held behind closed doors.

The opening four meetings of the competition, which kicked into life at Donington Park at the start of August, have been held without spectators following government guidelines after the global health pandemic.

The announcement was made last week that the fifth meeting will also be held without fans being present.

BTCC series director Alan Gow said: "We are disappointed that there will be no spectators at the British Touring Car Championship at Thruxton this year. BTCC will be back at Thruxton in 2021 for twice the action on May 8-9 and August 28-29."



Lewis Hamilton feared repeat of Silverstone tyre woe



The Mercedes pair was in command at Spa

# LEWIS FEARED TYRE TROUBLE BUT STEERS CLEAR IN BELGIUM

## Briton scores his 89th grand prix victory at Spa-Francorchamps

By Matt James

**Lewis Hamilton says a concern over his tyre wear was his only issue on his way to victory in the Belgian Grand Prix on Sunday as he powered his Mercedes to a dominant victory.**

The Briton took his fifth win of the season, and his second on the bounce, at Spa-Francorchamps, dominating the race from pole position and finishing more than eight seconds clear of his teammate Valtteri Bottas, while Red

Bull's Max Verstappen picked up a third-place finish.

Hamilton, who won the British Grand Prix at the start of August despite suffering a puncture on the final lap, feared that his Pirelli tyres were under undue strain in Belgium.

"It wasn't the easiest of races, there were a couple of moments," Hamilton said. "I locked up into Turn 5 and started to get a bit of a vibration, and then once into the last corner. The tyre temps were just slowly dropping.

"No matter how much [I was]

pushing, I guess as you lose rubber you start to lose temperature in the tyres. It was a bit of a struggle, but it was OK.

"I was a little bit nervous that we might have a scenario like Silverstone with that right-front towards the end, so I was nursing it. It looks like the tyre had plenty of rubber on it, so maybe it was fine."

Hamilton had fended off a first-lap challenge from team-mate Bottas to dominate the race, and he was assisted by a mid-race safety car to clear up a big accident from

Alfa Romeo's Antonio Giovinazzi, which also eliminated Williams driver George Russell. That caution period meant all the leading runners changed tyres at the same time, ruling out any offbeat strategies to topple the Mercedes duo.

While Verstappen took third spot, the race was another nadir for Ferrari, with neither Sebastian Vettel or Charles Leclerc making it into the final part of qualifying. A lack of straightline pace left them as sitting ducks in the race and

they came home in 13th and 14th spot respectively.

### Result

1 Lewis Hamilton (Mercedes) 1h24m08.761s; 2 Valtteri Bottas (Mercedes) +8.448s; 3 Max Verstappen (Red Bull-Honda); 4 Daniel Ricciardo (Renault); 5 Esteban Ocon (Renault); 6 Alex Albon (Red Bull-Honda); 7 Lando Norris (McLaren-Renault); 8 Pierre Gasly (AlphaTauri-Honda); 9 Lance Stroll (Racing Point-Mercedes); 10 Sergio Perez (Racing Point-Mercedes).

**Championship:** 1 Hamilton 157; 2 Verstappen 110; 3 Bottas 107; 4 Albon 48; 5 Charles Leclerc (Ferrari) 45; 6 Norris 42.  
**Next race:** Italian Grand Prix, Monza, September 6.

## F1 DOWNFORCE TO BE TRIMMED

Formula 1 technical chiefs have made moves to slash the levels of downforce on grand prix cars in the wake of increased loads being generated by the 2020 pack.

The FIA's head of single-seater technical matters, Nikolas Tombazis, explained that tweaks to be introduced for 2021 mean the machines generate 10% less grip.

There will be alterations to the floor shapes of the cars, along with some tweaks to rear brake ducts and diffuser fences. The move was announced in the build up to the Belgian Grand Prix.

The FIA has also moved to quash the rumour that the moves have been made in response to some failures of the Pirelli tyres this season, which have had to cope with the extra load. The Pirelli tyres will not be updated for 2021.

The alterations were made after discussions with the teams, and will precede wholesale changes to the aero rules from 2022.

"The car and tyres are a single unit working together," said Tombazis. "We will have the tyres next year for the third consecutive year, which is an anomaly of

course because of the Covid crisis and because the very intense race schedule we have now would have made any testing impractical for new constructions.

"And in the meantime, we have the aerodynamics teams of each Formula 1 team working hard to make their cars more competitive and find more downforce—so we have two things that should not go together. So that's the reason for our intervention... and therefore [cars] will be safer than this year—certainly a lot safer than if we had done no intervention at all."



F1 is to trim aero loads for next year on safety grounds

## SHWARTZMAN TOPS F2 AFTER FRANTIC BATTLES

Formula 2 racer Nikita Mazepin was handed a suspended five-place grid drop after he vented his anger of being stripped of victory in the opening race at Spa last weekend.

The Russian driver engaged in a frantic battle in the feature race to defend his lead from Japanese racer Yuki Tsunoda but edged his rival off the road at Les Combes and was demoted after he had crossed the line.

Mazepin was then handed a five-second penalty for the move and that dropped him to second spot. As he arrived in

parc ferme, he nudged into the second-place marker board. That earned him the suspended censure too.

Mazepin was furious afterwards: "I have never touched or collided with Yuki, and I didn't really understand it. Unfortunately, as the rules go by, there's no way to do anything about a five-second penalty," he said.

Mick Schumacher finished third in the race, with Dan Ticktum as the leading Briton in sixth spot in his DAMS car. Points leader going into the race, Callum Ilott, was 10th.

In the sprint race, Ferrari



Shwartzman: tops table

young driver Robert Shwartzman benefited to win after Roy Nissany and Ticktum collided. A non-finish robbed Ilott of his points lead, which has now gone to Shwartzman.

## Sargeant bounces back with Spa Formula 3 victory

American driver Logan Sargeant took his second victory of the FIA Formula 3 season in the second race at Spa in Belgium last weekend to maintain his position at the head of the championship chase.

Engine problems had afflicted the Prema Racing driver in the opening round of the weekend and he could do no better than eighth place, but in race two he bounced back with a lap three-pass on rival Richard Verschoor to lead. Sargeant led home team-mate Fredrik Vesti and Hitech's Liam Lawson.

Trident driver Lirim Zendeli claimed the opening race amid Sargeant's woe, with ART's Theo Pourchaire in second and David Beckmann third, also for Trident. Sargeant leads the standings by seven points from former British F4 racer Oscar Piastr.



Sargeant commands





Photo: Jakob Ebrey, Gary Hawkins

# ADAM'S SIGHTS ON MORE BRITISH GT AFTER BRANDS REUNION

The four-time British GT champion reformed his famous partnership with Andrew Howard

By Graham Keilloh

**Four-time champion Jonny Adam is looking at further British GT outings and a full-time 2021 return after his partnership with Andrew Howard was rekindled at Brands Hatch last weekend.**

The Pro-Am pair at the Beechdean AMR team won eight races and two GT3 drivers' titles between 2011 and '15, albeit Howard took the '13 title alone due to an Adam points penalty. Only Jon Minshaw and Phil Keen have

won more GT3 races together with the same squad. And Adam and Howard at Brands were back in a Beechdean Aston Martin Vantage GT3 for the first time since 2015.

Adam told Motorsport News: "It's like getting the band back together! It's been a bit weird not being involved in British GT so far this year having been involved with it for nine years consecutively, so it's nice to be back and nice to get an Aston back out there."

"I would love to come back to the championship full time next

year, a lot hinges around calendars clashing and it's subject to customers as well. I'd love to maybe do another [British GT] race at some point this year but it all hinges on a few more customers coming out. I know a few more are speaking about maybe having a one-off to maybe doing something towards next year. The more racing I can do full stop this year the better."

Howard will have two more 2020 British GT Beechdean outings: at Snetterton with Valentin Hasse-Clot and at Silverstone with a driver TBC.



Successful pair Adam and Howard were reunited at Brands



Balfe boss behind wheel

## TEAM BOSS BALFE GETS OUT ON TRACK IN LOTUS CORTINA

Shaun Balfe, boss of British GT squad Balfe Motorsport, was behind the wheel of his Ford Lotus Cortina for his first race of this year in the Pre-66 Touring Car event at Brands Hatch's recent Masters Historic Festival.

Balfe has raced the car over the last three seasons, tending to do two or three race meetings a year at most, and took a class podium in it at last year's Silverstone Classic behind Steve Soper and Andy Wolfe.

At Brands he showed good pace before his clutch failed after seven laps of the race. Balfe told Motorsport News: "The outcome was a bit disappointing but it was good fun. Blew the cobwebs off. The

car had had a fairly big winter overhaul and in hindsight we should have dedicated a day to testing. We're keen to get another outing before the end of the year, could be the Silverstone Finals."

## STELLER BRANDS BOW HERALDS GT3 AND GT4 AUDI EFFORT

Steller Motorsport is set to have a two-pronged GT3 and GT4 Audi attack in British GT next season, with the team making its GT3 debut at Brands Hatch last weekend.

Steller raced its Audi R8 LMS GT4 in British GT last year with Richard Williams and Sennan Fielding taking two race wins. The same driver pair stepped up to the team's new R8 GT3 at Brands. The entry will complete the rest of the season and Steller's GT4 car is available for customers from now. Brands was the first time an Audi had raced in British GT's GT3 class since 2017.

Steller had intended to run a GT3 and a GT4 Audi for the full 2020 campaign, but Covid's implications meant the GT3 Brands outing was



the team's season debut. Steller Motorsport director Max Daymond told Motorsport News: "[We] look next year to a decent two-car effort with both the GT4 and the GT3. Over the [2019-20] winter we had a chat with the [Audi] factory in Germany and we'd always looked at GT3 as a potential [option] and so we thought we'd bite the bullet. Hopefully

we can replicate what we did with the GT4. "Both drivers were really complimentary about the [GT4] car. It would be a great opportunity for a couple of young drivers or an amateur looking to get into British GT, it's a very amateur-friendly car, it's not scary. But a Pro driver can squeeze that last little bit out of it, so it's the perfect package."

## RETRO LIVERY FOR BEECHDEAN

Jonny Adam and Andrew Howard's Beechdean AMR Aston Martin Vantage GT3 sported a special retro livery at Brands Hatch, based on the DBRS9 in which they claimed their first British GT3 wins in 2011. Adam told Motorsport News: "Andrew wanted to try and put a little bit of spin on us two coming back together after five years apart. The old DBRS9 and its colours were very iconic. It looks absolutely incredible."



## TEAM HARD SLIMMED AFTER OULTON PRANGS

The Team Hard British Touring Car Championship squad was forced to slim down to two cars for the meeting at Knockhill last weekend after a punishing round at Oulton Park recently left one car severely damaged and driver Ollie Brown with a fracture in his back.

Brown and Nic Hamilton were involved in a collision which brought out the red flag in the third race in Cheshire, and that scuppered the plans to race in Scotland.

Newcomer Brown said: "The incident itself was completely unavoidable. The tight and narrow nature of Oulton Park leaves a driver with nowhere to go when another car spins across the track. With the grass being soaked from all the rain it made it even more tricky to avoid Nic and the BMW of Stephen Jelley."

Team boss Tony Gilham said the pair would be back on track for the races at Thruxton on September 19-20.

● Returnee Mike Bushell, who has contested the last two rounds of the BTCC with Power Maxed Racing in a solo Vauxhall Astra, will now join the team on its engineering staff. A replacement driver is expected in the Astra at Thruxton.

## CENTURY ADDS A GT4 BMW

Century Motorsport has added a second BMW M4 in the British GT championship's GT4 category with both full-season drivers Ben Hurst and Andrew Gordon-Colebrooke getting new team-mates.

Hurst was joined at Brands Hatch by Adam Hatfield, who is now set to complete the season, and Gordon-Colebrooke was partnered by series returnee Ben Green, though his partner for the remaining rounds is to be finalised.



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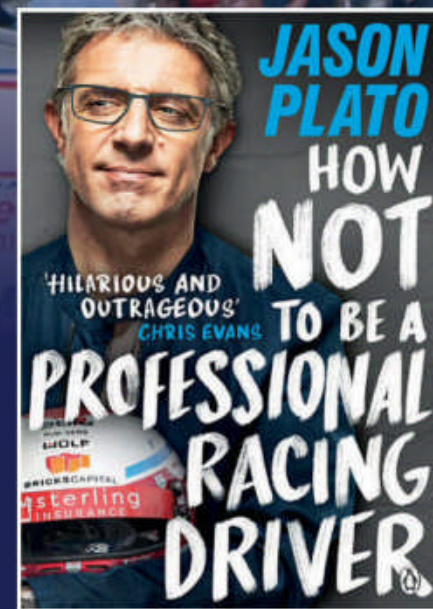


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# RACING NEWS

Photo: Jon Elsey, Jakob Ebrey, SnappyRacers.com



Anglesey gets a trial meeting

## WELSH MOTORSPORT HOPEFUL TRIAL MEETING HERALDS RACING RETURN

Racing's post-Covid comeback in Wales has been delayed by stricter limits on gatherings

By Graham Keilloh

**Bosses at Anglesey and Pembrey circuits are hopeful that this Sunday's Anglesey trial race meeting will herald eased restrictions allowing motorsport in Wales to return on a larger scale.**

While motorsport in England and Scotland has restarted after the Covid lockdown, Welsh Government policy forbidding gatherings of more than 30 people has meant several planned race meetings have been dropped.

However the Welsh Government is now allowing three 'trial' events across different

sectors, one of which is Sunday's behind-closed-doors 750 Motor Club Anglesey meeting. It has a maximum of 100 participants – 50 drivers and 50 mechanics – plus organisers and circuit staff.

Anglesey's Andrew Crighton told Motorsport News: "[If] you found that the trial meeting went well and government and county council can see that it's a controllable factor, I suspect the next step would be to allow a ramping up of numbers and moving on a few steps. Looking forward I could anticipate that you would see a consent for further race meetings with increasing

number of participants."

The meeting however didn't come quickly enough for Pembrey's September 12-13 C1 endurance meeting, which has been cancelled. The track's first post-lockdown meeting is now set to be a late-September Classic Motorcycle event.

Pembrey circuit manager Phil Davies explained to MN: "The evaluation of that [trial] event, we'd only have a week for them to announce [easing restrictions], and he [the Welsh First Minister] normally does his announcements on a Friday, so even if he announced in our favour it's still a very close call."



No Pembrey racing until at least late-September



Ayrton Simmons replaced Nico Varrone at Brands

## SIMMONS MAKES ONE-OFF BRITISH F3 RETURN

BRDC British Formula 3 race-winner Ayrton Simmons made a one-off return to the category last weekend at Brands Hatch, racing with his old Chris Dittmann Racing team.

Simmons last year finished third in the British F3 table for CDR, which also got him onto the Aston Martin Autosport BRDC Young Driver Award shortlist. This year he has been racing in Euroformula Open. Simmons partnered Josh

Skelton at Brands, replacing Nico Varrone who left the team after sitting 15th in the table following the first two rounds.

Team principal Chris Dittmann said ahead of the weekend: "It's disappointing Nico will not continue with the team for the remainder of the season. He made steady progress during the first few events but unfortunately was always on the back foot after limited pre-season testing.

However we're thrilled to welcome Ayrton back."

Simmons said before Brands: "It'll be good to see how much the car's changed with the new aero upgrade and how much the grid has evolved from last year. There's no pressure, I haven't driven one of these cars in eight or nine months now, and I've never driven it with the latest upgrades. We're there to help Chris, and to support Josh as well."



MSVR's 7 Race Series had 57-strong Silverstone grid

## 7 RACE SERIES GRIDS STILL GO STRONG AFTER CHAMPIONSHIP SWITCH

MotorSport Vision Racing's 7 Race Series is continuing to attract blockbusting grids after switching to a points-paying championship this season.

The Caterham category attracted 57 cars to last month's Silverstone meeting and has 10 reserves for its October Brands Hatch GP round. It also, via its tie-up with its Portuguese equivalent, is set to be on a 60-card grid in

Portugal this year for its visits to Algarve and Estoril. It also targets future Jerez, Valencia and Vila Real stop-offs.

Championship coordinator Andy Adshead told Motorsport News: "It's generally a group of drivers that want to go places that usually the normal UK championships don't really give them. We've had Brands Hatch GP every year with

MSVR which is always a big attraction.

"There were a handful of drivers that quite liked the idea of it being a championship. Reality is, whether you're there for a championship or just for fun it doesn't really matter does it? Those who want to score points will take them, and those who want to do their own events again it suits them."

## BARC CRITICISES WELSH COVID-19 RESTRICTIONS

The chief of the British Automobile Racing Club has described Welsh Government Covid restrictions as "not properly conceived", after Pembrey's September 12-13 C1 endurance meeting was cancelled due to Wales's 30-person limit on activities.

Ben Taylor, group chief executive of BARC, which operates Pembrey, said: "We have been working closely with Welsh Government officials, the local council and Motorsport UK to try to find a solution, but there is simply no movement with the regulations.

"Setting an arbitrary figure across the board is simply not a properly conceived policy, whether it is 30 or 100 or 500. It is difficult to think of a more suitable activity for social distancing than motorsport." environment across hundreds of acres."

## BROWNING THANKS RAIN FOR HIS OULTON PARADE

Luke Browning has said rain in the reversed-grid race was crucial for him taking an unlikely hat-trick of British Formula 4 wins in the recent Oulton Park meeting.

Browning at his local track became only the third driver in the championship's history to win all three races in a weekend. The Fortec driver also with his results took the drivers' standings lead.

