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LEADING BRITISH

Edd Straw speaks to the homegrown talent that will lead the charge to topple Porsche at Le Mans



Thirty-two British drivers have won the Le Mans 24 Hours. There's every chance the number could rise to 33 in 2016, given half of the six works LMP1 entries have a Brit aboard. But for that to happen requires either Audi, which fields Oliver Jarvis in its #8 car, or Toyota, which has Anthony Davidson in #5 and Mike Conway in #6, to topple Porsche. No easy task at Le Mans.

The numbers aren't encouraging. Porsche dominated Le Mans last year and has only been beaten once in the last eight World Endurance Championship rounds. But Audi and Toyota have already proved much stronger in

2016 than they were for much of last year. So it's game on.

The Audi R18 e-tron quattro carries the same name as its predecessors, which stretch back to 2011, but it's a very different car this year. Built around a new monocoque, with radically different high-nose aerodynamics and a step up from the four megajoule class to 6MJ hybrid division, which necessitated a move from flywheel to lithium-ion battery storage technology, it already has a win and a pole position to its name. Jarvis, sharing with Lucas di Grassi and Loic Duval, claimed his first WEC win at Spa last month and is revelling in the new car - even though the aggressive step means winter testing was troubled and the odd mechanical gremlin still rears its head on the turbo diesel machine.

"It's going to be a tough 24 Hours

and it's going to be damned close," says Jarvis. "You just can't call it. Porsche seems to have a pace advantage up to a certain point, but that doesn't mean anything in the races without reliability.

"We had to be so aggressive on the development and really push the limits, so you are going to have issues. You bring new parts all the time and aren't getting as much testing as in previous years. We're aware that, with a completely new car, we've got to make sure reliability is up to Audi's usual standards.

"I wouldn't say we underestimated the challenge, but people do underestimate the complexity of these cars. Everything influences everything else. It's not just about the new battery, all the systems have to talk to each other. We didn't have the smoothest winter, so we arrived at Silverstone with unknowns. But it's started well."

While the Audi was actually the least competitive of the three cars at Spa in a race of attrition, this was a consequence of its low-downforce package being too trimmed out. It will be a different story come Le Mans.



Set-up tweaks for Le Mans should boost Audi's LMP1 chances

LE MANS PREVIEW

Photos: LAT

THE CHASE FOR GLORY



Audi won Spa's World Endurance round

Jarvis (left) took Belgian victory



Anthony Davidson will tackle his ninth Le Mans with victory in his sights

But the car that flew at Spa, in race trim at least, was the Toyota TS050 HYBRID. The marque's insipid defence of its 2014 WEC crown last year (its fastest race lap at Le Mans was 3.4 seconds off the pace) led to a rapid response. A new energy-storage system and a move up to the 8MJ class, with the supercapacitor system replaced with lithium ion batteries, was already planned but the 3.7-litre atmospheric engine was also binned in favour of a hastily-developed 2.4-litre twin-turbo V6. At Silverstone, the car was not a victory threat but that was always expected to be Toyota's weak track. But at Spa it led for three hours in the hands of Davidson, Sebastien Buemi and Kazuki Nakajima before the engine let go. A dramatic difference to 2015. "It was soul-destroying last year," says Davidson. "Nobody deserves to drive for the same team they won the championship with, get the shiny number one and go out to defend the title like that. I loved it up until the prologue test, then it was worthless! Nobody could believe the 6s gain Porsche had from 2014 to '15 - we were happy with two!

"It's because of that situation that we not only had to redesign the hybrid system, but the engine as well. That was supposed to be done over one or two years, not six months. We have got to be relatively happy with what short a timeframe we had to design and develop this car, particularly the powertrain side of things. We can still extract more performance out of it as time goes on." While the World Endurance Championship is a coveted prize, Le Mans is the big one. Toyota has a difficult relationship with the race that it should have won several times in the past, most recently in 2014, but never has. Davidson, too, has not won in eight attempts, so it's a very big deal for both. For Toyota, winning Le Mans has become an obsession. "If we win Le Mans by any means, we will take it and we will deserve it," he says. "Whether we can win it on pure speed, I'm not 100 per cent confident but I'm certain we'll be a lot better than last year. I've never seen the team so focused on that one race." Jarvis is even more bullish about Audi's chances than Davidson is of Toyota's. Not only has the Audi

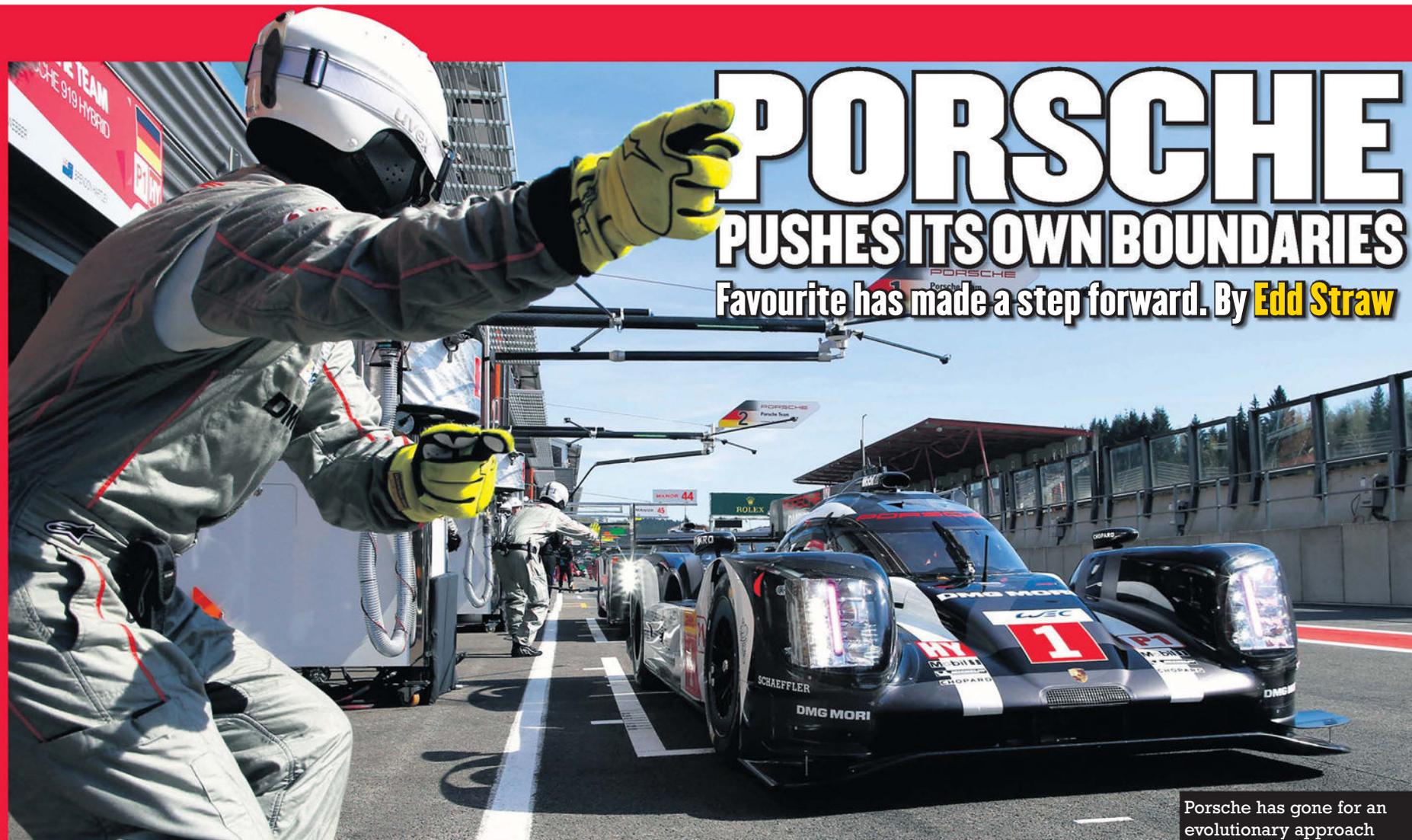
been the only car to beat Porsche to a pole this year at Silverstone, but he expects Le Mans to be the car's best track. "It is probably our biggest opportunity in pure performance terms," he says. "The rules are written with Le Mans in mind so I don't see why we can't take the fight to them. We have a good downforce package and while we are missing the extra 2MJ of boost Porsche and Toyota have, that has the least effect at Le Mans because the straights are so long. Our top speed certainly isn't bad [the Audi was fastest of the three manufacturers at Spa]. But a lot of it will come down to making the tyres work. With all this technology, people forget it's the four tyres that are in contact with the track and if you don't get them to work, it can't do anything for you." A reminder that no matter how cutting edge the cars become, a big part of winning at Le Mans is the connection between the car and the road. History suggests that Brits are pretty damned good at delivering on that score at Le Mans, and this year they definitely have the equipment to win. ■



Toyota has undergone a massive redesign since its struggles in the 2015 campaign

LE MANS PREVIEW

Photos: LAT



PORSCHE PUSHES ITS OWN BOUNDARIES

Favourite has made a step forward. By **Edd Straw**

Porsche has gone for an evolutionary approach

Porsche heads into the 2016 Le Mans 24 Hours as the favourite to take what would be its 18th win in the endurance classic.