He told Motorsport News: "When you do the triple, you've got to have a certain amount of luck that goes into it. We had a good qualifying and then when that rain starts to come down for race 2 that really opened up the options to be able to overtake and get through the pack. I'm glad that we took advantage of that.

"I'm [from] two miles down the road, so it was awesome to do it there, it's just a shame we didn't have the crowds of Cheshire to come and cheer me on.

"It's one [circuit] that I was watching from since [I was] very very little, I know all the bumps, all the kerbs, the lines to take. A little circuit knowledge makes a massive difference around Oulton just because it's so technical."

Browning's focus is on winning this year's F4 title, and he is open-minded about subsequent career moves.

"Budget's always been tight, I'm not specifically a rich family that can just go and pay for all the racing. It'd be tough for us to get the budget together for British F3 but there's plenty of opportunities out there."



Browning took rare hat-trick

## Clarification

In our article titled 'Motorsport UK sends thank you letter to volunteers' in the August 20 edition of Motorsport News we implied incorrectly that there are in total 420-plus motorsport volunteers in the UK. There are in fact around 9500 volunteers and the Motorsport UK thank you letter was distributed to the 420-plus who worked at the two Silverstone Formula 1 events in August. We apologise that the article did not make this clear.



# RALLY NEWS



Turkey is on...for now

## RALLY TURKEY SAFE DESPITE HEALTH SPIKE

FIA rally boss Yves Matton has told German weekly Motorsport Aktuell that there are "currently no concerns" over Rally Turkey remaining on the WRC calendar.

The Marmaris event is scheduled for September 18-20 as round five of the season.

Last week, Turkey reported a two-month high in Covid-19 infections, but Matton said he was confident he would have access to the most up-to-date information.

"Preparations are going as planned," said Matton. "As far as the pandemic is concerned, we are well informed, because the WRC medical delegate Cem Boneval is Turkish."

However, Matton did concede the Covid-19 pandemic remained a serious headache.

"The pandemic is affecting everything. In the same country, different rules apply in different regions. The conditions are constantly changing. Rallying is currently the most difficult motorsport to organise," he said.

# ELFYN AIMS TO BOUNCE BACK WITH STRONG RESULT IN ESTONIA

Toyota star wants to put recent spill behind him this weekend

Photos:Hyundai Motorsport, Toyota Gazoo Racing, mcklein-imagedatabase.com



Rivals have singled out Tanak as a likely favourite in Estonia

By Graham Lister

Elfyn Evans' co-driver Scott Martin has told Motorsport News that their high-speed crash on last month's South Estonia Rally won't knock them off their world title-chasing stride.

Toyota's British pair, eight points below the title summit, went off the road on the fifth stage of the event, which they were using as final preparation for the WRC restart on Rally Estonia this Friday.

But they were testing in Greece three days later as part of Toyota's Rally Turkey preparations, which Martin reckoned was the perfect way to hit back from the accident.

"The car did the job, the belts did the job and these things happen," said Martin. "It was something hidden, like a tree stump in the grass on the inside. Elfyn said he just turned in earlier than he wanted to and he just had to go with it. Unfortunately, there was something hard in there but that's the way it goes and we're both OK. The good thing is we were back in the car, back on the horse, during the test."

### Estonia struggles

Evans was in fourth when he crashed and admitted he had "struggled" prior to the incident.

"It was quite a big accident, which is not ideal but we're both OK," said Evans, who broke two vertebrae after a hard landing over a jump on Rally Estonia 2019.

"It was still really good to come [to Estonia] and experiment a little with the car. It was a shame it was cut short, of course, but I think we have most of the information we need. We can still look forward to Rally Estonia and still give it our best shot."

### Ogier fears Tanak

Hyundai's Ott Tanak won the South Estonia Rally with world championship leader Sebastien Ogier finishing third behind his teenage Toyota team-mate Kalle Rovanpera. Esapekka Lappi was fourth in a privateer Ford Fiesta WRC with Thierry Neuville fifth for Hyundai.

Ogier will run first on the road during the opening loop of stages on Saturday and expects Tanak – who is set to be the fifth-placed starter – will fly on his home event.

"It's pretty clear who is going to be the benchmark in Estonia so for everybody the target will be to try to follow him and fight with him if we can," said Ogier.

"Let's see which kind of conditions we get. We all know that starting first is sometimes difficult."

### STANDINGS

#### WRC After round 3/7

NO	DRIVER	TEAM	PTS
1	Sebastien Ogier (FRA)	Toyota	62
2	Elfyn Evans (GBR)	Toyota	54
3	Thierry Neuville (BEL)	Hyundai	42
4	Kalle Rovanpera (FIN)	Toyota	40
5	Ott Tanak (EST)	Hyundai	38
6	Teemu Suninen (FIN)	Ford	26

Evans is aiming to put a shunt behind him



Yaris man Evans is second in the points



Craig Breen's running may be limited

## BREEN'S OUTING A ONE-OFF FOR NOW

Craig Breen's return to Hyundai's factory World Rally Championship line-up on Rally Estonia is set to be a one-off for now at least.

The Irishman and co-driver Paul Nagle are due to make their second

2020 start for the Korean make in the Baltics this weekend.

However, Sebastien Loeb and Daniel Elena will take over the third works i20 Coupe WRC on Rally Turkey when they will compete alongside Ott

Tanak/Martin Jarveoja and Thierry Neuville/Nicolas Gilsoul.

Hyundai has yet to confirm who will join Tanak and Neuville in Sardinia in October, although Dani Sordo/Carlos del Barrio are in the frame for a reprieve.

## MORE BACKING FOR WALES RALLY GB'S FUTURE

Elfyn Evans prepared for the WRC season restart by reiterating his support of Wales Rally GB's bid to keep its place on the World Rally Championship calendar.

The event is facing an uncertain future after being left off the preliminary list of dates for 2021.

Evans said: "I'd like to see the

WRC back in Wales in 2021 and not just for patriotic reasons. The great thing about Wales Rally GB is that it's a unique event.

"It's very different to all the others on the calendar and the challenge of rallying in Wales is one everyone enjoys."

"The world championship needs diversity and you certainly

get that with Wales Rally GB. So, I desperately hope it can keep its place on the World Rally calendar."

A statement from the event confirmed that Motorsport UK and the Welsh Government "are proactively campaigning" to keep the event on the world championship roster.



Rally GB's 2021 event is still up in the air



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# RALLY NEWS

## SZABO PUSHING TO GET HUNGARORING ONTO WORLD RX CALENDAR

Around of the World Rallycross Championship could be held at the Hungaroring within the next three years as Hungarian driver Krisztian Szabo pushes to have a home round of the series.

Szabo carried Hungaroring branding on his GRX SET Hyundai i20 in the opening rounds of World RX in Sweden last month, and told Motorsport News that he is working towards taking rallycross's top level to his home country.

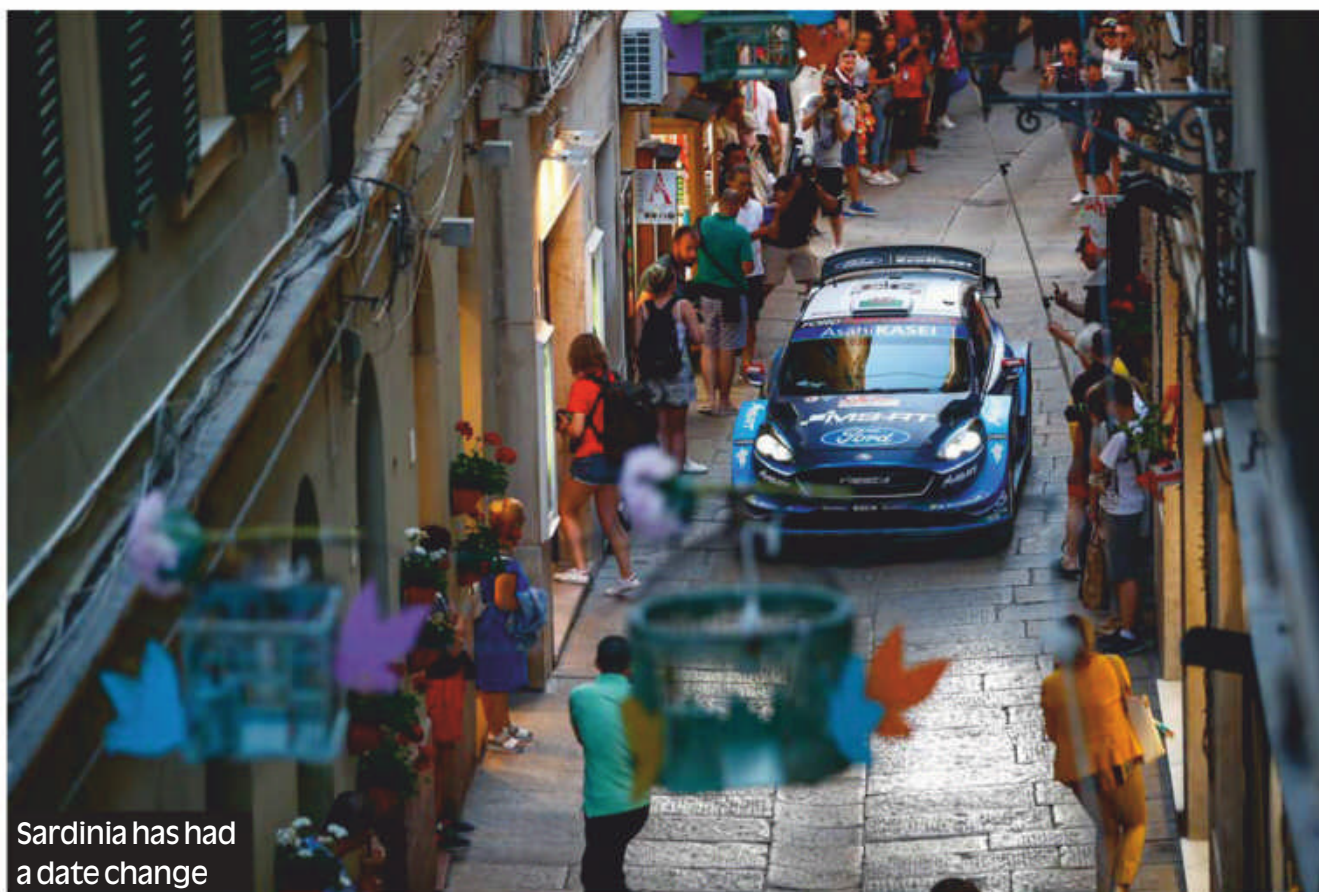
"I really hope that in the near future Hungary will organise a World RX race and it will be at the Hungaroring," Szabo said. "I'm trying to bring a race to Hungary, to have a home race for me. Hopefully that will happen in maximum two or three years. We have a good relationship with the Hungaroring and I think that's the first step, to get a good connection with the sport."

World RX has never raced in Hungary, but the European Championship held events at the Nyriad circuit between 2006 and 2013.

Szabo added: "Rallycross is growing in Hungary as more and more drivers race in World RX events, especially in Euro RX. My appearance in World RX last year raised the attention of a lot of people. Hopefully if we can arrive in Hungary with a race there, a lot of fans will come."



Szabo wants home race



Sardinia has had a date change



Rally Germany's plans have been put on hold for 2020

# SEVEN EVENTS EXPECTED TO FORM WORLD RALLY CHAMPIONSHIP ROSTER

## Lowest number of events ever in WRC's history is likely for 2020 campaign

By Graham Lister

**The 2020 World Rally Championship is unlikely to get above seven rounds, down from the original 14, and the lowest total in its history.**

It follows confirmation that Rally Germany won't take place this season with the FIA and WRC Promoter stopping short of highlighting the possibility of replacements.

Last month, statements from both organisations confirmed "the championship will comprise at least eight events" and added that "talks with the Croatian Automobile & Karting Federation will also move forward".

Motorsport News understands that while talks with Croatia have not stalled, they are linked to a 2021 round instead.

As well as confirming the cancellation of Rally Germany,

the date of the Sardinia-based Rally Italy has been adjusted. However, rather than take over Germany's October 15-18 slot to avoid clashing with the Formula 1 grand prix at Imola, the event will now take place from October 8-11, 18 days after Rally Turkey is due to finish.

By running earlier in October, Rally Italy organisers can take advantage of longer daylight hours, which had been a

concern following the event's rescheduling from early June.

Also a potential clash has been averted for the new Italy date with Rallylegend in San Marino, which traditionally attracts a number of WRC drivers. Rallylegend has been moved to a week earlier, on October 1-4. Last month, M-Sport confirmed it would send a current-spec Ford Fiesta WRC to the event.

Angelo Sticchi Damiani, president of Automobile Club

d'Italia, said: "It has not been easy to find the right days which could [meet] the needs of all stakeholders and could work for Sardinia."

"In this very difficult year ACI has wanted, as already shown with the F1 GPs in Monza, Mugello and Imola, to protect national and international motorsport by confirming also our competition. I thank the region of Sardinia for their absolute support."



## LAST-MINUTE PROBLEMS THWART AZORES EUROPEAN EVENT

The Azores Rallye was called off early last week – just hours after rescue talks appeared to have saved the event from cancellation.

Although the European championship counter had been given the all-clear by local health authorities to run from September 17-19, it was done on the proviso the event would

run behind closed doors.

When it became apparent the organisers couldn't offer the necessary guarantees due to the mainly rural setting of the stages, the planned 55th running of the gravel event, based on the island of Sao Miguel in the mid-Atlantic Ocean, was axed.

Bosses are now discussing a 2021 date with ERC promoter Eurosport Events, which is close to confirming Rally Fafe Montelongo in northern Portugal as the next round of the season from October 2-4.

Oliver Solberg, the winner of the previous round in Latvia, had been due to compete in the Azores for the first time.

## PERMITS THWART PLANS TO RUN RALLY GERMANY BEHIND CLOSED DOORS

Rally Germany bosses have blamed the event's cancellation on a "lack of approvals from responsible authorities".

What should have been the penultimate sealed-surface round of the season from October 15-18 had been in doubt for a number of weeks amid reports that running behind closed doors within the Baumholder military training area would be unworkable financially.

A statement from the event read: "The German round of the WRC was originally planned in Saarland and Rhineland-Palatinate in mid-October. The permits required could not be obtained despite all efforts."

"The official ban on major events with spectators has been extended until the end of October in order to contain the pandemic, so the ADAC has been working on plans to hold the rally in the absence of spectators on the wide-open spaces of the military training area at Baumholder."

"Due to the high number of people involved in the rally in



A ban on spectators has made Germany impossible

the service park at Bostalsee (Saarland), and during the planned [stages] on the Panzerplatte (Rhineland-Palatinate), the rally is not approvable from an official point of view."

ADAC Motorsport boss Thomas Voss said: "Even according to the requirements of Rhineland-Palatinate, a maximum of 350 people are permitted on the military training area under certain conditions. With this number of people, including participants, a world championship round cannot be carried out."

"In addition, the area in Baumholder has a circumference of around 80 kilometres. As an organiser, you cannot ensure that the site is secured in such a way that people cannot gain unauthorised access and thus violate official requirements."

Rally Germany joined the WRC in 2002 and had been ever-present on the calendar every year since with the exception of 2009 when it missed out under the event rotation scheme. It's not among the nine events handed provisional inclusion for 2021.



# NEW COVID-INDUCED RALLYING CHANGES GET THE THUMBS UP

## Pre-printed timecards and self-scrutineering were among the changes for Return to Rally

By Luke Barry

**Competitors were left impressed by the new measures implemented for the M-Sport Return to Rally Stages on August 22, the first stage rally to run in the UK since March 14.**

The changes included contactless timecards, digitalised scrutineering and entrance wristbands that were issued to all attendees subject to declaring themselves Covid-free.

Stuart Loudon – who co-drove Matthew Wilson's #1 Ford Fiesta WRC – told Motorsport News that the stop clock at the end of stages, which froze on the time the crew had finished the stage for a few seconds, was a big improvement.

"That was great," Loudon said. "With the clock running all the

time, if you want to check it against your watch you can't do that straightaway, you need to end up coming back to service and rally HQ. I would say [it was easier on Saturday than normal]."

M-Sport managing director Malcolm Wilson is known to be considering running more similar-style events, an idea that Tony Simpson – who was second in Class 4 – backs.

"What we had could quite easily be the short and medium term of national rallying in this country," Simpson told Motorsport News. "And maybe, almost the format that's being used for the Motorsport News Circuit Rally Championship, could be used for Greystoke, could be used for Walters Arena, could be used for Sweet Lamb, and all of a sudden you've got this

championship for single-venue forest events."

Motorsport UK CEO Hugh Chambers has promised to listen to all the feedback from the event and "update our guidance documentation accordingly."

He told MN: "As the current situation continues to evolve in a more positive direction, we hope to see more rallies in the future, however, each jurisdiction in the British Isles is moving at a different rate.

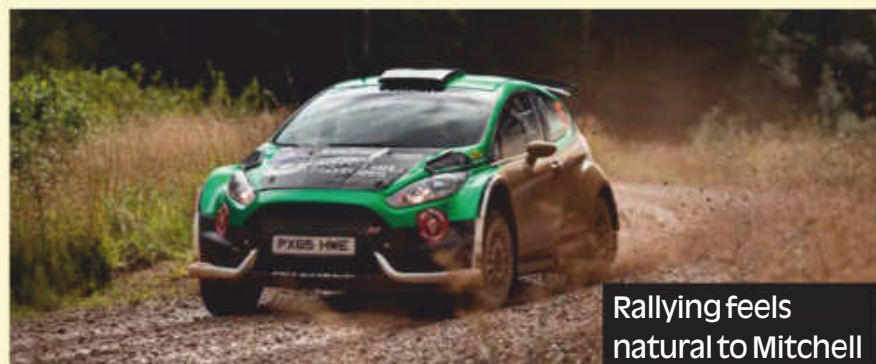
"The whole motorsport community is working tirelessly to get motorsport back on track in the safest way possible, including finding incremental solutions such as this [event] towards achieving that aim."

*Additional reporting by Jason Craig.*



M-Sport rally was first since Covid-19

Photos: Jakob Ebrey, Drew Gibson



Rallying feels natural to Mitchell

## JASON MITCHELL: I WAS BORN TO BE A RALLY DRIVER

Rallying newcomer Jason Mitchell feels he was "born to do it" after backing up his Cam Trophy Rally Time Trial with an 11th place finish on the M-Sport Return to Rally Stages a week later.

Mitchell – driving an ex-Craig

Breen Ford Fiesta R5 – has completed just six rallies with the M-Sport event only his second on pacenotes.

"I just love it. I was born to do it I think, that's the way I feel," he told MN. "I felt so at home there [in Greystoke]. I've wanted to do

it for so long [so] to finally get doing it is just an unreal feeling."

Mitchell, who has spent a day being coached by David Higgins, said he's discovered "there's an educated approach" to rallying, and credited his co-driver Kenny Bustard for

the speed of his development.

"He's been very instrumental, his advice has worked for me in the car," Mitchell added. "When you start rallying you get an awful lot of advice, and not all good, but I've found everything that he's told me has worked."

## POWELL ON THE ROAD TO RECOVERY

BTRDA 1400 competitor Chris Powell reckons he'll be motorsport fit by October following an accident on March's Malcolm Wilson Rally where he broke his back.

Powell broke his T12 vertebrae after going off square into a gully at 60mph.

"I don't know what my exact plan is going forward but in theory I think I'll make the next round of the BTRDA and I don't think anybody's ever broken their back on a rally and then made the

following round of the championship," Powell laughed.

"If you're going to break your back and have three months doing nothing, this [lockdown] was the best time ever," he added. "I had no stress, no worries and all I had to worry about was just getting myself back fit. It could've been a lot worse."

Powell is hoping to compete later in the year, potentially in karts or the Citroen C1 24-hour race which he did last year.



Powell is plotting competition return in late 2020

## DICKSON PLANNING TO SCALE BACK RALLYING COMMITMENT

Scottish rally driver Alan Dickson is considering taking a step back from rallying, but is doing so with a "never say never attitude."

Dickson – who was third on last year's Wales Rally GB National – has put his Mitsubishi Lancer E9 up for sale following a two-and-

a-half-year comeback after a decade away.

"If the car sells then there'll be a tinge of sadness for the whole team that something's come to an end but it doesn't preclude me from seeing an event that I like the look of and going out and hiring a car without making a

huge commitment," Dickson told MN. "Selling the car doesn't mean I'll never put a crash helmet on again."

Dickson said interest has come from abroad, but if it hasn't sold before October and the Galloway Hills goes ahead, he could yet do another rally in it.

## OBITUARY

### GARY WRIGHT 1959-2020

Motorsport News was deeply saddened to learn of Gary Wright's passing at the age of 60 last week.

Gary was one of the genuine characters in a service park. A gentle giant, he had time for absolutely everybody and was always keen to support those around him: rivals or team-mates.

His rallying career began with a Peugeot 106 in the BTRDA before a switch to a Citroen C2 went without the success it promised. After a couple more seasons in an MG ZR, Gary drifted away from the sport but his love was rekindled when his son bought him at the day at the Phil Price Rally School.

He returned in late 2012 with



Wright was MG ZR man

a freshly built ZR and took on the British Rally Championship Challenge in 2013 and '14. His last appearance was, fittingly, a class win on the 2017 Wales Rally GB National.

A true clubman competitor with a professional approach, Gary will be missed by all that knew him.



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# HISTORICS

## DOWN THE WORKSHOP

### 1977 BENTLEY SPECIAL

Current owner: Ben Eastick



Based on a Silver Shadow car

#### It is a famous Bentley special

In the mid-1970s, Barry Eastick built the most outlandish Bentley race car ever conceived. More than 40 years later his son Ben brought the car back to the track. "Dad raced vintage Bentleys and was at the forefront of Bentley special racing with the Mk6s and Alan Padgett. This car is based on a prototype chassis for the Silver Shadow from 1965. The car was innovative at the time because it had independent suspension and disc brakes."

#### Built by Lyncar

"Dad took it to Martin Slater at Lyncar. They were known for racing single-seaters and at the time they were building F1 and Le Mans cars and Maurice Gomm did the bodywork. Dad liked the look of the Lister Monza Jaguar, so he based it as an offset single-seater. He decided to make it like a modern version of a vintage blower Bentley and put a blower on it. That gave it enormous power. The 6250cc V8 engine had some power to start off with."

#### It was damaged in an accident

"The Bentley Drivers Club race meeting at Silverstone was the only time to race it in those days and it was on pole position by a fair margin in August 1977. But on lap two it started to rain. He was having a dice with Bob Bradley and they tangled coming out of Copse. It was a big shunt and it knocked the front of the chassis."

#### Barry used it on the road

"Barry decided to keep the car, but not to race it again. He ran it on the road with wings and a silencer and used it to commute to work in the summer. He kept it for three years."

#### Then it went to the US

"Eventually it went to the States to an owner who just polished it and took it to shows like Pebble Beach. They didn't touch the car so it was really well preserved. I kept tabs on it and I said to dad that one day I would buy it back, develop it and prove that it was quick and it works."

#### It's now been restored

"I got it back and we raced it in 2017 at the Bentley Silverstone meeting just to see what it was doing. The car has undergone a two-year restoration, including refitting a supercharger, by Classic Performance Engineering. It was quick straight out the box."



Photos: Paul Lawrence

The evocative colours of the March 782-BMW

# EX-SURER MARCH F2 CAR TO MAKE RACE RETURN

Following three decades away, gorgeous 82 machine will race again

By Paul Lawrence

After more than 30 years away from racing, the ex-Marc Surer Formula 2 March 782 is ready to race again after a restoration by Retro Track and Air.

Chassis number 8 was raced by the Swiss driver in the 1978 European Formula 2 Championship, when he finished

second to team-mate and fellow works March racer Bruno Giacomelli. Surer went on to win the 1979 F2 title and then graduated into Formula 1.

Now, Surer's 1978 car has been restored by Matthew Watts and his team at Retro Track and Air. "We don't think it has run for 25 or 30 years," said Watts.

"We found it in France where it was in a collection and it was

dismantled, but it was all there," said Watts. "We believe it ran in Formula Atlantic trim in the UK in the early 1980s and was then sold to a French hill climber in the mid-80s.

"It is very original and we've even got the original bodywork. The monocoque is original with some re-skinning. All the suspension and even the gearbox is the original."

Following a shakedown at Donington Park, Watts now hopes to race the March this season. "I was planning to use it this year at Zandvoort and Spa but Zandvoort is now off."

"We're still hoping to get to Spa in October, but we don't know yet. Marc Surer has given us a great deal of personal photographs. I'd love him to drive the car one day."



Blakeney-Edwards took wins at Silverstone and then at Mallory

## Blakeney-Edwards turns heads in Frazer Nash

The Frazer Nash Super Sports of Patrick Blakeney-Edwards starred at both Silverstone and Mallory Park 10 days ago as the Bentley Drivers Club and Vintage Sports-Car Club hosted their only race meetings of the season.

After taking victory a week earlier at Thruxton, Blakeney-Edwards was on target to win the BDC's Pre-War race at Silverstone until sidelined

by a broken rocker. With that fixed and the head-gasket changed after an overnight return to base, PB-E thrilled a good crowd in the rain at Mallory Park's VSCC meeting to overcome more powerful cars and win the Pre '61 Racing Car contest.

Blakeney-Edwards completed his weekend's work by winning the Frazer Nash/GN race at Mallory.

## Cornishman James fields VSCC Riley

Fresh into Vintage Sports-Car Club competition this summer is the striking Riley 12/4 Special of Cornishman Mike James.

Based on a Riley Falcon, the single-seater was inspired by the 1936 Riley IFS and is the result of two years' work by a team based in Truro.

"It's a Cornish creation, with a 1500cc Riley engine," says James who plans to use it in speed events.

The special made its competition debut at Shelsley Walsh last month and showed immediate promise. James previously competed in F1 and F2 Stock Cars for more than 40 years but turned his attention to vintage cars five or six years ago.



Car has been rebuilt in Truro

Retired gynaecologist Dr Michael 'Spike' Milligan has added a second Connaught Grand Prix car to his collection and had a debut race in it at Brands Hatch with the Historic Grand Prix Car Association 10 days ago.

Milligan, 74, who lives next to Goodwood, has owned and raced a 1953 Connaught for 30 years but has now retired that ex-Stirling Moss/Roy Salvadori car to speed events. Instead, he will now race the later Connaught B Type from 1955 with a 2.5-litre engine.

"My dad was a GP close to the Connaught works in Send in Surrey and I first saw the 1953 car being built when I was eight," said Milligan of the earlier car. "It has given me so much pleasure as well as some pain! But it only has about 130bhp, so the 1955 car is much better for racing."

## MILLIGAN BLOODS NEW CONNAUGHT AT BRANDS



The doctor has purchased another Connaught to race

## IN BRIEF

### HERO is set to go

A capacity field of 90 pre-1986 cars will contest Saturday's HERO Challenge Two, which will be based at Bicester Heritage. A day of special tests and regularity sections in the local area awaits competitors before the finish back at Bicester. The 1937 Bentley Derby Special, one of several Pre-War cars, will head the field away.

### No more historic

The FIA has decided to cancel all its remaining historic motorsport championships for 2020 due to the Covid-19 pandemic. The FIA European Historic Sporting Rally Championship, FIA Masters Historic Formula One and Sports Car Championships, as well as the FIA Historic Formula 3 European Cup race at Zandvoort, have all been cancelled for 2020.

### Higginbotham's win

Michael Higginbotham honoured the work of Bentley special constructor Alan Padgett by winning the Bentley race at Silverstone in his ex-Padgett MkIV Special. The 6.3-litre V8 was built in 1983 from the base of a 1948 MkIV road car. Traditionally the car has come out annually for the Silverstone Bentley meeting but Higginbotham now hopes to race it more regularly in 1950s sportscar races.

### Festival is off

The Rally Festival, planned as part of the Lombard Rally Bath on Saturday October 17, will not now be possible at Kemble Airfield in Gloucestershire due to the large number of redundant passenger aircraft currently being stored at the venue. Instead, other spectator venues will be available for the retro demonstration event on a 'drive-in' basis and information will be available from lombardrallybath.co.uk

### Martin grabs a Cobra

Prolific historic racer Mark Martin has joined the ranks of Cobra Daytona Coupe racers with a fresh replica of the famous 1960s GT racer to run alongside his Lotus Cortina. The car was first tested in March but only made its race debut at Brands Hatch last month. Martin contracted Covid-19 early in 2020 in the Caribbean but has now recovered.

### Bicester firms up

The Classic Car Drive In Weekend at Bicester Heritage (September 18-20) will feature five track displays on each of the event's three days. An 'F1 and Grand Prix' demo group will include a Bugatti T35, Maserati 250F, Cooper T53 and an ex-Michael Schumacher Benetton. Among the sportscars in action will be a Maserati 'Birdcage', a Ferrari 212 and a Lola T70 Mk3B.

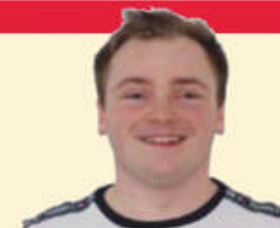
### Revival is revived

Entries for the 2021 Rally Revival on February 27 are due to open within the next week for the retro demonstration event that ran out of Chester this year. A new host town, more venues and more demo miles are all planned for the second running of the event, which celebrated Colin McRae earlier this year. More details are at rallyrevival.co.uk



## COLUMN

## LUKE BARRY

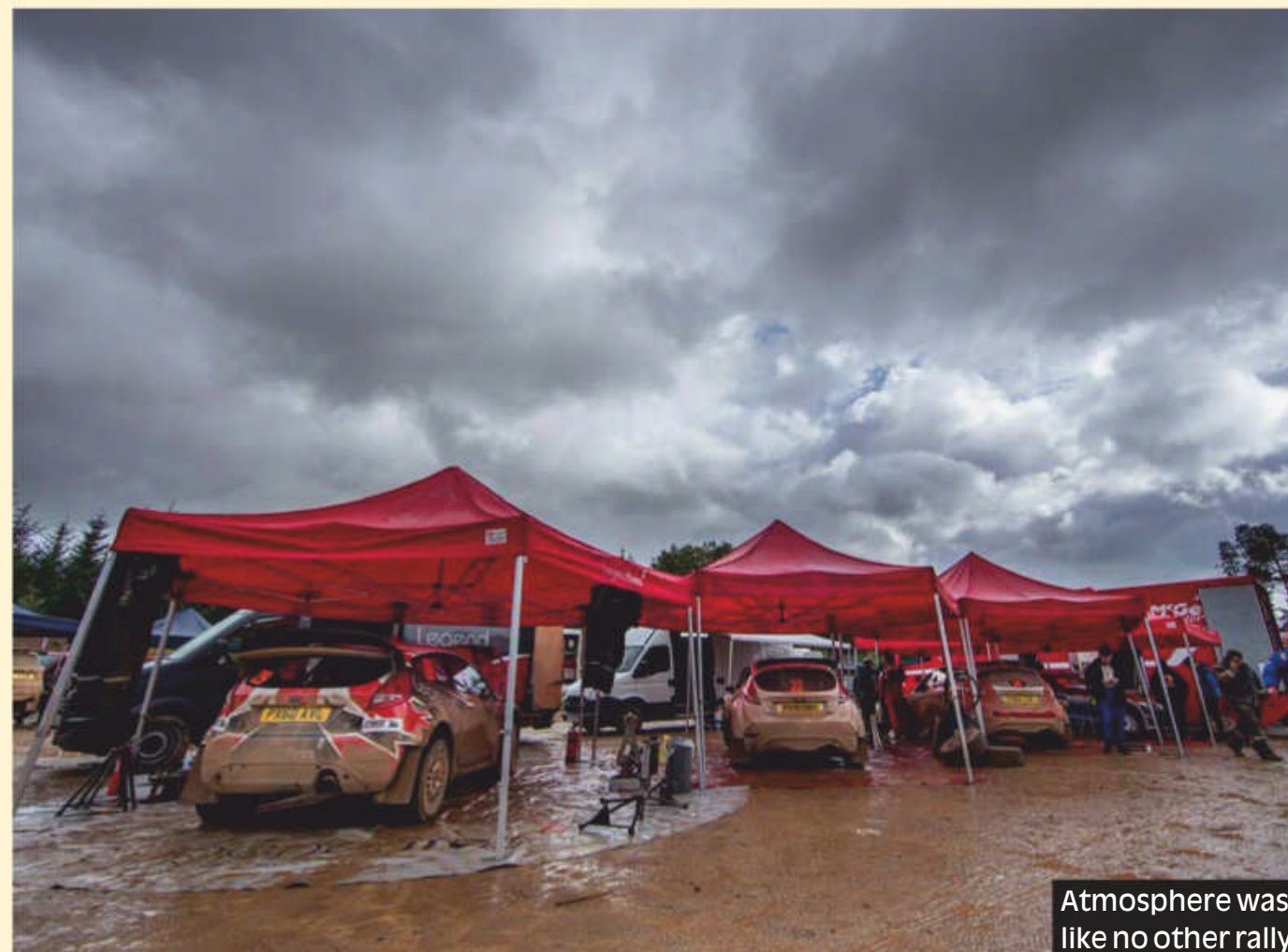


## What we learned from the M-Sport Return to Rally Stages

Photos: Drew Gibson



M-Sport's WRC car was out



Atmosphere was like no other rally

**O**nly in 2020 could a sports journalist accept a new job but then not to go to a live sports event for the first five- and -a-half months of their employment. Well, it is 2020 and that's the exact situation I found myself in, so you can imagine my excitement when I drove to Greystoke for the M-Sport Return to Rally Stages just under two weeks ago now.

It was a feeling shared by the entire rallying community. For all too long we had waited to get back into competition and the M-Sport event, co-organised by West Cumbria and Eden Valley Motor Clubs, provided us with some much-needed respite. But that excitement was offset by genuine wonder, creating a unique atmosphere of joy and pensiveness that I've never before experienced at a national rally. With the confirmation that Forestry England won't be permitting rallying any sooner than early 2021, nobody knew when we'd be doing it again.

So one of M-Sport's original objectives to inspire other clubs to get an event off the ground in 2020 now looks rather academic, but there was plenty of food for thought from Greystoke. This was the first rally to run with various measures which proved a great success (see rally news, p11), which in itself provoked questions as well as resounding answers.

Clearly aspects like electronic scrutineering done by the competitors themselves and contactless timecards with unique QR codes for each crew worked, but will they usurp the old methods? Personally I can't see why we would go back on this, given Stuart Loudon admitted it was almost easier to co-drive than before, and Tony Simpson told me the pre-event process

was "incredibly straightforward."