After all, it dominated last year's race, it has only failed to win one World Endurance Championship round in the past year and has had the fastest car in the opening two rounds of the championship over a single lap. But many in the team are quick to downplay the tag of favourite. It's easy to write that off as a refusal to tempt fate, but it's a legitimate position.

The Silverstone and Spa WEC rounds have hardly been slam-dunks for Porsche, which hasn't actually won either on the road – its victory in the opener only came after the winning Audi was excluded for illegal plank wear. Audi and Toyota have redoubled their efforts with new cars, primarily as a result of being ground into the dust by Porsche last year, and the cracks have started to appear in Stuttgart's finest. So Le Mans is beautifully set up as a race between evolution and revolution. Porsche representing the former, upstarts Toyota and Audi the latter.

But evolution doesn't mean it has stood still. The monocoque of the Porsche 919 Hybrid remains unchanged, but there have been plenty of upgrades, so this is no tired, tried and tested package. The car could be described as long in the tooth, but all of this also comes on top of major revisions ahead of last season that turned it into the dominant force.

"There have been updates on the aerodynamics, the suspension, the weight and the hybrid system," says team principal Andreas Seidl. "We have improved the engine in terms of combustion, gas exchange and frictional losses. We have made a reasonable step from last year."

Porsche has had to cut back from three to two cars for Le Mans, meaning last year's winning trio of Earl Bamber, Nico Hulkenberg and Nick Tandy are absent from its LMP1 ranks (Hulkenberg won't be at Le Mans, while the other two are in the works Porsches in GTE Pro (see page six). Having two bullets in the chamber rather than three isn't ideal, especially given the winning crew last year managed to get the tyres working overnight far better than the sister machines. But it is at least on equal terms with both Toyotas, which has always run two

cars since its return in 2012, and Audi, which has also cut back. Driver Neel Jani shrugs off the disadvantage. He says: "Porsche has a good enough structure to have two or three cars, it doesn't matter."

Generally, the #1 car of Mark Webber, Timo Bernhard and Brendon Hartley has been to the fore in recent times, winning last year's title and leading both at Silverstone and Spa early on before hitting trouble. But the #2 machine of Neel Jani, the real ace card in Porsche's line up, Romain Dumas and Marc Lieb has also been rapid and leads the 2016 points. It is a measure of how unpredictable the season has been that second in the standings is one of the privateer Rebellion crews. The Porsche trio only leads because they limped home second at Spa after hybrid power was compromised in the early laps in an attritional race.

So the picture is inconclusive. The car is certainly improved and Porsche has worked to tackle the understeer troubles it has historically faced with the 919 Hybrid. Not that this is especially helpful at Le Mans, but the reduction of energy permitted per lap by 7.5 per cent means regulations have also fed into upsetting the competitive order. There's no indication that any of

the three teams will be at any advantage in terms of range. Last year, each managed 13-lap stints under green-flag conditions and it's likely to be a similar story this year even with the reduction in the permitted fuel. Tyre management is also not the weakness it was a couple of years ago for the Porsche. And while the Porsche is likely, although not a dead cert, to be the fastest it won't be by a massive margin, especially given it's yet to be seen how the fuel regulations might affect the pace balance-of-power. So the biggest variable is reliability.

Porsche's massive stride forward in pace from 2014 to '15 has forced Audi and Toyota to go aggressive. In turn, Porsche is trying to screw every last iota of performance out of its package to stay ahead. The result? Reliability is not guaranteed. In fact, only once in four attempts in WEC this year has one of the Porsches run cleanly – not that mechanical problems can be blamed for Hartley's brain fade while lapping Mike Wainwright's GTE Am Aston Martin at Silverstone that put the #1 car out.

"Spa was a crazy race with reliability issues," says Jani. "Le Mans will be very, very interesting because of this. It is never easy."

Inevitably, Porsche look to downplay the question marks over reliability, but the picture is clear to see. Audi driver Lucas di Grassi suspects this will be the story of the race.

"You have to take risks, you have to be aggressive and you have to push technology forward," says di Grassi. "You take risks for performance, but now it's so stretched in technology that people are having reliability problems – not just us, but Toyota, Porsche, everyone."

"That's going to be the story at Le Mans. It could be like 2013 when one car was in the lead, then it was in the pits, then another."

So unusual have the reliability problems been that not only is the battle between the manufacturers hard to call, but some have even tipped the privateers for a shock victory. After all, Rebellion has finished third and fourth in the opening two WEC rounds! But that remains a fanciful scenario.

On paper, this should be Porsche's race to lose. For all its reliability problems, it should be the strongest, it has the most mature car, a team that's on the money operationally and a record of success none of its rivals have come close to matching over the past 18 months. ■



Porsche has been fast but fragile



2015's WEC title-winning crew



Stuttgart marque won '15 Le Mans



MANOR'S FRESH START

Why ex-F1 crew has switched to endurance racing, and why Le Mans is special. By Rob Ladbrook

John Booth and Graeme Lowdon take great pride in their work. They've been there, done it and bought the proverbial T-shirts when it comes to world motorsport events.

Through their Manor Motorsport organisation they've scaled the single-seater ladder – from Formula Renault, to F3 and GP2, eventually culminating in a points-scoring Formula 1 entry. It's been 26 years of hard graft. They've reached the heights, experienced the lows, and learnt essentially all there was to learn about formula racing.

Except now they're right back where they started. The challenge is new. The learning curve is near-vertical again, and this time the races are a tad longer.

The formation of the Manor WEC team to compete in the LMP2 division of the FIA World Endurance Championship wasn't a total surprise. Instead it's an inspiration.

The F1 team was ailing. Booth and Lowdon announced they would leave Manor-Marussia at the end of 2015, citing a difference in opinion with team owner Stephen Fitzpatrick.

The F1 dream was over. The resources gone, the knowledge retired. So, what now?

"When we left Manor F1 we had nothing – not even a screwdriver to our name," says Lowdon. "We'd done everything we could in F1, but we weren't done with racing. We

still wanted to compete, so we looked at our options and LMP2 just stuck out as the perfect opportunity.

"There's such an attraction with a formula like this. As Manor we've always fought at the sharp end of everything we've done, whether that be actually on track or on the commercial side of things. In F1 it was all commercial, it became as important, if not more so than what happened on track.

"LMP2, and the WEC as a whole, is enjoying such a growth spurt, both in terms of entries and its commercial aspect and fan base. It's got the right mix.

"There's a lovely purist element to LMP2. It basically comes down to a good team having good drivers and that's what makes the difference, not the car or the budget behind it. We've always believed that motorsport should be a test of skill, not a test of financial ability, and LMP2 is exactly that at the moment.

"We've got a great history of bringing young drivers through. We did it in F1 and LMP2 gives us the chance to keep doing it as it's a genuine feeder to LMP1 and on a lot of young drivers' radars now."

Manor WEC was formed in just two months. Orders for two ORECA 05-Nissan Coupes were placed, the tooling was bought, and the bare bones of a team assembled.

"We only had eight or nine weeks to sort everything, and the WEC still has a selection committee and criteria you need to fulfil before you can do anything," says Lowdon.



Manor's F1 life was a difficult one



Booth (left) and Lowdon in F1

"We had to recruit personnel, buy tooling, and start to learn immediately. It's a tough task, but we're used to high-pressure deadlines with the F1 projects, as they were always last-minute with having to build the car, sort the drivers and find sponsors.