Of course, adapting to this change will be harder for some than it is for others, but on the evidence of the M-Sport Stages at least, I see no major stumbling blocks. Although it's worth considering issues with phone signal, which was intermittent at best in Greystoke and is similarly poor in a lot of other remote locations that rallying frequently visits. Results, available only online, were hard to obtain and any time queries, done via the QR codes, were complicated by the absence of strong phone service.

But the topic of where rallying more generally can go in the future is still at the forefront of all discussions. An enforced break has opened the floor with no on-stage action to dissect. How can we adapt rallying to ensure its survival, not just during the coronavirus period but much further beyond?

Simpson's thoughts intrigued me. You'll have already read about his support of more single-venue forest events, but he also argued that rallying should change its approach entirely, accept its niche and stop trying to appeal to the masses. He suggested that



Single-venue forest idea seemed popular

rallying should consider being for the people that pay for it (the competitors and teams) rather than for the general public with the model demonstrated by the M-Sport event a good starting point.

Could that work? For a single venue in a private forest, absolutely. But for larger-scale rallies it looks more problematic with the support of the council often paramount, meaning supporting them with town centre starts and the like is a must.

The idea is a step in the right direction though. No matter how the rest of the year plays out, the sooner everybody accepts that rallying will look different from next year onwards, the better chance we have of having a strong future. It can be argued that national rallying has been in need of an overhaul for a number of years now, so Covid-19 could and definitely *should* act as a catalyst for pushing forward new ideas and methods.

My final words must go to clerk of the course Roger Fisher and the rest of the team for putting together this event in as little as seven weeks. It was an incredible and much-needed effort for all affiliated with UK rallying, and it's to their credit that the event ran without hitch – an accident for Malcolm Wilson aside! As Loudon pointed out: "Saturday was under so much scrutiny from probably everybody from every single angle, and the event ran like absolute clockwork."

The only disappointment was the occasional lack of social distancing, as people began to slip into old habits and congregate a little too close for comfort at times. It's easily done, but the rules must be adhered to if we want to continue doing what we love, particularly when spectators were denied the opportunity to join us in Cumbria.

**"Where rallying can go in the future is at the forefront of discussions"**



## FEATURE

# MARTIN DONNELLY:

## I AM ONE OF THE LUCKY ONES

*The Lotus Formula 1 driver survived horrific injuries but always looks on life's bright side. By **Matt James***



Martin Donnelly is still racing in national events

**T**en years ago, a small group of people gathered in a room at the Lotus factory in Hethel in Norfolk. The intention was a surprise party, but it was not to celebrate a birthday.

This was an entirely different reason. It was to mark 20 years to the day since Martin Donnelly survived what was a massive accident in practice for the Spanish Grand Prix in his Lotus F1 car.

It was a celebration of that fact that Donnelly was still alive. Despite the fact the Northern Irishman had no idea the party was being thrown, as soon as he got into the room he wasted no time in holding court, rattling through an off-the-cuff speech which implicated everyone there in some hilarious misdeed or another that had led him to that particular point in his life.

I was proud to have been asked to be there. I had been a fan of Donnelly during the golden years of the rat pack, the glorious group of up-and-coming Brits during the late-1980s, and then had got to know him well as a team boss when he was helping out younger talent in the 1990s.

He is still working hard, grafting for manufacturers and helping to promote their new products. Cars are still central to his life, the life they so very nearly cut short. He took time out of his schedule to tackle the Motorsport News readers' questions.

**MN sets the scene:** Officialdom on the Emerald Isle was not perhaps as stringent as it could be. When Martin's father, Martin Donnelly Sr, bought a Crossle for his young son to use in the early 1980s, rules were broken almost straight away...

**Question:** *Is it true that you skipped out of boarding school to go motor*

*racing when you were young?*

**Richard Tilehurst**

**Via email**

**Martin Donnelly:** "Very much so, yes! I would go off to boarding school five times year. It was rough, because you had dorms of up to 60 boys, all 16 through to 18, and you see and hear all sorts of things that were going on. There was corporal punishment and we used to get hit with a leather strap all the time. At 1900hrs on a Friday, after making up some time with extra study, I would have my bag packed and I would throw it over the wall, I would climb over and there would be my father with the with the Volvo estate and the trailer and off we would go. We'd go down to Mondello Park and we would test on the Saturday and race on the Sunday. I would have to drive back to school because my dad and the mechanic were usually drunk. We would stop in Dundalk on the way back for a fish supper. Then I would be back to college, throw my bag back over the wall and I had a friend called Brian who would leave the window open in the art room so I could climb back into the building. The bell would ring at 0630hrs on Monday morning and I would be ready for class, no-one was the wiser!

"I was racing when I was 16, before I had a road licence. I did four races when I was that age. I found a doctor in the bar at Mondello, at 0810hrs in the morning, who was drinking Grouse and water and he filled out a medical form for me. Then he pointed me in the direction of the scrutineering bay and I was signed on straight away. We made up this story that I had left my competition licence at home, my dad would play up to it and clout me around the head and call me an eejit, and they let me get away with it and told me to bring it next time. But each time we went, there was a different organising club and we got away



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Photos: Motorsport Images



Donnelly's star was rising for Lotus in 1990

with that scam quite a few times...

**MN:** Was your old man, who was very well known in the paddocks, into motorsport when you were young?

**MD:** "He was, yes. He was a potato merchant and sold fruit and vegetables and he used to supply the schools and shops in Northern Ireland. And where we lived, it was on the back side of the mountain to where Dundrod was. The track was less than 10 miles from where we lived and he used to drive over and watch all the great sportscar races there, he saw people like Juan Manuel Fangio, Mike Hawthorn and Stirling Moss. That is where he got the taste for it because no-one else in the family was into it. Then he bought himself a Sunbeam Rapier. He worked really hard to pay for it. He would drive over to Kirkistown, stick the numbers on the side, tape up the headlights, and away he went."

**Question: Who was your motorsport hero when you were younger?**

**James Hilton**

**Via email**

**MD:** "Well, growing up in Ireland it was Pasty McGarrity, who used to race in Formula Atlantic and things like that. Eddie Jordan was there or thereabouts with his Marlboro Chevron – and he even had some hair at that time. Then, as I grew up and came to the mainland, obviously it was all about Ayrton Senna then. Senna and I got quite close because he used to live with Van Diemen boss Ralph Firman and his wife Angie and I came across to race a Van Diemen and help prepare the cars. Ayrton and I used to socialise quite a lot together. When Ayrton got his drive at Lotus in Formula 1, he bought a flat in Norwich but he never used to stay there, he would always be back with Ralph and Angie, because they were like his English mother and father and the press didn't know he was there so he would be away from the spotlight."

**Question: How close was it to all falling**

**apart when you came over to the mainland to race? It was pretty much hand-to-mouth. Was there a time when you thought you wouldn't make it?**

**Russell Scobbie**

**Via email**

**MD:** "My dad wasn't a wealthy man, but he was a hard-working man and he had a passion for motorsport. We did things ourselves to start with but we got the attention of [backer] Frank Nolan. He gave us enough money to come over and do the Formula Ford Festival a couple of times. Frank picked up the mantle in terms of backing me. He bought me a Vauxhall Luton van, which we painted orange and blue, which were Frank's colours, and in 1983 we would pack it all up and come over to the mainland and race whenever we could. My first race in Formula Ford 2000 in England was at Cadwell Park in – and I was back there racing two weeks ago in a Lotus! I remember Anthony Reid was there in the works Argo, there were works Van Diemens, works Reynards and the works-supported teams. There was Julian Bailey, Andy Wallace, Tim Davies, Mauricio Guglemin, Maurizio Sandro Sala, drivers like that. The first lap, four cars in front of me went off by banger racing. We had a restart, and I was behind Tim Davies, I think it was, and Davies fell off. I was on the podium in the end."

"It was tough going. When Frank Nolan said we were going to race in England, I had just started university. I had been in there for two weeks in Belfast, but Frank said we wanted to go across the water to kick some arse. So I took a year out... I must go back and finish that course some time! That is where my career progressed from. At the end of every year, Frank would send me a letter when I was doing the BBC Grandstand winter series. He would say that if I couldn't win a poxy winter series, then that would be it for me and I would have no chance of his support for the following year. It was a lot of pressure because I knew that if I stuck my nosecone inside someone like Julian

Bailey and Andy Wallace and they had me off, I could very well end up losing my drive for the following season. Luckily I won and we went on, and up to Formula 3 in 1986. We were looking around for deals and I started knocking on doors. I went to Dave Price and he wanted £160,000 and Madgwick Motorsport was the cheapest at £110,000. Then we went to Swallow Racing and it had a team sponsor so the price came down to £60,000. We snapped that up. We finished second in the championship, but Frank died of a heart attack in the April of that season."

"I went on, but I tell you now, if Frank had have lived, there was no way he would have let me do a deal with Eddie Jordan, which I went on to do (more of that later – Ed...)"

**Question: Do you think your reputation as a hard man on the track was justified?**

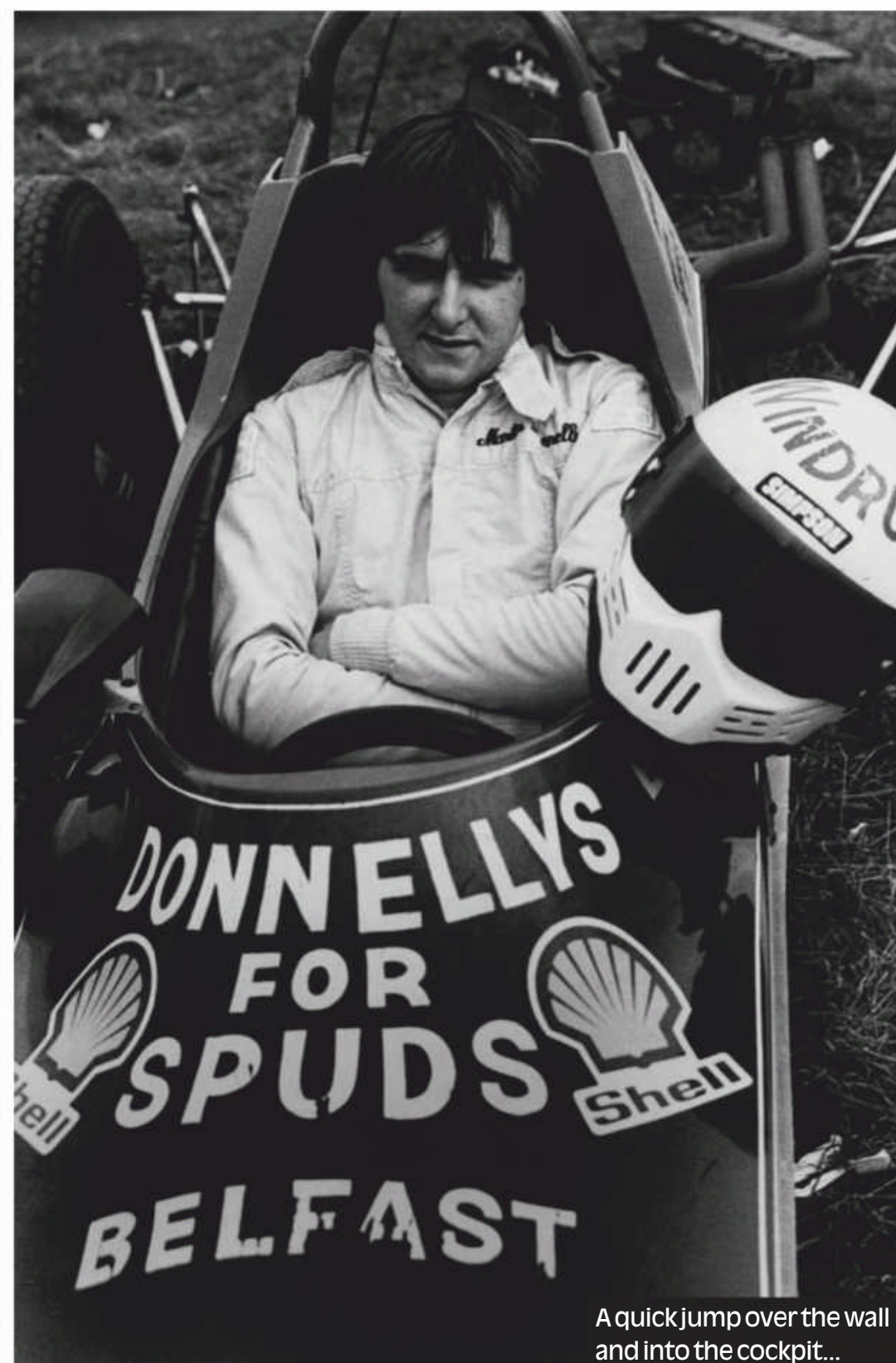
**Jon Wood**

**Via email**

**MN:** I guess that goes back to not knowing where the money was coming from and trying to prove yourself every time...

**MD:** "That was the case. Although from the outside it might have looked like I was given all that backing on a plate, that wasn't the case. I was working on the cars away from the track, running around picking up parts and engines, I was like the Van Diemen van driver. And, on top of that, there was always pressure to prove myself behind the wheel too. All my rivals at the time, people like Johnny Herbert, Perry McCarthy and Damon Hill, they knew if they wanted to come past me, they would have to eat some grass. That is how it was."

**MN sets the scene:** After a spell with Intersport in a Cellnet-backed F3 team alongside Damon Hill, Donnelly found himself with a chance to step up to Formula 3000 with Eddie Jordan Racing in 1988 to deputise for Thomas Danielsson, who stood aside on medical



A quick jump over the wall and into the cockpit...

continued on page 16



## FEATURE



Macau win in 1987 was crucial

Intersport deal saved Donnelly's F3 career



Donnelly was out of luck at Le Mans – twice



Martin Donnelly oversaw the careers of drivers in F3 with his team

grounds, for the latter part of the season.  
**Question: Did Eddie Jordan ever rip you off?**

**Barry May**  
**Via email**

**MD:** “No, I ripped him off actually and I must be one of the few people to have done that! EJ came to me in my hotel room in Macau in 1986 and he wanted me to drive for him in Formula 3 in 1987 for no money. I had no manager at that time and I had no-one to guide me. It was the drive that Johnny Herbert got eventually. I remember asking EJ which engines he was going to use and he said VW Spiess. I knew there had been a team that had used that engine in the UK before and they couldn't get it to work properly with the British fuel, which was a lower octane. It was a free drive and I said no to it. I went back to Swallow and we bought a Reynard 873 and that was a disaster. So during that season I went cap in hand to Glenn Waters at Intersport, because they had just sacked Massimo Monti. They put me in for one race and that was at Thruxton, and I got the team its first podium. The next race was Zandvoort, and I think my performance had given Damon Hill, who was in the other car, a kick in the arse and he went on to win and I was second.

“Then EJ came back to me and he wanted me to drive for him in 1988 in F3000 when Danielsson lost his



EJ had his slice of the Lotus deal

competition licence. EJ was saying ‘Marty, you are the guy I want in the car’. He wanted £30,000. I said that I would get that money from Rita, Frank Nolan’s wife. But Frank had died at 42 years old and he passed away without making a will, so there was no way I could get the money. I got to Brands Hatch for my first F3000 race, and EJ was all ‘Marty, where is the f\*\*king money?’ I just kept telling him it would be there next week. Of course, I went on to win at Brands on my debut. And the very next weekend was the Birmingham Superprix, it was a back-to-back thing. Once again, EJ was shouting ‘Marty, where is my f\*\*king money?’. But I think he realised it wasn't coming and from that point, he became my pimp. All of a sudden I was going to Japan to race, I drove for Richard Lloyd in a Porsche 962 and I think with those deals, EJ was getting back in a bit of money to keep the whole thing afloat.

“Within a few months, he wanted me to sign for him for the 1989 season. He was offering me £50,000. So, all of a sudden, from it supposedly costing me £30,000 in 1988, I was getting paid the year after. When I went to [Jordan’s solicitor] Fred Rodgers’s office in London to sign the deal for Eddie Jordan Racing and, true to form for EJ, under that form was another contract for something called ‘Sports EJ’, where Eddie was going to be my manager and he would take 15% and that had never been discussed! He said ‘unless you sign the management contract too, you aren't getting the drive’. But I thought 15% of nothing at the time was not going to cost me very much...

“I did tell him though that it was daft to pay me with one hand from Eddie Jordan Racing only to take it away with the other hand with Sports EJ. So we parked that

part of the deal but he got his money from other things I did like racing for Nissan at Le Mans and from signing for Lotus in Formula 1.”

**Question: How easy was it to tame the Nissan R89C and the R90CK?**

**Jack Crowther**

**Via email**

**MD:** “That was another deal that EJ got me in the door for. I only qualified the car. I remember going there, it was a great experience, getting to meet all the Hawaiian Tropic [promotional] girls. Wonderful. That was 1989. Julian Bailey started the car and bumped into the back of Price Cobb’s Jaguar on lap five and that was it: it pushed the wishbone through the tub. We went into Le Mans town centre to commiserate and ended up dancing in the fountain in the middle of the town square. Apparently, as we soon found out, that was not the done thing.

“I was due to go back the following year too, but this time Eddie was properly into the deal and trying to make money. He told Nissan that now I was an F1 driver, it would cost them more and we agreed on £100,000. Incredible: £100,000 for one weekend’s work. We flew from the Mexican Grand Prix into Paris, went to the track and met the Hawaiian Tropic girls again. In the race, Kenny Acheson was starting the car and it conked out at the Porsche Curves on the green flag lap: we didn't even get to take the start...