"We've been lucky as we've retained some of the F1 guys, such as a few of our high-ranking engineers, and then we've recruited people with WEC and sportscar experience as you can't underestimate the value of knowledge in this championship. To win and be successful it all comes down to good preparation. We've also kept Roberto [Merhi] from the F1 days, so there's a real family atmosphere around the team."

Going from building bespoke grand prix cars with complex hybrid engines to running essentially off-the-shelf sportscar chassis was also a step-change for Manor: Lowdon says the cars, especially their Nissan powerplants, are more simplified.

"The LMP2 cars are hugely different to F1 chassis, but in the right way," he adds. "The engines are hugely simplified compared to F1, where teams and brands are spending millions on things fans don't really care about. Sure it makes a nice engineering article or an interesting chapter in a science book, but F1 fans don't care what the engine is – as long as it's powerful, spectacular and produces good racing. Having simple engines in LMP2 controls costs and makes sure the drivers are the differentiator, which is how it should be.

"The level of quality of finish in F1 is also astounding, but the ORECA is on the same level chassis-wise. The carbon monocoque is the same standard as F1. Certain things are simplified – such as the suspension which is basic in both material and design, but why does it need to be fancy? The best engineering is fit for purpose, and LMP2 cars really are. They're meant to be accessible for drivers and teams and not cost 50m euro per season to run."

With the team coming together so late, Manor WEC was up against it come the start of the season. A powertrain issue led to the retirement of the Tor Graves/Will Stevens/James Jakes car at

Silverstone, while the sister entry of Matt Rao/Richard Bradley/Roberto Merhi recovered from a collision to finish sixth in class.

Better was to come at Spa-Francorchamps, where Merhi/Bradley/Rao could have won had they not been tipped into a spin at the start and had to serve a drive-through for Merhi exiting the pits under a red light. The trio finished third to score Manor's first podium.

Next up, it's the big one. Le Mans. A race where knowledge – and luck – is everything.

"My first Le Mans was in 1990, and I remember watching Martin Brundle as part of the Jaguar 1-2-3 and I was bewitched by it," says Lowdon. "I went to every race after that up until the F1 project in 2009.

"It's the best race in the world bar none, and how the teams sustain the pace for so long is amazing. Just finishing at Le Mans is an incredible achievement.

"It will be my proudest moment in motorsport to stand on that grid in June and be about to race at Le Mans with a Manor badge on the car.

"We don't have the most Le Mans experience, but I've listened to all the top team bosses over the years and they always say they learned something from each race they did, and that's the key: to never stop learning. If we do well, then Lady Luck will have smiled on us. The level of competition is high, especially in LMP2 which is the most competitive category at the moment, so we just have to go and do our best." ■

New Britons ready to step up to the challenge of Le Mans as the LMP2 category is set to shine

Manor won't be the only Brits heading to France for their first taste of LMP2 at Le Mans, as the entry includes a diverse mixture of top names and rising stars.

The garage with the most media attention next weekend is likely to be the Algarve Pro Racing one, where Olympic cycling legend Chris Hoy makes his 24 hour racing debut in the toughest race of them all. He shares a Ligier JS P2 with Michael Munemann and Andrea Pizzitola.

"Le Mans is a huge challenge, but I feel ready for it," says the eight-time Olympic gold medallist and reigning LMP3 champion. "I know people will be watching me, and there is a lot of pressure, but mostly it's pressure from me not to mess it up and waste a seat some other young driver would probably kill for.

"The speeds at Le Mans are scary. The LMP1s are on a different planet, even when you're in a P2 they come flying past, so you have to be so aware

at all times and be able to concentrate not only your own race, but what races are going on around you."

Multiple European Formula 3 race-winner Jake Dennis is another new face. He joins Jota Sport to share a Gibson 015S with Simon Dolan and ex-F1 man Giedo van der Garde.

"The plan is to show what I can do this year and try to land a full season next year," says Dennis, who becomes the first Racing Steps Foundation-supported driver to race at Le Mans.

"My F3 experience really helped me adapt to the P2. The car has a lot of aero so it does well through high-speed corners, but can feel lazy in the slow stuff with the weight transfer and waiting for the grip to come. But I like it a lot, it's a good experience and Le Mans will be amazing.

"People told me I'd struggle with vision, but it's fine. In single-seaters I could never see the front wing and only an inch or so of the front tyres, so it's not a big difference."



F3 and GP3 ace Jake Dennis is in

LE MANS PREVIEW

Photos: Jakob Ebrey/LAT

Last year's winner returns to his roots, but not by choice. By **Rob Ladbrook**

STEPPING BACK, LOOKING AHEAD



Tandy will race a Porsche 911 RSR in the Le Mans 24H

The aspect looking down from that podium gives a great perspective of the Le Mans 24 Hours race. The pitlane, grid and grandstands – all packed to the rafters with smiling, cheering fans. Even rival teams join the party. For the lucky few that get to climb to the winner's step, they'll get the best view in world motorsport.

For Nick Tandy Le Mans will look a bit different next weekend. After springing one of the biggest upsets of last year with overall victory for Porsche in its 919 LMP1, Tandy is back at La Sarthe next weekend, but not with the same firepower.

The Volkswagen-Audi Group's decision to scale down to just two LMP1 cars for this year's endurance classic has forced Porsche's hand. The third 919 Hybrid LMP1 isn't entered, nor is the third Audi, leaving Tandy, Earl Bamber and Nico Hulkenberg no chance to defend their emphatic 2015 victory.

That's a hammer blow for the career of most drivers, but Tandy, 31, knows there's a brighter future to come. He's not out of the race entirely. Instead he's back on familiar turf, in a factory Porsche 911 RSR alongside IMSA SportsCar Championship team-mates Kevin Estre and Patrick Pilet.

Forced relegation from the top table is a temporary setback, and Tandy is keen to look on the bright side.

"Sure, it's a decision that hurts as naturally as a winner of Le Mans – or any big race – you want a shot at defending it," Tandy tells *MN*. "But I have to respect Porsche's decision and the fact that the other two 919s are fighting for a championship. But, at the end of the day, I'm still racing. I'm going to the greatest race in the

world in a factory Porsche aiming for a class victory. It's not exactly a terrible deal!"

"In truth it's not just me missing out either. It's not like there's one forgotten driver. Both myself and Earl and the technical crew that ran our car last year, we all share the same anguish at not being able to defend the win."

Last year Tandy went to Le Mans as a relative unknown outside Britain and Germany – where he enjoys a strong reputation as one of the top GT drivers around. This year he returns as the overall winner from last year, something that will naturally draw more attention. That is especially true given the circumstances of his return.

"Last year we went in to the race under the radar," says Tandy. "Nobody looked twice at us against the full-time cars, and I think being out of the spotlight helped. We simply got on with the job and could concentrate without any external distractions. We knew our potential, and we showed it on race day."

"This year will be very different. There will be more attention on both factory Porsches [Bamber drives the sister car alongside Jorg Bergmeister and Frederic Makowiecki]. So many people know about Earl and myself after last year and stepping back into the GT class will bring a lot of focus and probably scrutiny. But we have nothing to prove because if you've won Le Mans outright what else is there to prove to people?"

"Going back to GTs doesn't bring any extra pressure. I'm not approaching this race thinking I have to go and smash every record possible to prove I'm right for LMP1 and Porsche will take me back there immediately. I have a job to do in GTs this year and I'll go into it like any other race. The target is always to do the best we can and try to win.

By doing that, I can put myself in the right place if and when the next LMP1 chance comes about."

Tandy's record since joining Porsche's factory roster is impressive to say the least. Since signing for the Stuttgart marque in 2013, Tandy has notched a win in at least one of the big endurance events in each season. His first came in the GT class of Petit Le Mans, followed by 2014 Daytona 24 Hours class success then the big one in France last season. He even produced one last shock by winning last year's Petit Le Mans in a car from the lower GTLM class.

"I like to keep a record for each season and so far I've won one of the major events every year with Porsche," he says. "I want to keep that run going. Last year was a total dream winning Le Mans and Petit, but this year gives me the chance to win something different again."

"A class win at Le Mans is still a win at Le Mans. And to find drivers that have won the race outright and in a lower class is pretty rare. That's certainly something to aim for."