“I did the Daytona 24 Hours too, sharing with Derek Daly and Patrick Tambay in a Castrol Jaguar XJR-9: Daly crashed within 30 seconds of the race starting. I don't think sportscars were my calling...”

**Question: Joining Lotus must have been a dream come true – such an iconic**

**team... What was that feeling like?**

**Steve Thompson**

**Via email**

**MD:** “I remember going to do the deal with Lotus, and I went in with EJ and Fred Rodgers to see the then team manager, Peter Warr. Fred didn't used to talk too much, but EJ was usually the motormouth. But he was quiet in that meeting and I found myself doing all the talking. I told Peter Warr that there were a couple of things I wasn't happy with: the points-per-race bonus and the remuneration. We had a little break and went out into the corridor. EJ was all excited and was saying ‘Marty, this is mega, it is F1. Don't you f\*\*k my contract up here’ because he wanted his cut. I remember going back into Peter Warr and in my mind I had it firm that I was going to ask for £1.5 million to drive the car. However, my arse caved in and I asked for £1.2 million. I couldn't believe it, Peter agreed. We only realised about halfway through the year that they were paying [Lotus team-mate] Derek Warwick £1 million for the season. Then it dawned on me: I had said £1.2 million, but that was over a three-year term...

“But, after all of that, if it hadn't been for my dad, Frank Nolan and EJ, I would not have got to F1. No matter how good you are, you need someone who knows the business and people to open doors.”

**Question: Who was the toughest team-mate you ever had?**

**Josie Partington**

**MD:** “I think, they have all been competitive, but Damon Hill. Remember the Superprix at Knockhill? We both got sacked! We were getting £10,000 per race, we were getting free mobile phone and free company cars. We were getting a

grand for a win – and back in 1988, that was unheard of. Damon went up to Scotland at the start of the week and did the tour of the newspapers, radio and things like that. In qualifying we swapped fastest times. I stuck it on pole, but the timesheets came out and said that Damon was fastest. We checked all the data and I was fastest, but they wouldn't have it – they wanted Damon on pole because it was a good story. It was all going to be live on TV. I got a good start and shot right and pinned Damon against the white line going towards Duffus Dip. We were banging wheels and we both left our braking as late as possible, and we both locked our front tyres. He shot across my front bows, took my wing off and we both ended up in the barriers and caused a red flag. We got home and we got a fax from sponsors Cellnet and they wanted us to go in and explain our actions. We both got released from our drives for behaving in an unprofessional manner. They knew that there was a three-week gap until the next race and they left us to stew on it a bit before changing their minds and we kept our seats...”

**MN sets the scene:** Martin Donnelly’s first year in F1 was a tough one, with an unreliable car meaning he was often forced to retire. Going to the Spanish GP in Jerez, Donnelly had yet to register a point. A colossal crash following a car failure in practice left him fighting for life and it would rob him of his top-flight career.

**Question: Do you remember what you thought when you woke up after your crash?**

**Emma Facey**  
**Via email**





The Reynard 88D was Donnelly's favourite car

**MD:** "I was in a coma for seven weeks, an induced one. That was to protect my brain. Bones heal, even though my legs aren't the same length anymore. I have no feeling below the knee on my left leg. My body was shutting down and I was on a respirator. The medics told my parents that they didn't think I was going to last the night and they prepared to say goodbye to me. My mum was a staunch Catholic, and she made sure they gave me the last rites."  
**MN:** How long was it before you could take in actually what had happened to you?  
**MD:** "The crash was in late September, but it wasn't until after Christmas that it began to hit me. Some of the journalists came to see me after they had been to the launch of the new Jordan F1 team, people like Maurice Hamilton, in November, and they left me some stuff like the press releases. A few days later, I asked my wife who had brought that stuff, I couldn't remember. My parents had been there for six weeks with me in the hospital, and I don't recall that either. I got home for Christmas but I realised how hospitalised I had become, how much I was depending on other people, and that is not me. That is not the way I am. I made a big effort to push to get out of the hospital and get to Willi Dungl's place in Austria, where he could start to fix me. I thought I would be there for six weeks or two months and then I would be back racing F1 cars again. Those drugs must have been strong, because I was sure I could do it. But that realisation didn't really happen until after Christmas."

"I remember [Lotus F1 team-mate] Derek Warwick coming to see me in the hospital. He is a hard man, brought up on the short ovals and nothing fazes him. A proper stock car driver. I remember them

warning him that I wasn't quite the guy that he might remember because of all the injuries and I had lost a lot of weight. He came along and they pulled the curtains back around my bed, and Derek fainted, he collapsed. I wish someone had taken some pictures of me back then just so I could realise just how bad I got. People talk about it, but I didn't see it."

**MN:** Have you ever been back to Jerez?

**MD:** "Yes. Van Diemen boss Ralph Firman paid me to take Ralph Firman Jr there and introduce him around the Formula 1 teams. Nobody knew who he was, so we went out there with Mike Conway Sr. It wasn't freaky at all, because I honestly don't remember it. The weekend before Spain was the Portuguese Grand Prix, and I don't remember a thing about that either. There was an Italian magazine there and they wanted to do a feature. They took me out to the spot of the impact and asked me to point at the barrier where I had gone in. I could have been anywhere, it meant nothing. I see the photos, but I don't relate to it."

**Question:** How did you feel when you saw the likes of your contemporaries Johnny Herbert and Damon Hill going on to achieve what they did?

**John Charles**  
Via email

**MD:** "You have to have a reality check. Those guys got to Formula 1 because they deserved it. They got the breaks. Damon got there because he wouldn't take no for an answer. He fought hard, and after his father Graham died he left that family destitute. So you have to take your hat off to Damon, he is a great guy and a wonderful bloke away from the tracks."

"But when I think back to my injuries,

and the struggle it was to repair myself and get better, you have to think that the Lord is saying to you 'what more do you want?' I had done the sport I loved. I had a great family, I was involved in motorsport and I can still race, drive and do trackday stuff. I feel like I am blessed. I will admit, a few more million in the bank account could have made me more lucky... but the fact I am here to talk about it at all is enough for me. I died twice on the operating table and they had to get the jump leads out to restart me. I can't really complain about a lot."

**Question:** You drove quite a variety of different machinery during your career. Which car was your favourite and is there a car you didn't drive but would have liked to?

**Greg Tomkins**  
Via Twitter

**MD:** "Good question. My favourite car would have been the one that gave me the most success on the race track. I loved the Q8-backed Reynard 88D Formula 3000 car. It was just hooked up and the car was on the money, it was great. That was the car that launched me onto the international scene, that and winning at Macau Grand Prix in 1987."

"The car I loved the most after that was a Radical SR3. It was a really quick, nice car with a sequential box. It was a real buzz, particularly places like Eau Rouge at Spa Francorchamps was a special feeling. As for the ones I would like to have driven, I haven't given it much thought but I supposed I would like to have tried one of the better F1 cars back in 1990, something like the Williams or the McLaren to try and understand the difference between them and what I was driving." ■



Rising stars: Andy Wallace (l), Damon Hill (c) and Martin Donnelly (r)



The remains of Donnelly's shattered Lotus after his crash in Spain



The big Formula 1 break came in 1989 for the Arrows team



Donnelly accepted the offer to drive a BTCC Infiniti Q50 in 2015



Eddie Jordan helped Donnelly back into the cockpit with a 1993 test



## FEATURE

## WHAT'S NEW?

A lot has happened since Rally Mexico was stopped in its tracks on March 14. Here's a reminder.

**Lost and found**

The rallies in Argentina, Portugal, Kenya, Finland, New Zealand, Germany, Great Britain and Japan were all called off. Turkey survived the Covid-19 cull. Italy got a new date, not once, but twice. New arrivals Rally Estonia and Belgium's Ypres Rally stepped in to ensure the minimum seven-event roster, required by the FIA for the world titles to be rewarded, can be achieved.

**Shorter rallies allowed**

To trim costs and allow for a compact schedule of events, organisers have been allowed to operate shorter-than-usual itineraries. Rally Turkey offers the best example of this economical approach, dropping from 192 timed miles in 2019 to 138 miles this year.

**Running order tweaked**

With Rally Estonia effectively taking place over two days, a change to the normal running order has been made. Rather than re-seed the P1 priority drivers at the end of leg one, the change will be made at the mid-point on day one, giving the likes of Sebastien Ogier, Elfyn Evans and Thierry Neuville – the current championship top three – a fighting chance in Tartu.

**Hyundai's manufacturer team breaks cover**

The first Manufacturer Team entry has been lodged with reigning WRC 2 champion Pierre-Louis Loubet making his delayed debut in the world championship's top tier in a semi-works Hyundai i20 Coupe WRC.

**Missing Brits**

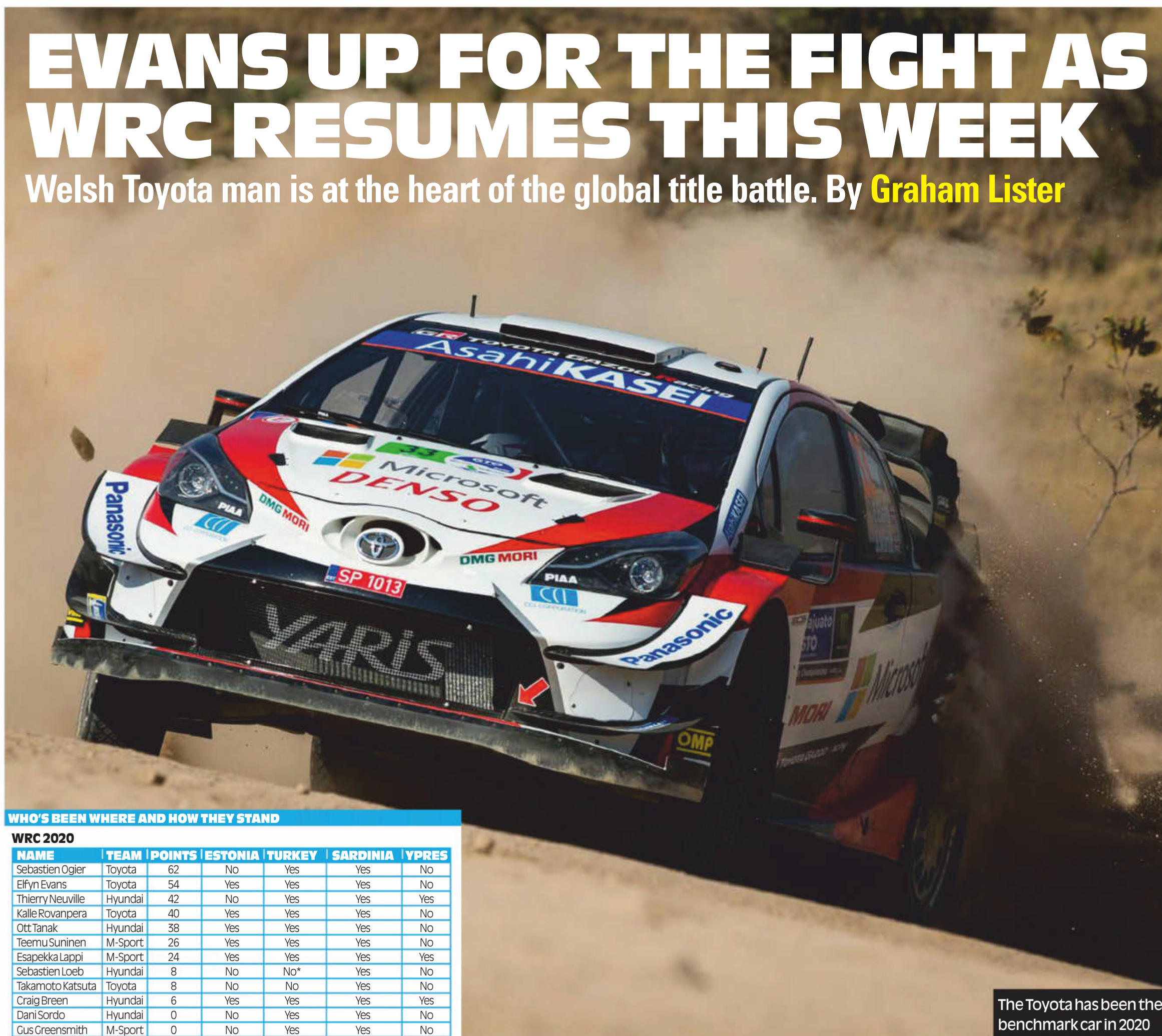
Rhys Yates is absent from M-Sport's WRC 2 attack on Rally Estonia, while Jon Armstrong and Catie Munnings are no-shows in JWRC. They haven't competed in the WRC since Rally Sweden in February.

**Two-time Tanak**

While he's yet to win at WRC level for Hyundai, world champion Ott Tanak has won two out of two practice events in his homeland, including last month's South Estonia Rally.

# EVANS UP FOR THE FIGHT AS WRC RESUMES THIS WEEK

Welsh Toyota man is at the heart of the global title battle. By **Graham Lister**



The Toyota has been the benchmark car in 2020

**WHO'S BEEN WHERE AND HOW THEY STAND**

WRC 2020							
NAME	TEAM	POINTS	ESTONIA	TURKEY	SARDINIA	YPRES	
Sebastien Ogier	Toyota	62	No	Yes	Yes	No	
Elfyn Evans	Toyota	54	Yes	Yes	Yes	No	
Thierry Neuville	Hyundai	42	No	Yes	Yes	Yes	
Kalle Rovanperä	Toyota	40	Yes	Yes	Yes	No	
Ott Tanak	Hyundai	38	Yes	Yes	Yes	No	
Teemu Suninen	M-Sport	26	Yes	Yes	Yes	No	
Esapekka Lappi	M-Sport	24	Yes	Yes	Yes	Yes	
Sebastien Loeb	Hyundai	8	No	No*	Yes	No	
Takamoto Katsuta	Toyota	8	No	No	Yes	No	
Craig Breen	Hyundai	6	Yes	Yes	Yes	Yes	
Dani Sordo	Hyundai	0	No	Yes	Yes	No	
Gus Greensmith	M-Sport	0	No	Yes	Yes	No	

\*competed in Turkey prior to event's relocation to Marmari



There is big pressure on Toyota man Evans

**E**lfyn Evans was in fourth position when time was called on Rally Mexico one day earlier than planned as the Covid-19 pandemic got real.

A member of the WRC's official TV crew had tested positive, colleagues were required to self-isolate and flights home were being cancelled left, right and centre. It triggered a real sense of unease in the Leon service park, where its main man, Sebastien Ogier, was trying but failing to make sense of the decision to travel to Mexico in the first place.

Having topped the title table following his momentous triumph in Sweden the previous month, Ogier's Toyota teammate Evans headed back to his native Wales second in the standings, eight points behind Ogier.

And then lockdown, mass-cancellations and fears the season would end without a champion being declared crept in.

It's not been as bad as that but what was meant to be a minimum five-event season restart calendar is unlikely to be more than four following the loss of Rally Germany this time last week, leaving a seven-round schedule in total.

For Evans the ever-changing calendar is viewed as something that he simply

can't control. He's just glad the season is resuming.

"It's a relief we're going again," he says. "We have to take everything we can, when we can. We just have to keep going to every rally and giving our best. We don't know how things will unfold. I have had my best-ever start to a season and there is lots to come."

Evans goes into the deciding four rallies somewhat on the back foot, however. He broke two vertebrae landing off-line on Rally Estonia last season and missed out on a Turkey start as a result. He crashed heavily on the South Estonia Rally last month, his first competitive outing since Mexico, while an Ypres Rally start is missing from his CV.

But he's tested well with sessions in Finland and Estonia and can take heart from the fact the "DNA of the [Yaris] is based around fast roads."

"The car felt good in testing and we know how fast Ott [Tanak] was in the Yaris in Estonia last season," Evans points out.

As well as being fast, the Yaris should be more robust following three days of rough-road running in Greece. "We've just got to try to be the fastest in Estonia and then focus on the next event,"

Evans says.

He's not giving up.



## THE MAIN EVENTS

There are four rallies left on the dramatically truncated WRC schedule. Motorsport News called on Toyota-driving Elfyn Evans, Britain's hope for title glory, to get his guide to the remaining rounds. But with newcomer Ypres Rally Belgium representing uncharted territory for the Welshman, his co-driver, Scott Martin, stepped in to offer his thoughts on this year's final round.

### Rally Estonia

**Base:** Tartu **Date:** September 4-6

**Elfyn Evans:** "It's a mix between Finland and Poland, very fast, quite open in nature with a few big jumps as well. It's a spectacular event in a nice place and I'm really excited to go there actually, even though last year was not too good for me. Quite early on I landed just ever so slightly off-line, just on a grass verge because the bank fell away quite sharply. I think in essence what happened is that I landed on the sump guard rather than have the suspension absorb the impact of the landing of what was quite a big jump. Essentially, I broke two vertebrae in the impact and obviously I didn't know that at the time so I continued and finished the rally in some pain. I probably didn't help the situation by carrying on but the good thing is I have experience of the roads from last year."

### Rally Turkey

**Base:** Marmaris **Date:** September 18-20

**Elfyn Evans:** "It's always a tough event and historically we've had really high temperatures. While it can be a very hot rally, probably the main challenge is how rough it is and it's gauging how hard you can push and still make it to the end. I wasn't so successful there in 2018, the last time I did the rally because of my injury from Estonia. We had a transmission issue, which probably wasn't anything to do with how rough it was, but then we ended up snapping a wishbone later in the rally on a huge square rock that had been pulled out. That's another element of this rally, there isn't a lot you can do when there is a stone on your line and you have nowhere to go. There's always an element of luck in getting through those situations but a big part of it is judging the speed."