The latest driver to win Le Mans outright and in class was reigning World Endurance champion Timo Bernhard, who triumphed in the GT class with a Porsche 911 in 2002, and outright with an Audi Sport R15+ in 2010.

Tandy adds that he feels well prepared for this year's race, but knows the challenges ahead will be different to last season. He has contested Le Mans in the GT class before – in 2011 and 2014.

"The 911 RSR we're running is identical spec to the car we race in IMSA in America," he explains. "If anything I feel better prepared for this year's Le Mans than any other I've done as the race is forming part of our American programme. I know the car inside out, I know my team-mates well and there's not much new with the technical package. Porsche also isn't missing out by not doing the full WEC with a factory team as there's lots of input to the Dempsey-Proton car, and that data will be shared at Le Mans."

"Our one concern is the balance of performance [equalisation system]. If it's anything like it was at Spa [WEC round] where the Porsche was lapped by the winning Ferrari 488



Tandy's LMP1 debut came last year in Porsche's 919 Hybrid...



...and yielded glory alongside Bamber (c) and Hulkenberg (r)

and two seconds off the pace, then we may as well not turn up as that's not racing. Hopefully the ACO [Le Mans organiser], IMSA and the FIA will alter it for Le Mans. Having the fastest car doesn't guarantee success at Le Mans, but you need a relatively level playing field.

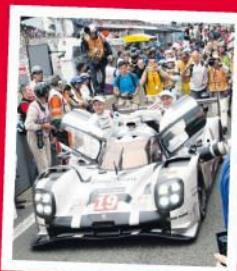
"We know where we stand against cars like the Aston Martins and Corvettes as they have only been modified to fit the new aerodynamic rules, like the 911 has. But with the Ferrari and Ford GT, they're new chassis with a new engine package too, so it will be a learning experience against them."

"Le Mans in a GT car is much busier than it is in an LMP1. It's much more physical and mentally draining as you have to constantly

watch your mirrors and know what's around you. You're in your own race, but you also have to contend with the LMP1s and P2s coming through, and sometimes the speed differential is frightening. Fortunately I've done both so I understand what to do in traffic from both sides and how easy it is to get caught up in somebody else's accident."

"The GTs are also much more physical to drive as they're 300kg heavier than a P1. You work the wheel more as you're in the corners for longer and things like the braking distances are longer and harder."

Le Mans this year will be different for Tandy, but in a way it's back to what he knows. The GT route still offers a legitimate way to enjoy that Sunday afternoon view. ■



"You want to defend a win as big as Le Mans"

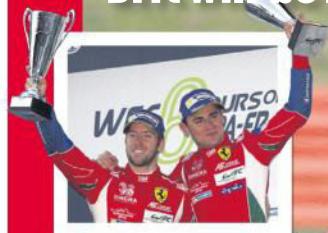
NICK TANDY

LE MANS PREVIEW

Photos: LAT

BIRD LANDS HIS BIGGEST CHANCE

Brit will be looking to continue his good form in France



Bird will partner Davide Rigon and Andrea Bertolini

FERRARI

This year will be Sam Bird's third Le Mans 24 Hours. And he will be racing in a third different class. He made his debut with AF Corse in GTE Am in 2014, before switching to the G-Drive LMP2 entry last season but now he's back in an AF Ferrari, this time in GTE Pro.

"It's a slightly different approach because with GTE Pro you're going all out for the GT win," he says. "With GTE Am, as much as it pains me to say it, you're not fighting with the Pro Ferraris, Astons and Corvettes. Then LMP2 is different because you are overtaking GTs all the time so it's a different challenge."

Bird's Le Mans debut was a tough one, as he was involved in a spectacular collision with two prototypes when rain started to fall. Then in 2015 his Ligier JS P2 struggled to match the pace of the KCMG ORECA and he had to settle for third.

But this time Bird has been the man to beat in the run up to the La Sarthe contest and goes in as one of the favourites.

Alongside Davide Rigon, he has won the class in the first two rounds of the World Endurance Championship – and both times the Ferrari 488 duo's advantage has been over a lap. However, Bird

insists some of the Prancing Horse's rivals have yet to show their hands.

"We knew the car was good but we didn't realise it was going to be quite so dominant," he says. "We won the first two races comprehensively but know the straight-line speed in the Ferrari is not as strong as Aston Martin or Corvette or Porsche."

"It's really hard to say who our biggest rivals will be – we are very quick at normal circuits but we don't know where Ford are as I think they have been underplaying their car. I think they're going to be extremely strong and Porsche will always be strong and Corvette as well. So it's very difficult to know who is going to be the main competition."

Regardless of who his chief rivals are – with fellow Brit James Calado in the sister car a major threat – the reigning LMP2 WEC champion is desperate to end the race on the top step of the podium.

"I stood on the podium last year but when you have just worked so hard for 24 hours, giving absolutely everything it's quite difficult when you look up and see someone else on the top step," he reflects. "Other podiums you can stomach but with Le Mans it's much harder to stomach it."

"To win this year in a Ferrari would be a dream come true."

Stephen Lickerish

Two Olivers seeking more Corvette success

There will be two British Olivers racing Corvettes at Le Mans this year. However, Oliver Gavin and Oliver Bryant have vastly different levels of experience of the twice-round-the-clock contest.

This year's race will be the 16th time that Gavin has lined up on the starting grid, while Bryant will make his debut.

Gavin will be seeking a record-equalling sixth GT class triumph. The works Corvette driver was a class winner for the first time since 2006 last season as he triumphed in a chaotic race for

the GT cars and will again race alongside Jordan Taylor and Tommy Milner next weekend.

But for Bryant it's all new – well some of it. He has never driven the car before, but does have experience of the circuit and 24-hour races.

"I'm delighted to be doing it – it's something I've always wanted to do," says Bryant, who has raced both modern GTs and historic cars in recent seasons. "I've done the Le Mans Legends support races so I know where the track goes and the ACO has introduced a mandatory

CORVETTE

simulator session for rookies so I've got used to having LMP cars going past you. I've also got a lot of experience in GT cars, mainly front-engined ones as well [like the Corvette], so I'm sure getting used to the car won't be a problem."

Bryant will drive for Team AAI, which is run by the Belgian ProSpeed squad, in the GTE Am division and he will be using the same chassis that Gavin was victorious in last year. He will be joined by Johnny O'Connell – and Mark Patterson.

Stephen Lickerish



Bryant (l) will drive AAI car

Turner and Adam among other 10 Brits racing in GT class

There are plenty of other Brits taking part in the iconic race, with factory Aston Martin drivers Darren Turner and Jonathan Adam among the most notable.

Turner is a veteran of the enduro, with this year's race being his 14th consecutive edition and he will be seeking

to add to the two GT class wins he has picked up in that time. Adam, meanwhile, will be making his debut this year in the other Pro class Aston.

Also driving an Aston and making their Le Mans 24H debuts will be British GT regulars Andrew Howard and Liam Griffin in GTE Am.

The British entry is completed with Duncan Cameron, Aaron Scott and Matt Griffin in an AF Corse GTE Am Ferrari 458, with Rob Bell driving Clearwater's version. There's also the Gulf Racing Porsche 911 RSR crew of Michael Wainwright, Adam Carroll and Ben Barker.

Stephen Lickerish

OTHERS



Franchitti will race Ford GT

Ford aims to make a splash on its return

There will be a lot of attention lavished on the Ford GT programme heading to Le Mans this season. Not only does the Chip Ganassi-fronted squad have a lot of history to live up to – it is 50 years since the Blue Oval took its first victory at Le Mans – it also has the only all-UK line up in the GTE Pro field.

Marino Franchitti, Andy Priaulx and Harry Tincknell will join three other cars in the line up. Franchitti says that he is fully aware of the publicity that will surround the programme.

"It is a big responsibility," says Franchitti, who finished second in class with his team-mates at Spa last time out. "But the hype about that will be all out of the way before the race. Then we can look forwards."

"We are optimistic of a good result, and our last 24-hour test was a success. But we are under no illusions. This is the car's first Le Mans 24 and Ferrari and Aston Martin will be very strong – although they have shown some signs of weakness."