### Rally Italy

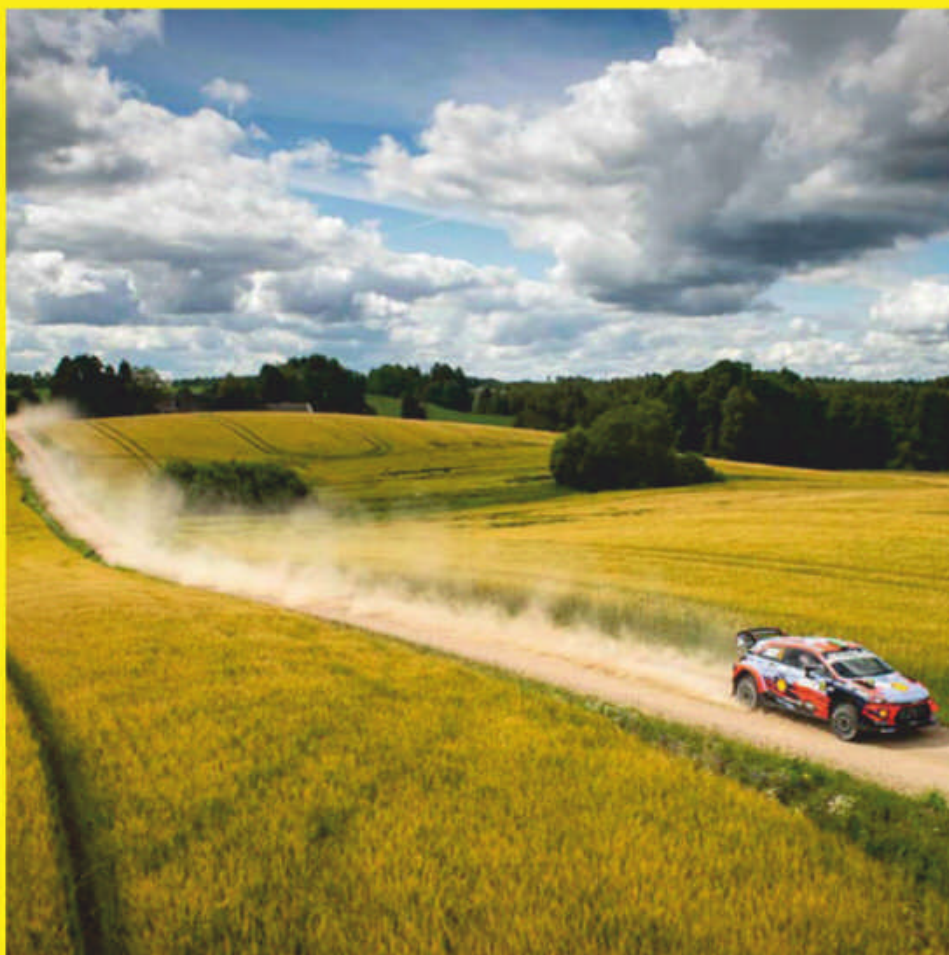
**Base:** Alghero, Sardinia **Date:** October 8-11

**Elfyn Evans:** "It's always a challenging event even moving from June to October. We've had one or two instances in Sardinia when it's rained in the past and it's always been very difficult. I'm not suggesting it's going to rain because we are going there later in the year but there is always the chance. When it does rain in that it tends to be very, very slippery and very mixed. It's not like Rally GB, which tends to be reasonably consistent when it's wet with less changes in grip. When you get rain in Sardinia you can go from areas that have OK grip to areas that have no grip at all and the car will take off in some instances, so to speak, under braking. You have to be prepared for a difficult rally if it's wet and it's a rally that's never easy on the car in the dry."

### Ypres Rally Belgium

**Base:** Ypres **Date:** November 20-22

**Scott Martin:** "We could be really lucky and have dry weather but the likelihood is we'll get rain. There are a lot of cuts in Ypres, it's famous for that, and as soon as you start cutting you bring mud and grass on the road. As an event it's not too demanding because it's quite flat and you can see quite a lot. Of course, there are lots of junctions and straights, but it's when it's wet that the local knowledge comes into play. You'll get a big advantage going first on the road on the fast pass because of all the mud that'll be dragged onto the road. But there's no advantage on the second pass, although we can't predict where we'll be in the championship by then. It's an event with a lot of history, one I enjoy and the service park in the town square creates a great atmosphere."



The World Rally Championship returns with Rally Estonia



Turkey offers some of the roughest stages in the WRC



A new time of year means a compacted route for Rally Italy



The Ypres Rally will be on the WRC roster for the first time

Photos: Jaanus Ree/Rally Estonia, mcklein-imagedatabase.com

# COLIN CLARK



MOTORSPORT NEWS'S MAN IN THE SERVICE PARK

*"There is only one man's name for the 2020 trophy"*

**G**oodness me it's been a long time. Actually, it's been a very long time. Nearly six months since that final stage of a curtailed Rally Mexico and it's fair to say we're all chomping at the bit, ready for World Rally Championship action to resume this week in Estonia.

But what a strange situation we re-emerge into. The competition on the stages will be as fierce as ever that is without doubt.

But what about the competition for this year's championships?

Well the truth is, no-one seems to know or, perhaps more pertinently, no-one seems to be willing to say if we'll have a champion this year.

We had a vague indication some time ago that maybe seven or eight rounds would be enough to constitute a valid championship year. Eight now looks impossible and even seven looks increasingly optimistic.

It seems a little unfair on the drivers and teams, but in some ways it's understandable and you have to have a degree of sympathy with the regulators and the promoter. Times are hard for all motorsport championships and it's fair to say that rallying has a particular set of circumstances that means making events "Covid safe" and "Covid economic" is nigh-on impossible.

But if we are going to push ahead with the odd event here and there which, surely, we must, then is it not right that we just accept that whatever will be will be? If Estonia is the last round we get this year then whoever leads at the completion of the event is champion. I don't see how you can ask the drivers at the very top level to put everything on the line stage after stage when at the end of the day it might all be for nothing.

Whichever way the powers that be decide to validate this year's championship, and unless they cancel the series, then I don't see how they can't declare a champion, there is only one man whose name will be written on that trophy.

Seb Ogier.

At Volkswagen he learned to win stages, win rallies and win championships. He was ruthless in his pursuit of dominance. At M-Sport he learned to win championships by using his brain more than his right foot, he discovered the art of patience. Oh, and at Citroen he learned to survive.

All of that experience, his increasing confidence with the Yaris WRC and his 20-point lead over his nearest Hyundai rival all mean, in my books, he's untouchable.

But rallying is the most unpredictable of motorsports. I can't wait for Estonia to prove me wrong!



# BTCC REPORT KNOCKHILL

Photos: Jakob Ebrej

## SUTTON DOUBLES UP IN FIVE

Infiniti man chips away at Colin Turkington's points lead. By **Matt Salisbury**



Sutton twice headed the pack



Turkington was Mr Consistent

**A** busy month of racing for the British Touring Car Championship came to an end at Knockhill with a hectic day of on-track action setting up what looks set to be another huge battle for the title. Two more wins for Ash Sutton allowed him to close the gap to WSR BMW driver Colin Turkington as the pair broke clear of Rory Butcher in the standings despite the Motorbase Ford Focus man winning on home soil for the second year in a row.

### Race one

Having qualified the Laser Tools Racing Infiniti Q50 on pole for the first time, Sutton made the ideal start when the lights went out to head the field into turn one ahead of Turkington's fast-starting BMW, and was able to edge ahead in the opening laps as the championship leader had to deal with pressure from Jake Hill's MB Motorsport Honda Civic behind.

Sutton was unable to build too much of an advantage however before a hefty incident for Josh Cook on lap five saw the safety car deployed. Cook lost the rear end of his BTC Racing Honda in the dip at Butcher's and went off heavily into the tyres, leaving his team with plenty of work to do to get him out for race two.

On the restart, Sutton was able to maintain his advantage at the front but couldn't shake Turkington for the remainder of the race. The BMW was clearly stronger in some areas but the Infiniti had the edge in others, and Sutton able to manage the race from the front with Turkington never able to get quite close enough to make a move stick.

"The initial plan was to break clear and the prime time to do that is early on," Sutton admitted. "Things closed up with the safety car but I managed the gap. Colin put some pressure on at the hairpin, but I had it under control."

Behind the leading two, there was a similar race-long battle for third place, with Hill holding on to take a second podium in as many rounds despite the best efforts of Tom Ingram's

Speedworks-run Toyota. Ingram had managed to get ahead of Dan Cammish at the start of lap two after the Team Dynamics driver lost momentum on the exit of the hairpin while trying to make an early move on Hill.

Cammish would also slip behind Butcher at the same time and spent the remainder of the race running in sixth spot behind his Motorbase rival, with team-mate Matt Neal battling hard to take seventh spot after a crash on the exit of the chicane hampered his challenge in Saturday's qualifying session.

Neal was helped on his way forwards by a mistake from Mike Bushell whilst running in seventh spot saw his Power Maxed Racing Vauxhall take a trip off track at Duffus Dip and resulted in a pit stop to have grass removed from the radiator.

### Race two

Astonishing work from the BTC Racing team ensured that Cook took his place on the grid for race two but their efforts would prove to be in vain when he was tipped into the gravel at McIntyre's on the opening lap.

That brought out an early safety car after a frenetic start had seen Sutton and Turkington running side-by-side on the run to turn one, with the Infiniti managing to retain the lead despite the BMW taking a look around the outside. Behind, Ingram got the jump on Hill off the line as the Honda went defensive to keep Butcher's fast-starting Ford behind.

On the restart, the top two broke away at the front with the fight for fourth seeing Butcher dive up the inside of Hill into McIntyre's only to be squeezed onto the grass. Butcher slid on through the gravel and rejoined outside the top ten, with Hill delayed enough to let both Cammish and Oliphant through.

Whilst Ingram and then Cammish would close in on the fight for the lead, it became a two-way battle after a second caution period to remove Andy Neate's delayed Motorbase Ford from the gravel. As in race one, Sutton just had the edge over Turkington, and a second win brought the gap between the pair down to eight.

"Ash just had that little bit more pace but P2 is still a fantastic result," Turkington reflected. "I've got to keep in mind that although we're at

Knockhill, this is only round four and there is a long way still to go..."

Ingram couldn't keep pace with the two leaders after the restart and had to deal with having his mirrors full of Cammish's Honda as the laps counted down, but he held on for a second podium of the season with Cammish just behind.

### Race three

The second race of the weekend had marked the 100th start for Excelr8's Senna Proctor in the series, and an 11th place finish there saw him rewarded with the reverse grid pole for the final race of the weekend.

At the start however, it was home hero Butcher who vaulted into the lead only for the race to be halted on lap two when team-mate Ollie Jackson sustained damage to his car that led to him spinning in the midfield pack at the chicane, where he was then collected by Bushell's Vauxhall and Sam Osborne's MB Motorsport Honda.

With the damaged cars removed from the circuit, the race restarted over a shortened 20 lap distance, with Butcher again getting the jump on Proctor off the line. From there, the Motorbase man was never troubled as he stormed to a first win on the road for the new Focus. "I got handed the win last weekend [at Oulton after Josh Cook was penalised] and that isn't how I wanted to get my first victory in the new car," he said. "To do what we just did there on home ground has made up for it."

Proctor's run to second was relatively straightforward as he picked up his first podium of the season, with Tom Chilton not able to get close enough to make a move for the position having passed the sister Hyundai of Chris Smiley on lap two.

Smiley would be at the centre of much of the midfield action as he backed up the pack behind, with Oliphant, Hill and Cammish managing to get ahead on the fifth lap to demote the Northern Irishman to seventh. From there on, he would make his Hyundai as wide as possible to keep a train of cars behind that included title rivals Turkington and Sutton, who would run together for much of the race before finishing in ninth and 11th.



Butcher dominated the reversed grid race for victory

## BTCC RESULTS

### Round 10

Laps: 27 Track: cold and dry

POS	DRIVER	TEAM/CAR	TIME
1	Ash Sutton	Laser Tools Racing Infiniti Q50 (54)	25m28.206s
2	Colin Turkington	WSR BMW 330i M Sport (60)	+0.350s
3	Jake Hill	MB Motorsport Honda Civic Type R FK2	+3.541s
4	Tom Ingram	Speedworks Motorsport Toyota Corolla (30)	+4.037s
5	Rory Butcher	Motorbase Performance Ford Focus (48)	+5.215s
6	Dan Cammish	Team Dynamics Honda Civic Type R FK8 (36)	+6.049s
7	Matt Neal	Team Dynamics Honda Civic Type R FK8	+6.683s
8	Tom Oliphant	WSR BMW 330i M Sport (42)	+8.983s
9	Aiden Moffat	Laser Tools Racing Infiniti Q50	+10.237s
10	Stephen Jelley	Team Parker Racing BMW 125i M Sport	+12.457s

11 Tom Chilton (BTC Racing Honda Civic Type R FK8) (18) +12.468s; 12 Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) (24) +16.051s; 13 Senna Proctor (Excelr8 Motorsport Hyundai i30 N) +16.529s; 14 Chris Smiley (Excelr8 Motorsport Hyundai i30 N) (12) +18.382s; 15 Carl Boardley (Team Hard BMW 125i M Sport) +20.902s; 16 Ollie Jackson (Motorbase Performance Ford Focus) (6) +21.756s; 17 Michael Crees (BTC Racing Honda Civic Type R FK8) +21.999s; 18 Bobby Thompson (Trade Price Cars Racing Audi S3) +24.555s; 19 Sam Osborne (MB Motorsport Honda Civic Type R FK2) +25.296s; 20 Jack Butel (Ciceley Motorsport Mercedes-Benz A-Class) +28.561s; 21 Mike Bushell (Power Maxed Racing Vauxhall Astra) -1 lap; R James Cornall (Trade Price Cars Racing Audi S3) 9 laps/damage; R Andy Neate (Motorbase Performance Ford Focus) 9 laps/damage; R Josh Cook (BTC Racing Honda Civic Type R FK9) 4 laps/accident; R Jack Goff (Team Hard VW CC) 0 laps/transmission. **Pole:** Sutton 50.535s (90.25mph). **Fastest lap:** Sutton 51.016s (89.40mph). **Lap leaders:** Sutton 1-27 Sutton. **Brackets:** success ballast.

### Round 11: 27 laps Track: dry

POS	DRIVER	TIME
1	Sutton (60)	25m54.746s
2	Turkington (54)	+0.662s
3	Ingram (42)	+4.033s
4	Cammish (30)	+4.707s
5	Moffat (12)	+6.282s
6	Oliphant (18)	+6.787s
7	Chilton	+8.888s
8	Hill (48)	+10.972s
9	Smiley	+11.502s
10	Butcher (36)	+11.820s

11 Proctor +12.536s; 12 Boardley +13.554s; 13 Jackson +14.455s; 14 Morgan +15.155s; 15 Neal (24) +15.922s; 16 Thompson +16.648s; 17 Bushell +17.007s; 18 Crees +17.485s; 19 Osborne +19.453s; 20 Goff +19.751s; 21 Cornall +21.659s; 22 Butel +23.353s; R Neate 8 laps/spin; R Jelley (6) 6 laps/spin; R Cook 0 laps/accident. **Fastest lap:** Sutton 50.876s (89.65mph). **Lap leaders:** Sutton 1-27. **Brackets:** success ballast.

### Drivers standings

POS	DRIVER	POINTS
1	Colin Turkington	182
2	Ash Sutton	172
3	Rory Butcher	139
4	Tom Oliphant	130
5	Dan Cammish	125
6	Tom Ingram	123
7	Tom Chilton	91
8	Adam Morgan	85
9	Jake Hill	73
10	Senna Proctor	70

11 Chris Smiley 68; 12 Matt Neal 55; 13 Stephen Jelley 52; 14 Ollie Jackson 50; 15 Aiden Moffat 50; 16 Josh Cook 32; 17 Michael Crees 23; 18 Bobby Thompson 20; 19 Sam Osborne 19; 20 James Cornall 18; 21 Carl Boardley 11; 22 Jack Goff 8; 23 Andy Neate 3; 24 Ollie Brown 3; 25 Jack Butel 2; 26 Nic Hamilton 1.

### Round 12: 20 laps Track: dry

POS	DRIVER	TIME
1	Butcher (6)	17m10.714s
2	Proctor	+6.442s
3	Chilton (24)	+7.232s
4	Oliphant (30)	+7.816s
5	Hill (18)	+9.063s
6	Cammish (42)	+12.319s
7	Smiley (12)	+21.393s
8	Moffat (36)	+21.720s
9	Turkington (54)	+21.925s
10	Ingram (48)	+22.312s

11 Sutton (60) +22.516s; 12 Neal +22.987s; 13 Jelley +24.598s; 14 Morgan +25.833s; 15 Cook +26.066s; 16 Crees +26.721s; 17 Boardley +29.535s; 18 Cornall +29.718s; 19 Thompson +30.231s; 20 Neate +33.579s; 21 Goff +34.205s; 22 Butel +37.796s; R Jackson 0 laps/accident; R Bushell 0 laps/accident; R Osborne 0 laps/off. **Fastest lap:** Butcher 50.996s (89.44mph). **Lap leaders:** Butcher 1-20. **Brackets:** success ballast.