Matt James



Carroll will make debut as part of all-British Gulf Porsche crew

LE MANS PREVIEW: RETRO

GREATEST CARS

Some fine sportscars have failed in the 24 Hours. **Kevin Turner** picks out the best

Many great sportscars have won the Le Mans 24 Hours. In fact, victory at the world's most famous endurance event has made the reputation of many fine racers. But there have been some that missed out.

To pick out the best cars never to have won the Grand Prix d'Endurance, we looked at a number of factors. The key ones were how well they got on at Le Mans, the circumstances of their failures, and the amount of success scored elsewhere. The impact the candidates had on the race and the sport was also considered.

The only rule was that the car had to have actually raced in the Le Mans 24 Hours, so no Jaguar XJR-14 or Mercedes CLK GTR. Similarly, we focused on individual models rather than teams or marques, so the Cunningham efforts of the 1950s and the hard-trying Courage squad of the 1980s and 1990s – both of which scored podiums – don't make the cut either.

So, here are our 10. Let us know what you think by emailing mn.letters@haymarket.com.

10. ASTON MARTIN DB3S

BEST RESULT: 2nd (1955, 1956 and 1958)
The underpowered but well-balanced DB3S does not immediately spring to mind when it comes to Le Mans greats, but the three-litre straight-six Aston racked up an impressive CV.

No other car on this list has three second places to its name at Le Mans. The DB3S also steadied the Aston Martin ship after a poor run in the 24 Hours.

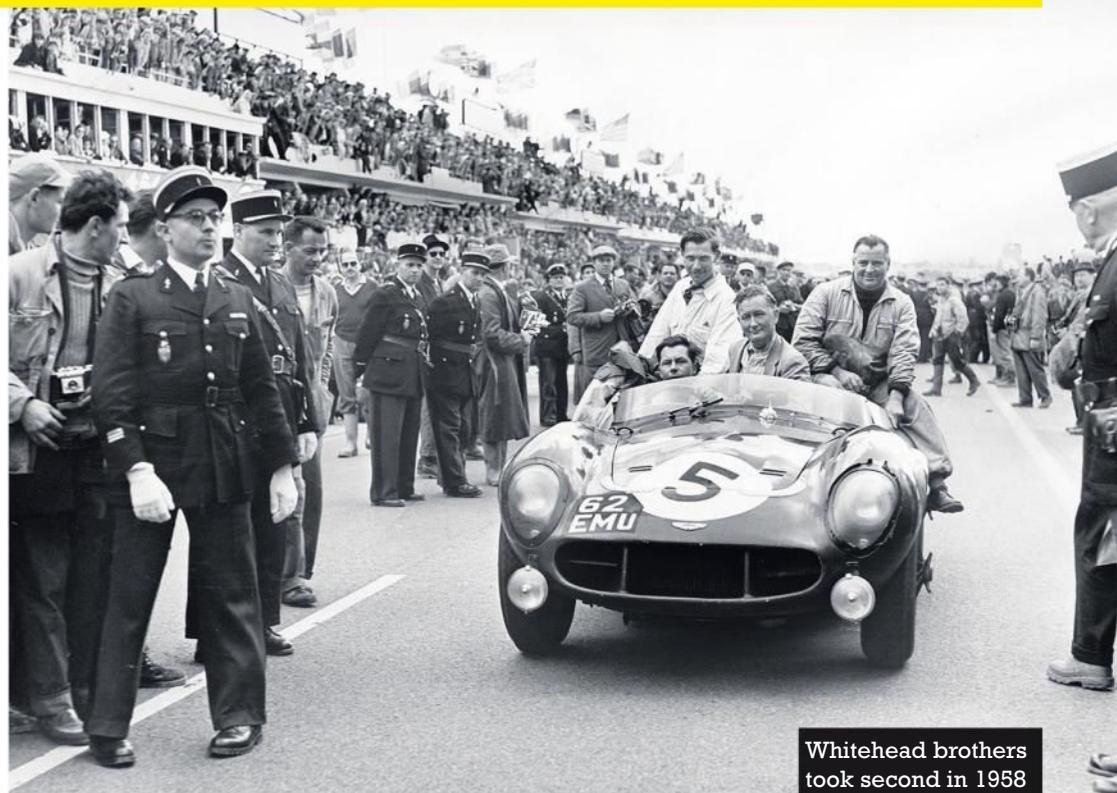
The 1955 and 1958 runner-up spots can be attributed more to the problems suffered by faster rivals, but the 1956 contest was a different matter.

Stirling Moss and Peter Collins fought a duel with the Ron Flockhart/Ninian Sanderson Jaguar D-type, ultimately losing out to the bigger-engined Ecurie Ecosse machine by a single lap.

Elsewhere, the car proved its worth with victories in the Tourist Trophy at Dundrod and the Goodwood Nine Hours.



Aston DB3S v Jaguar D-type in 1956 race



Whitehead brothers took second in 1958

9. MERCEDES SS/SSK



Runner-up spot came in '31...



...after heroic fight against Bentley in 1930 event

BEST RESULT: 2nd (1931)
The rival 'Blower Bentley' is better known, but the 7.1-litre supercharged Mercedes is more worthy of this list.

Firstly, the solo 1930 entry driven by Rudolf Caracciola and Christian Werner put up a heroic fight against two teams (supercharged 4.5-litre cars and

unsupercharged 6.6-litres) of Bentleys before expiring with a flat battery, leaving the British firm to secure a one-two with its unblown Speed Sixes.

"Such is the reputation of the famous German marque for speed and stamina that elaborate team tactics were adopted by the two Bentley

groups," said *Motor's* 1930 race report. "They took it in turns in luring the German on to unwise speeds."

Secondly, unlike the famous Bentley, the shortened SSK returned to finish second the following year, albeit defeated by the smaller (but legendary) Alfa Romeo 8C 2300.

8. FERRARI 312 PB

BEST RESULT: 2nd (1973)
"The 312PB was a fabulous car," recalls factory Ferrari driver Brian Redman. "But right from the start in 1973, the Matra was slightly better, with more efficient aerodynamics, and also the handling was somewhat better."

Even so, Matra's defeat of Ferrari in their epic 1973 Le Mans tussle was a close-run thing.

Ferrari had won every championship round it entered in 1972, but skipped Le Mans as the F1-derived engine was thought not to be ready to last 24 hours.

Matra, which only entered Le Mans, thus took a dominant 1-2.

In 1973, Matra entered the championship and Ferrari added the French Classic to its schedule, with three long-tailed 312PBs taking on four Matras.

Arturo Merzario led a Ferrari 1-2 in practice and he charged off into an early lead before dropping from contention while a fuel leak was fixed. After the two leading Matras hit trouble, the Carlos Reutemann/Tim Schenken 312 led until its engine broke.

Even then, the conservatively

driven Redman/Jacky Ickx Ferrari moved to the front. A broken exhaust, bodywork repair and fuel leak allowed the Henri Pescarolo/Gerard Larrousse Matra ahead, but the French car's run was not perfect either and Redman/Ickx still had an outside chance when the flat-12 engine failed with 90 minutes to go.

The three 312s had topped 14 of the hourly bulletins, but second place was the best they could manage at the flag. And that was the end of Ferrari's last attempt at outright Le Mans success.



Ickx/Redman 312 had late failure



Red Ferraris led the blue Matras at the start in '73

NEVER TO WIN LE MANS

7. PORSCHE 911 GT1



Joest chased in 1997

Formation finish in '96, but it was second and third

BEST RESULT: 2nd (1996)
Not for the first time, Porsche moved the goalposts in endurance racing with the 911 GT1, even if it was perhaps not quite within the spirit of the prevailing regulations.

The two works GT1s led at the start of the 1996 Le Mans, but were soon overcome by the Joest TWR Porsche WSC95s. The Hans Stuck/Bob Wollek/Thierry Boutsen 911 GT1 was the only car to lead the metronomic Davy Jones/Alexander Wurz/Manuel Reuter Joest machine, which had far better fuel economy than the other open prototypes and more speed than the GTs.

The Joest-run car also suffered no serious delays, which could not be said of the tricky-to-handle GT1s, both of which lost time due to driver-

induced excursions. Stuck suffered an altercation with another car, while the #26 machine had a number of minor offs.

"I think the sports-prototypes were unbeatable today," reckoned Stuck, whose car suffered no reliability issues. "We are nearly 200kg heavier and have narrower tyres, so to be so close to victory is great."

Stuck/Wollek/Boutsen led a Porsche 1-2 in class, thrashing the McLaren F1 GTRs, which were not quick or reliable enough to challenge, but fell a lap short of overall honours.

Things looked even better for the revised GT1 in 1997, but the result was worse.

This time the closed Porsches had the edge over the solo Joest WSC95 for much of the contest.

Stuck/Wollek/Boutsen led through the night before veteran Wollek uncharacteristically went off at the Porsche Curves and retired on Sunday morning. That still left the other example, driven by Yannick Dalmas, Emmanuel Collard and Ralf Kelleners, out front. Victory looked assured with three hours to go, but then a dramatic fire – caused by an engine oil leak – forced Kelleners to make a rapid exit, leaving Joest to win again. The older privateer GT1s weren't in the fight, so rival McLaren even took the GT class honours.

The 911 GT1-98 finally gave the works squad another Le Mans success the following year, but that was essentially an all-new machine.



6. FERRARI 330 P4

BEST RESULT: 2nd (1967)

It's a cliché to say the P4 is one of the most beautiful racing cars of all time. It's true, but that tends to overshadow the fact that this was also a very fine thoroughbred sports-racer, which fell short at Le Mans thanks to one of the biggest invasions La Sarthe has ever seen.

After being defeated by Ford's big-bucks assault in 1966, Ferrari produced the 330 P4, complete with a gem of a four-litre V12. And took revenge on its American rival by finishing 1-2-3 at the Daytona 24 Hours. Ferrari would win the over-2000cc class in the International Championship for Sports-Prototypes, but Le Mans remained the big prize.

Works Ferrari driver Chris

Amon, who had won Le Mans the year before with Ford, says: "As a team, Ferrari went to Le Mans in 1967 with high hopes and confidence, but personally – having driven the big block Fords in the preceding two years – I had reservations about being competitive with the Fords due to the nature of the circuit.

"I expected us to be at least some 20mph down in top speed and, given the length of the Mulsanne alone, that was always going to be significant. I don't think Ferrari ever appreciated how good those big capacity American pushrod units were."

Four factory Ford MkIVs and three Mk2Bs were ranged against three works P4s (alongside a number of older Ferraris) and the seven-litre



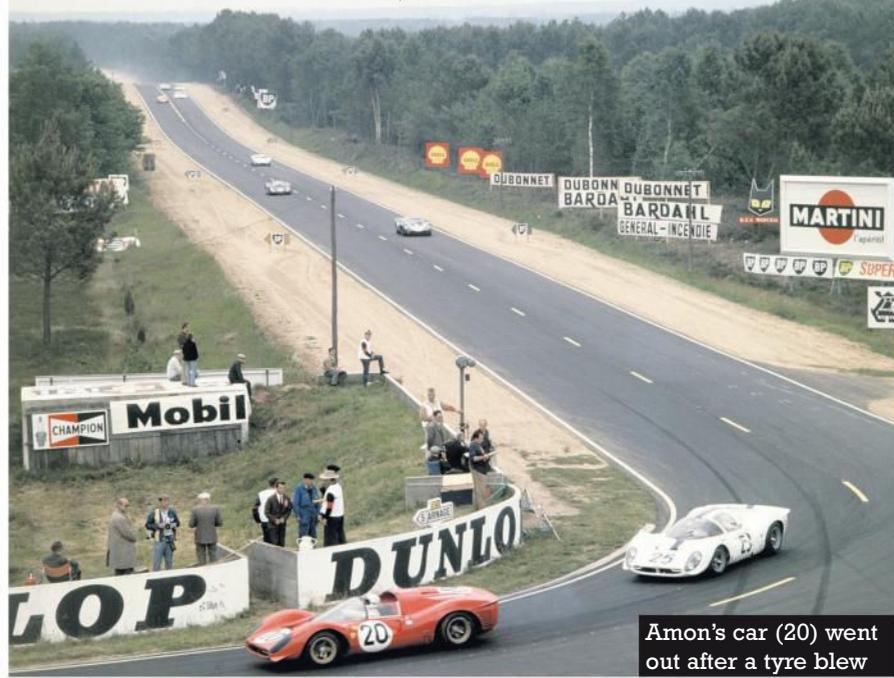
P4: second in 1967

Fords made the running.

Nevertheless, myriad problems for Ford – not least a multi-car accident that removed three V8s – meant it looked fallible.

"I don't recall having reliability concerns," adds Amon, whose own Ferrari only retired after catching fire following a puncture. "I always felt the P4 was pretty bulletproof mechanically."

In the end, only the carefully driven Dan Gurney/AJ Foyt MkIV had a trouble-free run, but that was enough to limit hard-working Ferraris to second and third.



Amon's car (20) went out after a tyre blow

5. PORSCHE 908



Redman and Siffert were strong in special '69 spyder

BEST RESULT: 2nd (1969, 1980)

The only car on this list to score outright podiums at Le Mans in three different decades (1969, 1972 and 1980), the 908 should be on everyone's list of great sportscars. It stormed to the 1969 world sportscar title, and won at events as diverse as the Targa Florio, Nurburgring 1000Km and Spa 1000Km.

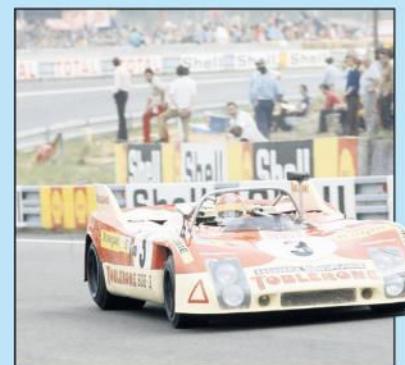
But it's a stealth great, partly because of the iconic status of its successor – the 917 – and partly because the three-litre prototype never won Le Mans.

A faulty brake warning light and an inspired Jacky Ickx defeated Hans Herrmann's surviving 908 in 1969, but the car's longevity was underlined when it took

another second place as late as 1980 (though how much of that car was actually 908 and how much was 936 is open to debate).

Brian Redman, who dominated the 1969 season in 908s alongside Jo Siffert, says: "Jo and I both tried the 917, we just felt that we'd have a better chance in the 908 [in 1969]. We had a special long-tail spyder. We were leading when the gearbox failed due to lack of cooling caused by the new long tail.

"If Jacky Ickx hadn't been driving the JWA Gulf GT40 or – with the greatest respect to Hans Herrmann – if Jo Siffert had been driving the [remaining] 908, then we would probably have seen a 908 win Le Mans."



Montjuich 908 finished fifth in 1973

LE MANS PREVIEW: RETRO

4. TOYOTA GT-ONE



Transmission problems hindered Toyota's '98 bid

BEST RESULT: 2nd (1999)

Several Toyotas could make it onto this list: the 1992 TS010; 1994 94C; or even the TS040 Hybrid, which would surely have won had it not been for a dramatic incident after a rain shower and bizarre wiring loom failure in 2014. The GT-One's Nissan R390 rival was also a candidate, but it is the 1998-99 Toyota that really captured the imagination.

Pushing the GT1 regulations to the limit, the GT-One qualified second on its Le Mans debut in 1998, but its gearbox would be Toyota Team Europe's undoing first time out.

When the rapid Mercedes CLK-LMs wilted early, the Martin Brundle/Eric

Helary/Emmanuel Collard Toyota took command. A series of setbacks – including gearbox problems and two accidents – eventually put it out, allowing the Thierry Boutsen/Ralf Kelleners/ Geoff Lees GT-One to move to the front.

Gearbox issues plunged Toyota into a battle with Porsche, but the #29 car still looked like a potential winner before the dreaded transmission woes struck with less than two hours to go.

Allan McNish, who won Le Mans for Porsche in 1998 before joining Toyota the following year, has no doubts about the car's pace. "In terms of pure one lap performance it was the quickest car," he says. "At the pre-Le

Mans test in '98 I was the fastest [for Porsche] but I hung everything out."

Toyota arrived as favourite in 1999 and duly lined up first and second. All three entries were in contention, with the frugal and efficient BMW squad emerging as the main threat.

"Thierry got into the lead and bugged off, but our pitstops were very slow," recalls McNish. "The last time they had raced was the year before; they weren't totally up to speed and got faster as the race went on.

"I remember three or four hours into the race that

McNish: rapid in 1999 race

we were fighting with the BMW so we could pull enough of a gap to be ahead after the stops. It was nip and tuck."