### Independents Trophy

POS	DRIVER	POINTS
1	Sutton	196
2	Butcher	159
3	Chilton	139
4	Morgan	125
5	Smiley	107
6	Proctor	99
7	Hill	96
8	Moffat	91
9	Jelley	87
10	Jackson	85

11 Crees 65; 12 Thompson 55; 13 Cook 49; 14 Osborne 48; 15 Boardley 48; 16 Cornall 40; 17 Goff 29; 18 Neate 21; 19 Butel 14; 20 Bushell 7; 21 Brown 6; 22 Hamilton 6.

## SUPPORT RACES

Harry King (Team Parker Racing) again shone in Porsche Carrera Cup GB. After dominating race one from pole, a tensioner belt came loose causing a coolant leak and his retirement allowing Redline Racing's Matty Graham to take a maiden win. From 10th on the grid for race two, King charged through the traffic to be second by halfway and then pressurised leader Scott McKenna (Redline Racing) into a last-lap error to take the win.

Luke Browning (Fortec Motorsport) impressed in the British F4 triple-header, bagging two more wins. His first came in race one as he edged away from Arden Motorsport's Alex Connor, but from sixth on the semi-reversed grid for race two he charged up to second place. An early safety car caused by pole-

sitter Abbie Pulling (JHR Developments) spinning into the Duffus Dip gravel didn't affect Zak O'Sullivan (Carlin) who took honours, but Browning bounced back to dominate race three.

Max Bird (Elite) took two Mini Challenge wins, the opening win coming after a sluggish start but he regrouped to outpace Joe Tanner who then copped a false start penalty. Bird flew away in race two to win, but ended in the gravel in an ill-tempered third race that was won by a dominant Lewis Brown (LDR Performance). After some frantic action behind, Isaac Smith (Excelr8) took second and team-mate Dan Zelos bagged third.

Bradley Voisin (R Racing) took the Ginetta Junior opener before

Georgi Dimitrov (Richardson Racing) won race two from his first pole. A grassy moment six laps from home in race three cost Dimitrov dear as he over-steered off the road, Josh Rattican (R Racing) taking a maiden win from a spectacular Tom Lebbon (Elite Motorsport) who had to work oh-so hard to keep Voisin at bay.

James Taylor and Josh Malin split Ginetta GT5 Challenge honours. Taylor (Elite Motorsport) took Saturday's opener, but it was Malin (Richardson Racing) who came out on top in Sunday's frantic televised scrap. Taylor led away but Malin battled his way up to challenge at the Hairpin on lap seven as Taylor fended off Gordie Mutch for second spot.

David Addison

### RACE WINNERS

#### Porsche Carrera Cup GB

**Race 1:** Matty Graham (Redline Racing)  
**Race 2:** Harry King (Team Parker Racing)

#### F4 British Championship

**Races 1 & 3:** Luke Browning (Fortec Motorsport)  
**Race 2:** Zak O'Sullivan (Carlin)

#### Mini Challenge

**Races 1 & 2:** Max Bird (Elite Motorsport)  
**Race 3:** Lewis Brown (LDR Performance)

#### Ginetta Junior Championship

**Race 1:** Bradley Voisin (R Racing)  
**Race 2:** Georgi Dimitrov (Richardson Racing)  
**Race 3:** Josh Rattican (R Racing)

#### Ginetta GT5 Challenge

**Race 1:** James Taylor (Elite Motorsport)  
**Race 2:** Josh Malin (Richardson Racing)



Ingram secured a podium in the second showdown



Cook had a torrid weekend with a crash and a spin





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# BRITISH GT: BRANDS HATCH

Photos: Jakob Ebrej



Barwell (78) beat the Jenson McLaren (2)

## LAMBORGHINI LUCK BEATS MARCHING McLAREN

Barwell's Sandy Mitchell and Rob Collard became the fifth different winner in five British GT races, helped by a slice of fortune. By **Graham Keilloh**

**T**he ever-confounding 2020 British GT season produced its fifth different winner from five races at Brands Hatch. Even so, the victors weren't exactly a surprise as Sandy Mitchell and Rob Collard in their Barwell Motorsport Lamborghini have been consistent frontrunners this campaign. But at Brands they benefited from a slice of fortune.

As to begin with, the amazing tale continued of the all-new Jenson Team Rocket RJN McLaren. James Baldwin and Michael O'Brien combined to bag another pole, then in the opening stint Baldwin – who'd never driven on the Brands GP loop prior to this meeting – cleared off in first, leaving second-placed Collard almost half a minute behind.

But a mid-race safety car, after Nick Jones's Bentley got beached at Hawthorns following contact with

Jordan Witt's 2 Seas McLaren, thwarted Baldwin and O'Brien. It wiped out their lead and when the condensed pack came in for their pitstops under the caution Mitchell, taking over from Collard, nipped out ahead of O'Brien.

O'Brien reckoned there was more to it, as a recovery vehicle, curiously, was proceeding down the pitlane just as he was released.

"We didn't know whether to release or not, that cost us the time in the pits," he said. "Really disappointed, I feel like that was our race. I think in clean air we would have pulled away."

They finished the two-hour contest in that order, and Mitchell was happy to accept the fortune that came in getting his and Collard's first GT3 wins in the category. "We've had really strong pace [this season] but just not been able to quite turn that into a win," Mitchell said.

Mitchell and Collard assume the championship points lead too, as previous leaders, their Barwell stablemates Phil Keen and Adam Balon,

didn't score in 12th. "We just couldn't give Adam a car that made him comfortable this weekend," team boss Mark Lemmer said. Balon getting lapped just before the safety car intervention sealed their fate.

The GT4 battle was even more wacky. TF Sport's Connor O'Brien led early but his Aston Martin was tapped into a Druids spin by Richard Neary's Mercedes. "It's one of them," birthday-boy O'Brien said, "I've gone for the corner and he's gone for it as well, but he apologised and Rich is a sound guy."

Sam Smelt's pursuing Toyota Supra took over first place, but was another scuppered by the safety car. When Smelt reached the pit entrance his team was unsure if the window had opened, so he did an extra lap before stopping, costing the car places. "Literally we were right on the borderline," Smelt said, "it was a bit too big of a gamble to risk taking a penalty".

Throughout Jordan Albert in the Academy Motorsport Mustang had been

### RESULTS

#### Top 10

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Rob Collard/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan GT3 Evo	GT3 Silver	2h01m22.294s
2	James Baldwin/Michael O'Brien	Jenson Team Rocket RJN/McLaren 720S GT3	GT3 Silver	+0.649s
3	Ian Loggie/Yelmer Buurman	RAM Racing/Mercedes-AMG GT3	GT3 Pro-Am	+1.882s
4	Sam De Haan/Patrick Kujala	RAM Racing/Mercedes-AMG GT3	GT3 Silver	+3.520s
5	Michael Igoe/Frank Perera	WPI Motorsport/Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+3.713s
6	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8 LMS GT3	GT3 Silver	+11.108s
7	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG GT3	GT3 Pro-Am	+15.068s
8	Jordan Witt/Jack Mitchell	2 Seas Motorsport/McLaren 720S GT3	GT3 Silver	+16.051s
9	Andrew Howard/Jonny Adam	Beechdean AMR/Aston Martin Vantage AMR GT3	GT3 Pro-Am	+17.395s
10	Lewis Proctor/Ollie Wilkinson	Optimum Motorsport/McLaren 720S GT3	GT3 Silver	+39.742s



The Academy Motorsport Mustang (61) headed a frantic GT4 scrap

### DRIVER STANDINGS

#### BRITISH GT: GT3

POS.	DRIVER	PTS
1	Rob Collard/Sandy Mitchell	90.5
2	Sam De Haan/Patrick Kujala	74
3	James Baldwin/Michael O'Brien	68
4	Adam Balon/Phil Keen	67
5	Michael Igoe	60.5
6	Ian Loggie/Yelmer Buurman	57
7	Ollie Wilkinson/Lewis Proctor	44.5
8	Andrea Caldarelli	43.5
9	Jack Mitchell/Jordan Witt	42
10	Nick Jones/Scott Malvern	26

11 Richard Neary/Sam Neary 25; 12= Dean Macdonald/Angus Fender 15; 12= Frank Perera 15; 14 Richard Williams/Sennan Fielding 12; 15 Joe Osborne/Stewart Proctor 10; 16 John Seale/Marcus Clutton 6; 17 Duncan Cameron/Matt Griffin 4.5; 18 Jonny Adam/Andrew Howard 3; 19 Dennis Lind 2

#### BRITISH GT: GT4

POS.	DRIVER	PTS
1	Chris Wesemael/Gus Bowers	82.5
2	Jamie Caroline/Daniel Vaughan	82
3	Connor O'Brien/Patrick Kibble	77.5
4	Jordan Albert/Matt Cowley	71.5
5	Sam Smelt/James Kell	64.5
6	Mia Flewitt/Euan Hankey	64
7	Jordan Collard/Patrik Matthiesen	60
8	Andrew Gordon-Colebrooke	57
9	Ben Hurst	45
10	Ben Green	27

11 Adam Hatfield 15; 12 Luke Sedzikowski/David Whitmore 12

### SUPPORT RACES

Graham Walden came out on top of the Bernie V8s and CALM Porsche Trophy race that featured an eclectic grid of 42 cars. The TVR Tuscan of Christian Douglas led up until the halfway mark of the 40-minute contest after passing the similar car of polesitter Aaron Moyce and Matt Ellis at the start, before retiring with a broken gearbox. Matt Holben's Tuscan briefly took the lead before also retiring with a broken camshaft, allowing Walden's Tuscan, which had started third, to move to the front. In the closing stages he was being caught by the charging Lola T70 Mk1 of Alex Thistlethwayte – who spun on the final lap and retired promoting Steve Cheetham's Porsche Cayman S to the runner-up spot and the highest Porsche runner with Russell McCarthy's MGB GT V8 third.

Tom Golding took a hat-trick of Ginetta G40 Cup victories as his title rival Giles Dawson had a difficult weekend, retiring in the second race before it was red flagged and only visiting the podium in the final race after finishing eighth in race one.

Jonathan Browne, the 2019 Formula Ford Festival winner, took the spoils in the Champion of Brands race in his Ray, ahead of Low Dempsey Racing team-mate and polesitter Bryce Aron with the 2018 Festival winner Josh Smith third in a Oldfield-run Van Diemen.

Rod Birley's Ford Escort WRC retired from the lead of the opening Classic and Modern Motorsport Club Southern Saloon contest, paving the way for Ray Harris in his modified Ginetta G40 to win both races.

#### RACE WINNERS

- **Ginetta G40 Cup Races 1, 2 & 3:** Tom Golding
- **Champion of Brands:** Jonathan Browne (Ray GR18)
- **CMMC Southern Saloons Races 1 & 2:** Ray Harris (Ginetta G40)
- **Bernie V8s/CALM Porsche Trophy:** Graham Walden (TVR Tuscan Challenge RV8)

### BRDC BRITISH F3 BY STEFAN MACKLEY

## SIMMONS STARS AS FREDERICK FLAILS

Kaylen Frederick endured a nightmare weekend in the BRDC British Formula 3 Championship at Brands Hatch to lose the lead of the points standings, as Ayrton Simmons returned to the category with a brace of wins.

Carlin driver Frederick was not classified in two of the four races and secured a best result of 11th as he incurred six penalty points on his licence for incidents during the Grand Prix layout meeting.

Frederick was forced to start at the back of the grid in races one and three after sliding off at Druids early in the damp qualifying session. He then collided with Lanan's Piers Prior at Surtees on the opening lap of race one, receiving a reprimand and two penalty

points for an abusive gesture while Prior received four penalty points and was disqualified for his part in the incident.

Simmons, who finished third in the British F3 standings last year and currently races in Euroformula Open, took the win for Chris Dittmann Racing in his one-off F3 outing, from Kush Maini (Hitech GP) and Ulysse De Pauw (Douglas Motorsport).

Simmons took another lights-to-flag victory in race three, this time leading home a CDR one-two as team-mate Josh Skelton finished second with Maini again on the podium. The race was red flagged after two laps following another collision between Fredrick and Prior as well as Manaf Hijawi at

Graham Hill Bend shortly after a safety car was called to retrieve De Pauw's stricken car from the Clark Curve gravel. Prior and Frederick received four further licence points apiece and were disqualified from the result.

Carlin's Nazim Azman secured victory in the fully-reversed grid second race after he surged through from fourth on the grid into the lead by Paddock Hill Bend, leading home Reece Ushijima (Hitech) and Bart Horsten (Lanan).

Maini claimed a lights-to-flag victory in the fourth race from pole – after fellow front-row starter Simmons' clutch failed off the line – and now leads the standings by 29 points from Douglas Motorsport's Kiern Jewiss, while Frederick has dropped to fifth, 49 points adrift.



#### RACE WINNERS

- **BRDC British F3 Races 1 & 3:** Ayrton Simmons
- **Race 2:** Nazim Azman
- **Race 4:** Kush Maini

Guest star Ayrton Simmons leads the way



# THERE'S MORE!

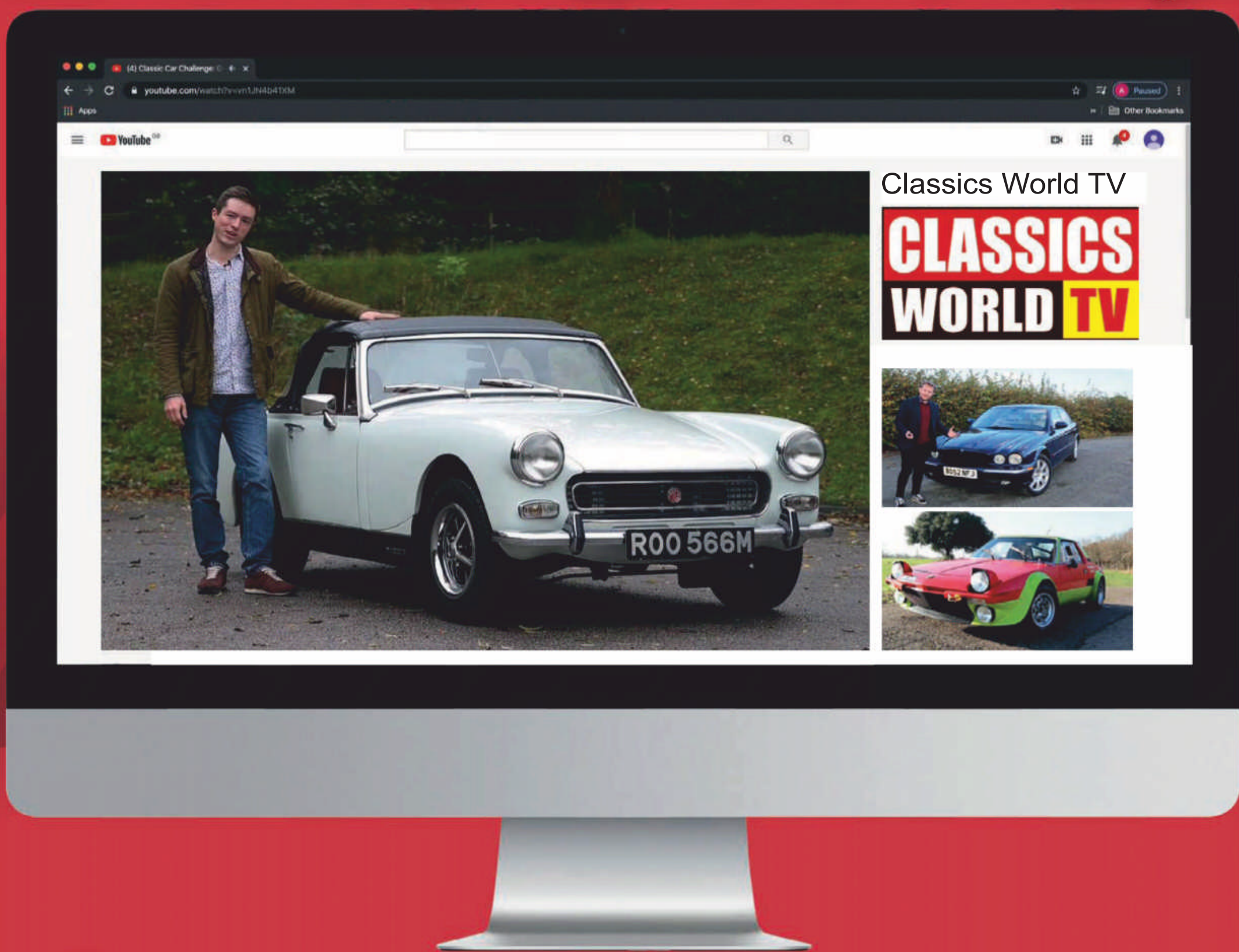
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# RACING REPORTS

Photos: Richard Styles, Colin Casserley, Paul Lawrence

## OULTON PARK: GOLD CUP BY PAUL LAWRENCE

AUGUST 29-31

### JACKSON AND KIVLOCHAN ARE THE STARS



Kivlochan took two Road Sports wins

Double wins for Kevin Kivlochan and Cam Jackson headlined Sunday's action at the Gold Cup but the drive of the day went to young Pierre Livingston after a fabulous Historic Formula Ford success.

In his second full season of racing, Livingston has been knocking on the door of a first big result for some time and Sunday was the day he came of age. In his Speedsport Merlyn, the student had to withstand relentless pressure from Linton Stutely but kept his head for a fine victory. Cam Jackson was edged back to third in a battle with Tom McArthur until McArthur spun at Britten's.