As it was, the fastest cars from both squads retired. Brundle's polesitting GT-One had a troubled event before crashing out thanks to a puncture, while the McNish/Boutsen/Kelleners car was taken out by an errant backmarker early on Sunday morning. BMW then lost its lead Tom Kristensen/JJ Lehto/Jorg Muller V12 LMR when the throttle stuck open and Lehto crashed.

All that left the Yannick Dalmas/Joachim Winkelhock/

Pierluigi Martini BMW leading, chased by the all-Japanese Toyota crew of Ukyo Katayama, Keiichi Tsuchiya and Toshio Suzuki. Former F1 driver Katayama responded to the challenge and set the race's fastest lap. He was still charging when the Toyota was forced onto kerbs while lapping a privateer BMW and suffered a puncture. For the third time in the decade, Toyota had to settle for second.

McNish believes his GT-One could have beaten BMW without the traffic mishap. "I think in a straight fight we would have won," he says. "We had the speed to do it and we had the reliability – we showed that with the Japanese car."



3. MERCEDES-BENZ 300SLR

BEST RESULT: Withdrawn (1955)

It's one of the great Le Mans questions: would Mercedes have beaten Jaguar in 1955 had the team not withdrawn after the sport's worst accident? But it should not be hard to answer.

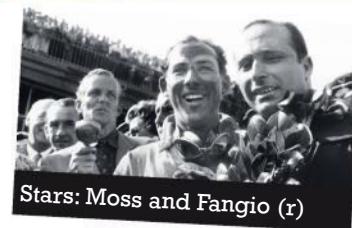
D-type ace Mike Hawthorn had battled Juan Manuel Fangio's 300SLR early on, before Stirling Moss – quicker than Fangio in sportscars – took over the Merc. Hawthorn's co-driver Ivor Bueb was a good sportscar driver, but he was not in the Moss-Fangio league and the #19 Mercedes was comfortably

in the lead when the call from HQ came.

Any doubts over the 300SLR's reliability should be quashed by its successes in the punishing Mille Miglia and Targa Florio road-racing classics. It was a robust, rapid all-rounder; though it is fair to say it also had the two best drivers in the world in the shape of Moss and Fangio.

"We could have easily won," Moss asserts today. "We were well ahead and I can't remember a 300SLR breaking, certainly not with me."

Mercedes was not going to lose this one.



Stars: Moss and Fangio (r)

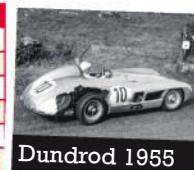


Number 20 had huge accident

300SLR'S 1955 RACE RECORD

The Mercedes 300SLR only entered six races in 1955 and won five of them. Three of those victories – Mille Miglia, RAC TT and Targa Florio – helped the German marque to secure the World Sports Car Championship.

RACE	BEST RESULT	WINNING DRIVERS	NOTES
Mille Miglia	1st	Stirling Moss/Denis Jenkinson	Mercedes 1-2
Eifelrennen Nurburgring	1st	Juan Manuel Fangio	Mercedes 1-2-4
Le Mans 24 Hours	Withdrawn	N/A	
Swedish Grand Prix	1st	Juan Manuel Fangio	Mercedes 1-2
RAC TT Dundrod	1st	Stirling Moss/John Fitch	Mercedes 1-2-3
Targa Florio	1st	Stirling Moss/Peter Collins	Mercedes 1-2-4



Dundrod 1955



Fangio/Moss Mercedes led the 1955 enduro until the team decided to withdraw

2. ALFA ROMEO 8C 2900B COUPE

BEST RESULT: R (1938)

Few, if any, cars have ever dominated at Le Mans like this one-off Alfa coupe that looked like a post-war design dropped into the 1938 race.

Completed just before the event, the unusual-looking car made quite an impact when it arrived at La Sarthe. "It caused quite a stir amongst the sports car fraternity, since a closed car was almost unheard of in real sportscar racing," said Alfa Romeo expert Simon Moore in his book *The Immortal 2.9*.

Ranged against an armada of French Talbots and Delahayes, Raymond Sommer and Clemente Biondetti battled for the lead early on before their three quickest rivals hit



New coupe stood out in 1938

trouble. Fast French defeated, the Italian machine, which was clocked at 150mph on the Mulsanne, cruised serenely on.

Taking turns in the cramped cockpit, Sommer/Biondetti built a 12-lap lead (around 100 miles) before the right-front

tyre blew with less than four hours to go, causing damage as Sommer fought to control the car at 130-140mph.

Sommer got the Alfa back to the pits, but a broken valve – probably the result of the Frenchman's efforts – stopped the big coupe at Arnage. Biondetti battled to push the Alfa back, but was eventually forced to give up.

"Thus ended what promised to be a new record for Le Mans," reported *Autocar*. "Throughout, Sommer had held the attention of the crowds by the speed of his car and his own personality."

Come the finish, the silent Alfa had still covered more laps than all but the top three.



Alfa built a lead of around 100 miles

1. MERCEDES-BENZ C11



Lead car dominated until closing stages

BEST RESULT: 5th (1991)

The ultimate Group C turbocar failed to show up at Le Mans in 1990 after a lot of politicking and the removal of the race from the championship. Given the fact the C11 was only beaten once during the campaign and that the C9 had won the year before, the Silver Arrows would have been hot favourites.

They were in 1991 too and the C11 topped qualifying and set fastest lap, but not one of the three entries made it onto the podium.

Kept off pole by rules that required the new-era 3.5-litre normally aspirated cars to start ahead of the Group C turbos, the C11 was fastest in practice despite only running race boost. Jean-Louis Schlesler quickly moved through to third in the early stages, behind the fragile Peugeot 905s, before allowing Oscar Larrauri's charging Porsche to go by. The 905s soon hit trouble, and Michael Schumacher headed the Mercedes attack as the Silver Arrows gradually moved into first, second and third.

The junior car led until the inexperienced Fritz Kreutzpointner took over in the evening, allowing Schlesler to move the 'veteran' machine ahead. Karl Wendlinger then dropped the #31 on cold tyres, requiring repairs.

Kurt Thiim in the third Mercedes couldn't match Jochen Mass, so after six hours the #1 car held a lead of almost a lap and headed a C11 1-2-3. The fourth-placed Mazda was already four laps behind. Shortly after 0100hrs, the charging junior car retook second.

The first real crack in the Mercedes armour appeared shortly before the 10-hour

mark, with Jonathan Palmer pitting #32 with an underbody damaged by debris. Nevertheless, at half-distance, the Schlesler/Mass/Alain Ferte car led Schumacher/Wendlinger/Kreutzpointner by a lap and the Mazda-Jaguar duel for third by three.

Then the second-placed car hit gearbox trouble and dropped down the field. When the recovering #32 car retired with an engine problem, it was thought to be the result of the earlier damage.

The lead car did start overheating, but such was its advantage that the drivers were able to back off and were still three laps ahead after 18 hours. Schumacher's car then hit overheating issues and a water pump drive belt was replaced, giving a hint to the team as to a potential problem.

Then, with just over three hours to go – and while still three laps ahead – the lead C11's alternator support bracket fractured and Ferte crawled in. The same pulley drove the alternator and the water pump so the C11 was retired with a cooked engine. Anodising the part for no apparent reason had made it brittle.

Mazda thus took its famous Le Mans win, with the recovering junior car, now itself running hot, fifth. Schumacher's fastest lap was little consolation. In all, a C11 had topped the hourly classification 20 times during the race...

"We should have won, we were so far ahead, but things like that happen," says Mass. "There wasn't a better car around. It was fantastic.

"I regret most the car didn't win because it deserved the pedigree to be a Le Mans winner."