Jackson did dominate both Formula Junior races, winning at a canter after closest pursuer Mark Shaw retired his later Brabham. Clive Richards, making fine progress with his Lotus 22, stepped up to second. Kivlochan cleaned up the two half-hour Road Sports races despite the challenge of two

pesky Lotus Elans. In 70s Road Sports, Jeremy Clark out-qualified the Morgan Plus 8 but Kivlochan swept ahead on the first lap rush to Island. In the later Historic Road Sports thrash, John Davison chased KK's AC Cobra early before retiring with a sticking throttle.

A small grid of Dunlop Saloons delivered a big spectacle as the fire-breathing Nissans of Ric Wood and Simon Garrad took on the Super Touring Vauxhall Vectra of Jason Hughes. Wood forged ahead and Garrad followed until dropping back to third with a spin at Shell Oils.

Tom Bradshaw (Chevron B19) romped the Thundersports once Dean Forward's McLaren M8F was sidelined with gearbox failure in qualifying. Forward went back to Huddersfield to collect Jamie Thwaites's Chevron B19 and took it to fourth from the back of the grid.

Tom Smith topped the Aurora Trophy racing Richard Evans'

#### RACE WINNERS

<b>70s Road Sports</b> Kevin Kivlochan (Morgan Plus 8)	<b>Thundersports</b> Tom Bradshaw (Chevron B19)
<b>Formula Junior</b> <b>Race 1:</b> Cam Jackson (Brabham BT2) <b>Race 2:</b> Jackson	<b>Classic Formula 3</b> Benn Tilley (March 743)
<b>Dunlop Saloon Car Cup</b> Ric Wood (Nissan R52)	<b>Historic Road Sports</b> Kevin Kivlochan (AC Cobra)
<b>Historic Formula Ford</b> Pierre Livingston (Merlyn Mk20)	<b>Aurora Trophy</b> Tom Smith (March 742)
	<b>Guards Trophy</b> Andy Newall (Chevron B6)



Ric Wood: breathing fire

March 742 for the first time as Andy Newall (Guards Trophy) and Benn Tilley (Classic F3) were other worthy winners.

## SNETTERTON: BARC BY PETER SCHERER

AUGUST 28-30

### WINGROVE GETS BACK THE GROOVE FOR GLORY

The solo Euro Hybrid of Wingrove/MWR Racing overcame some Sunday morning problems to regain charge and victory in the 30th Anniversary 2CV 24 hour race.

For a while there was a great duel behind between the Mini Grands of Slarky Malarky and APO Motorsport. Ian Slark brought Slarky Malarky home in second overall, with Team Mini-Uns third, after APO had problems on Sunday and collected a tow-back penalty.

Team 2CV LION won the Classic 2CV's race having fought back

from a Sunday morning wheel bearing problem, to lead again after Crisis @ Tete Rouge had a steering arm break but still kept second.

There were two terrific scraps between Harry Senior and Jamie Ellwood in the Caterham Graduates. There were lots of changes but Senior won both, while Andrew Whitton won the third race in the wet at a canter.

James Card ousted Niall Bradley on the opening lap to win the first Kumho BMW race, with Bradley losing second to Darren Morgan-Owen late on.

Bradley led from the start of race two, with Card taking second from Brad Sheehan on the last lap, after Morgan-Owen retired.

Andrew Dicken ousted Alex Cursley at Riches on the first lap of the first Hyundai Coupe Cup race, before the safety car brought it to conclusion. Dicken took a second Hyundai win, behind concurrent BARC Saloon winner Mark De Ath's Impreza.

In the Superkarts there were two wins for Liam Morley, while his early retirement in race three left Sam Moss in the clear.



The 2CVs went around the clock at Snetterton

#### RACE WINNERS

<b>2CV 24 Hours</b> Wingrove/MWR Racing (Mark Waghorn/Matthew Cobb/Peter Dalkin/David O'Keeffe)	<b>Senior (SigMax 1600)</b> <b>Race 2:</b> Andrew Whitton (Sigma 150)
<b>Mini Grand Class</b> Team Slarky Malarky (Neil Slark/Ben Butler/Ian Slark/Steve Miles)	<b>Kumho BMW</b> <b>Race 1:</b> James Card (E46 M3) <b>Race 2:</b> Niall Bradley (E36 M3)
<b>2CV Class</b> Team 2CV LION (Pete Sparrow/Alec Graham/David O'Keeffe)	<b>Hyundai Spyder Coupe Cup and BARC Saloons</b> <b>Race 1:</b> Mark Dicken (Hyundai Coupe) <b>Race 2:</b> Mark De Ath (Subaru Impreza WRX)
<b>Caterham Graduates</b> <b>Races 1 &amp; 3:</b> Harry	

## KIRKISTOWN: 500MRCI BY RICHARD YOUNG

### FORMULA FORD AND VEE THRILLERS SHINE ON THE KIRKISTOWN TARMAC

Had spectators been admitted to Kirkistown last Saturday they might well have spent much the day on the edges of their metaphorical seats.

A packed programme of races produced some superb drives, most notably in FF1600 and Formula Vee—both classes that shine on Kirkistown's 1.5 miles of Tarmac, while the saloon brigade didn't disgrace themselves either.

The first FF1600 encounter also produced the first red flag when poleman Ian Campbell spun in front of the pack at the Chicane and was tagged by Dave Parks, both men retiring on the spot. The restarted race developed into a no-holds-barred struggle between eventual winner Alan Davidson (Mondiale) and Van Diemen pilots David McCullough and Morgan Quinn. The proverbial

handkerchief would have covered the trio at the flag.

And they were at it again in race two, joined by the repaired Parks, who ran as high as second before slipping back, while Quinn belied his youthful appearance by putting on a determined—and brave—display of aggression to emerge victorious ahead of McCullough and Davidson who kept the pressure on all the way.

Among the large Vee grid, Philip Sheane and Gavin Buckley were the stars, fighting hard to the end, with Sheane emerging victorious by 0.4s.

While Gerard O'Connelly Millington-powered SHP Escort cruised to a brace of Saloon/GT victories, the SEATs of Shane Murphy and Barry English took a win apiece among the more conventional saloons.

Two races for Fiesta Zetecs and Mazda MX-5s had the Stewart brothers Mark and Paul take a win each, while Paul Sheridan was top Mazda man. There were also Roadsports wins for Steve Morris (Crossle 475) and Mark Crawford (Caterham) while two Ginetta Junior affairs resulted in victories for Jack Byrne and Seamus Og Martin.

#### RACE WINNERS

<b>Formula Ford 1600</b> <b>Race 1:</b> Alan Davidson (Mondiale M89S) <b>Race 2:</b> Morgan Quinn (Van Diemen RF99)	<b>Fiesta Zetec</b> <b>Race 1 &amp; 2:</b> Mark Stewart
<b>Formula Vee</b> Philip Sheane (Sheane R4)	<b>Roadsports</b> <b>Race 1:</b> Steve Morris (Crossle 475) <b>Race 2:</b> Mark Crawford (Caterham Rover)
<b>Saloon/GT</b> <b>Races 1 &amp; 2:</b> Gerard O'Connell (SHP Escort)	<b>Ginetta Junior</b> <b>Race 1:</b> Jack Byrne <b>Race 2:</b> Seamus Og Martin

## BRISCA F1: SHEFFIELD BY COLIN CASSERLEY

### WAINMAN GETS BACK TO WINNING BRISCA F1 WAYS

Brisca F1 returned for its first meeting of a Covid-19 hit season at King's Lynn on Saturday, August 22. It also marked the return of winning ways for Frankie Wainman Jr.

The 18-time points champion and winner of 282 finals prior to Saturday failed to chalk up a final win in 2019. It was the first time he had a dry season since he started racing in 1987.

"It's great to be back racing, but even better to have won a final,"

said the delighted winner. "People have been talking to me about not winning in 2019 since the end of last season and it is great to keep them quiet!"

The evening didn't start out great for Wainman though, he retired from his heat in a plume of smoke with burnt-out electrics. The final was not without some controversy, too, as Jim Bamford, Willie Skoyles, Jr and Ricky Wilson battled for the lead in the early going. They held a significant

advantage over the chasing pack, which was led by Wainman, but collision between Wilson and backmarker Phoebe Wainman brought out the yellow flag.

Under new rules for the 2020 season, lapped cars were taken out of the line up for the restart and placed at the rear of the field.

On the ensuing restart Wainman quickly passed Bamford and held a comfortable advantage over the rest of the field until the chequered flag.

"I feel for Bamford, there were five or six cars between us before the stoppage, but when they were taken out before the restart I was on his back bumper," added Wainman. "It made my job easier, but that is not stock car racing, our sport is about fighting through the field, backmarkers as well."

#### Result

1 Frankie Wainman Jr; 2 Paul Hines; 3 Craig Finnikin; 4 Lee Fairhurst; 5 Mark Woodhull; 6 Willie Skoyles, Jr; 7 Joe Nickolls; 8 John Dowson Jr; 9 Jim Bamford; 10 Jake Harray.



Legend Frankie Wainman Jr ended his win drought



# WHAT'S ON

## WHAT'S ON YOUTUBE

You likely will have noticed that there have been a few 70th anniversaries recently. And today (Thursday) we have one more. As it is 70 years to the day since the 1950 Italian Grand Prix. Or, to put in its more pertinent way, it is 70 years to the day since Formula 1's first ever world drivers' championship was decided. Dr Giuseppe 'Nino' Farina prevailed, his win in the Monza finale combined with Alfa Romeo team-mate Juan Manuel Fangio not making the finish got Farina the unmatched accolade of F1's first champion. Farina, even so, is not the highest profile of historical F1 title winners, yet the ever-

helpful YouTube offers us a digestible five-minute primer on Farina the man and driver. And it outlines how he is a fascinating case, one who demonstrates that being talented and notorious in similar measure is by no means a phenomenon exclusive to motorsport's modern era. He was someone who in every sense pushed the limits, which manifested in frequent hospital visits and even more frequent unhappy rivals. Farina also was involved in his share of tragedy. You can find the video here: [youtube.com/watch?v=07I2SRR3IkQ](https://www.youtube.com/watch?v=07I2SRR3IkQ), or by searching 'Giuseppe Farina'.  
**Graham Keillor**



Fangio (l), Farina, Bonetto and de Graffenried (r)

## LIVE TV

### ITALIAN GRAND PRIX FORMULA 1

■ **Practice 1:** Friday, 1000hrs-1150hrs, Sky Sports F1  
 ■ **Practice 2:** Friday, 1345hrs-1545hrs, Sky Sports F1  
 ■ **Practice 3:** Saturday, 1045hrs-1210hrs, Sky Sports F1  
 ■ **Qualifying:** Saturday, 1300hrs-1535hrs, Sky Sports F1  
 ■ **Race:** Sunday, 1230hrs-1700hrs, Sky Sports F1



The Italian GP is on Sunday

Friday, 1300hrs-1345hrs, Sky Sports F1  
 ■ **Race 1:** Saturday, 0920hrs-1010hrs, Sky Sports F1  
 ■ **Race 2:** Sunday, 0835hrs-0935hrs, Sky Sports F1

### ASSEN DTM

■ **Qualifying 1:** Saturday, 0930hrs-1015hrs, BT Sport 2  
 ■ **Race 1:** Saturday, 1215hrs-1400hrs, BT Sport 2  
 ■ **Qualifying 2:** Sunday, 0915hrs-0945hrs, BT Sport 3  
 ■ **Race 2:** Sunday, 1215hrs-1400hrs, BT Sport 3

### RALLY ESTONIA WORLD RALLY CHAMPIONSHIP

■ **SS1:** Friday, 1700hrs-1800hrs, BT Sport 2  
 ■ **SS4:** Saturday, 0700hrs-0800hrs, BT Sport 2  
 ■ **SS9:** Saturday, 1400hrs-1500hrs, BT Sport 3  
 ■ **SS14:** Sunday, 0700hrs-0800hrs, BT Sport 2  
 ■ **SS17 (Power Stage):** Sunday, 1100hrs-1230hrs, BT Sport 2

### FORMULA 2

■ **Practice:** Friday, 1150hrs-1245hrs, Sky Sports F1  
 ■ **Qualifying:** Friday, 1555hrs-1630hrs, Sky Sports F1  
 ■ **Race 1:** Saturday, 1535hrs-1655hrs, Sky Sports F1  
 ■ **Race 2:** Sunday, 1000hrs-1105hrs, Sky Sports F1

### FORMULA 3

■ **Practice:** Friday, 0830hrs-0920hrs, Sky Sports F1  
 ■ **Qualifying:**

## LISTINGS

### SATURDAY

■ **Oulton Park, Cheshire**  
 750 MC meeting: Club Enduro, Clio 182, BMW Car Club, F1000, Bike Sports Starts racing from 1045hrs (qualifying from 0830hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SATURDAY/SUNDAY

■ **Snetterton, Norfolk**  
 MGCC meeting: Morgans, MG Cup, MG Metro, Midget and Sprite, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63, Equipe 50s Starts Saturday, racing from 1130hrs (qualifying from 0900hrs) Sunday, racing from 1100hrs (qualifying from 0900hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SATURDAY/SUNDAY

■ **Croft, North Yorkshire**  
 DDMC meeting: Clubmans, Northern Sports/Saloons, Bikes Starts Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from 1200hrs Contact 01325 721815 Admission to be confirmed

### SUNDAY

■ **Brands Hatch, Kent**  
 Porsche Raceday: Porsche Club, Porsche Sprint Challenge Starts racing from tba (qualifying from 1000hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

### SUNDAY

■ **Anglesey, N Wales**  
 750MC meeting: Classic Stock Hatch, Historic 750, Sports 1000 Starts racing from 1200hrs (qualifying from 0900hrs) Contact 01407 811400 No public admission

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 Customer service and subscription postal address: Motorsport News Customer Service Team Kelsey Publishing Ltd Kelsey Media, The Granary, Downs Court Yalding Hill, Yalding, Maidstone Kent ME18 6AL

### DISTRIBUTION

Distribution in Great Britain Marketforce (UK) 3rd Floor, 161 Marsh Wall, London, E14 9AP Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland Newspress Tel: +353 23 886 3850

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



Dean Chilvers shot of the classic Tyrrell P34 from the Masters meeting at Brands Hatch



Robert Taylor sees through the dust



Mallory Park vintage fun, from Peter Atkins



Andrew Jordan pressing on, by Chris Collier



Look closely: it's a hot Volvo. From Gary Hill



Paul Korkus captured this at Thruxton

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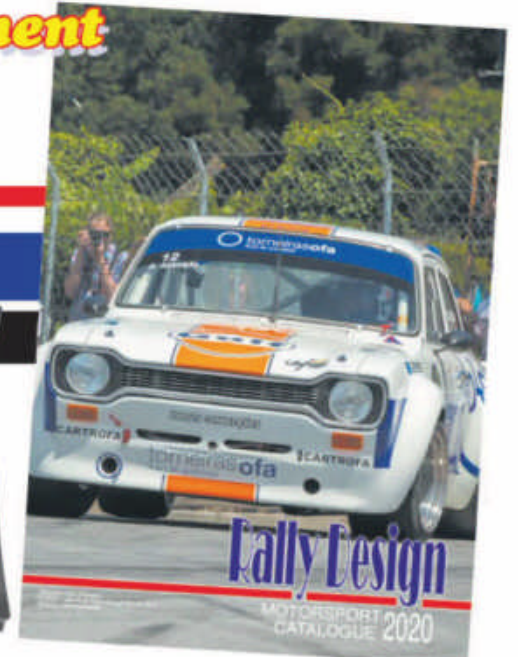
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 Atlas CWP, 3.4, 3.7, 4.6, 5.1 ~~£251.80~~ ~~£302.16~~

Atlas axle casing, thick tube, double pinned & breather ~~£198.60~~ ~~£238.32~~  
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Axle end stubs, R/H & L/H thread ~~pair £49.90~~ ~~£59.88~~  
 Axle locking rings, R/H & L/H thread ~~pair £21.90~~ ~~£26.28~~  
 Locking ring adjustment tool ~~£25.50~~ ~~£30.60~~  
 Caliper mount brackets, suit AP ~~pair £29.50~~ ~~£35.40~~

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

Fully floating hub assembly without shafts ~~pair £218.60~~ ~~£262.32~~  
 Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length) ~~£328.60~~ ~~£394.38~~  
 Flange to suit F/F hub kit ~~£49.50~~ ~~£59.40~~  
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 820mm '4340' halfshaft, 18 tooth ~~each £82.50~~ ~~£99.00~~

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

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 Halfshaft flange, not F/E, suit std. axle ~~each £59.50~~ ~~£71.40~~

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit) ~~£395.80~~ ~~£474.96~~  
 Available 22 tooth (mates with std. halfshaft) ~~£395.80~~ ~~£474.96~~  
 Spare plate kit ~~£39.50~~ ~~£47.40~~  
 Spare side gears, 18 or 22 tooth (please state) ~~£32.50~~ ~~£39.00~~  
 English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 ~~£231.50~~ ~~£277.80~~  
 Spare side bearing, top quality ~~£19.90~~ ~~£23.88~~  
 Crush washer ~~£5.90~~ ~~£7.08~~  
 Crown wheel bearing ~~£9.90~~ ~~£11.88~~  
 Pinion bearing ~~£14.90~~ ~~£17.88~~  
 Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth ~~£443.80~~ ~~£532.56~~  
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**SPARES**  
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