The view the other Group C cars got of the V8 C11



Sportscar legend Mass thinks C11 deserved LM win

LE MANS PREVIEW- ESSENTIALS

Photos: LAT

All you need to know about the 84th 24 Hours of Le Mans

ENTRY LIST

Details correct at time of press

84th 24 Hours of Le Mans
Class: LMP1

NO	DRIVERS	TEAM	CAR
1	Timo Bernhard (GER)/Mark Webber (AUS)/Brendon Hartley (NZL)	Porsche Team	Porsche 919 Hybrid
2	Romain Dumas (FRA)/Neel Jani (CHE) Marc Lieb (GER)	Porsche Team	Porsche 919 Hybrid
4	Simon Trummer (CHE)/Oliver Webb (GBR)/ Pierre Kaffer (GER)	ByKolles Racing Team	CLM-AER P1/01
5	Anthony Davidson (GBR)/Sebastien Buemi (CHE)/Kazuki Nakajima (JPN)	Toyota Gazoo Racing	Toyota TS050 HYBRID
6	Stephane Sarrazin (FRA)/Mike Conway (GBR)/Kamui Kobayashi (JPN)	Toyota Gazoo Racing	Toyota TS050 HYBRID
7	Marcel Fassler (CHE)/Andre Lotterer (GER)/Benoit Treluyer (FRA)	Audi Sport Team Joest	Audi R18 e-tron quattro
8	Lucas di Grassi (BRA)/Loic Duval (FRA)/Oliver Jarvis (GBR)	Audi Sport Team Joest	Audi R18 e-tron quattro
12	Nicolas Prost (FRA)/Nick Heidfeld (GER)/Nelson Piquet Jr (BRA)	Rebellion Racing	Rebellion-AER-One
13	Matheo Tuscher (CHE)/Alexandre Imperatori (CHE)/Dominik Kraihamer (AUT)	Rebellion Racing	Rebellion-AER-One

LMP2

22	Vincent Capillaire (FRA)/Olivier Lombard (FRA)/Jonathan Coleman (GBR)	SO24! by Lombard Racing	Ligier-Judd/BMW JSP2
23	Fabien Barthez (FRA)/Paul-Loup Chatin (FRA)/Timothe Buret (FRA)	Paris Barthez Competition (Tech 1)	Ligier-Nissan JSP2
25	Michael Munemmann (GBR)/Chris Hoy (GBR)/Andrea Pizzitola (FRA)	Algarve Pro Racing	Ligier-Nissan JSP2
26	Roman Rusinov (RUS)/ Will Stevens (GBR)/ Rene Rast (GER)	G-Drive Racing (Jota Sport)	ORECA-Nissan 05
27	Nicolas Minassian (FRA)/Maurizio Mediani (ITA)/Mikhail Aleshin (RUS)	SMP Racing (AF Corse)	BRE-Nissan BR01
28	Ines Taittinger (FRA)/Remy Striebig (FRA)/Leo Roussel (FRA)	Pegasus Racing	Morgan-Nissan LMP2
30	Scott Sharp (USA)/Ed Brown (USA)/Johannes van Overbeek (USA)	Extreme Speed Motorsports (OAK)	Ligier-Nissan JSP2
31	Ryan Dalziel (GBR)/Pipo Derani (BRA)/Chris Cumming (CAN)	Extreme Speed Motorsports (OAK)	Ligier-Nissan JSP2
33	Pu Jun Jin (CHN)/Tristan Gommendy (FRA)/Nick de Bruijn (NLD)	Eurasia Motorsport	ORECA-Nissan 05
34	Nicolas Leutwiler (CHE)/Shinji Nakano (JPN)/James Winslow (GBR)	Race Performance	ORECA-Judd/BMW 03R
35	David Cheng (USA)/Ho-Pin Tung (NLD)/Nelson Panciatici (FRA)	BAXI DC Racing Alpine (Signatech)	ORECA-Nissan 05
36	Gustavo Menezes (USA)/Nicolas Lapierre (FRA)/Stephane Richelmi (MCO)	Signatech Alpine	ORECA-Nissan 05
37	Vitaly Petrov (RUS)/Victor Shaytar (RUS)/Kirill Ladygin (RUS)	SMP Racing (AF Corse)	BRE-Nissan BR01
38	Simon Dolan (GBR)/Giedo van der Garde (NLD)/Jake Dennis (GBR)	G-Drive Racing (Jota Sport)	Gibson-Nissan 015S
40	Tracy Krohn (USA)/Nic Jonsson (SWE)/Joao Barbosa (PRT)	Krohn Racing	Ligier-Nissan JSP2
41	Memo Rojas (MEX)/Julien Canal (FR)/Kuba Giermaziak (POL)	Greaves Motorsport	Ligier-Nissan JSP2
42	Nick Leventis (GBR)/Danny Watts (GBR)/Jonny Kane (GBR)	Strakka Racing	Gibson-Nissan 015S
43	Ricardo Gonzalez (MEX)/Filipe Albuquerque (PRT)/Bruno Senna (BRA)	RGR Sport by Morand	Ligier-Nissan JSP2
44	Tor Graves (GBR)/Matt Rao (GBR)/Roberto Merhi (ESP)	Manor	ORECA-Nissan 05
46	Pierre Thiriet (FRA)/Mathias Beche (CHE)/Ryo Hirakawa (JPN)	Thiriet by TDS Racing	ORECA-Nissan 05
47	Tsugio Matsuda (JPN) Richard Bradley (GBR) Matt Howson (GBR)	KCMG	ORECA-Nissan 05
48	Ben Keating (USA)/Jeroen Bleekemolen (NLD)/Marc Goossens (BEL)	Murphy Prototypes	ORECA-Nissan 03R
49	John Pew (USA)/Oswaldo Negri Jr (BRA)/Laurens Vanthoor (BEL)	Michael Shank Racing	Ligier-Honda JSP2

GTE PRO

51	Gianmaria Bruni (ITA)/James Calado (GBR)/Alessandro Pier Guidi (ITA)	AF Corse	Ferrari 488 GTE
63	Jan Magnussen (DNK)/Antonio Garcia (ESP)/Ricky Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
64	Oliver Gavin (GBR)/Tommy Milner (USA)/Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
66	Olivier Pla (FRA)/Billy Johnson (USA)/Stefan Mucke (GER)	Ford Chip Ganassi Team UK	Ford GT
67	Marino Franchitti (GBR)/Andy Priaulx (GBR)/Harry Tincknell (GBR)	Ford Chip Ganassi Team UK	Ford GT
68	Joey Hand (USA)/Sebastien Bourdais (FRA)/Dirk Muller (GER)	Ford Chip Ganassi Team USA	Ford GT
69	Ryan Briscoe (AUS)/Richard Westbrook (GBR)/Scott Dixon (NZL)	Ford Chip Ganassi Team USA	Ford GT
71	Sam Bird (GBR)/Davide Rigon (ITA)/Andrea Bertolini (ITA)	AF Corse	Ferrari 488 GTE
77	Richard Lietz (AUT)/Michael Christensen (DNK) Philipp Eng (AUT)	Dempsey-Proton Racing	Porsche 911 RSR
82	Giancarlo Fisichella (ITA)/Toni Vilander (FIN)/Matteo Lucicelli (ITA)	Risi Competizione	Ferrari 488 GTE
91	Patrick Pilet (FRA)/Kevin Estre (FRA)/Nick Tandy (GBR)	Porsche Motorsport	Porsche 911 RSR
92	Frederic Makowiecki (FRA)/Jorg Bergmeister (GER)/Earl Bamber (NZL)	Porsche Motorsport	Porsche 911 RSR
95	Nicki Thiim (DNK)/Marco Sorensen (DNK)/Darren Turner (GBR)	Aston Martin Racing	Aston Martin Vantage GTE
97	Richie Stanaway (NZL)/Fernando Rees (BRA)/Jonny Adam (GBR)	Aston Martin Racing	Aston Martin Vantage GTE

GTE AM

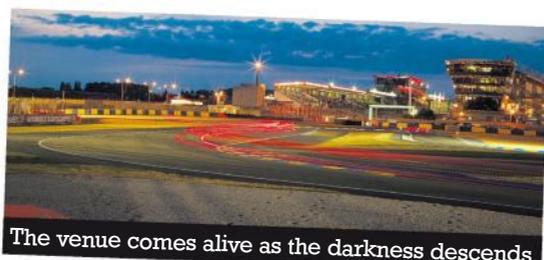
50	Yutaka Yamagishi (JPN)/Pierre Ragues (FRA)/Paolo Ruberti (ITA)	Larbre Competition	Chevrolet Corvette C7.R
55	Duncan Cameron (GBR)/Matt Griffin (IRL)/Aaron Scott (GBR)	AF Corse	Ferrari 458 Italia
57	Johnny O'Connell (USA)/Oliver Bryant (GBR)/Mark Patterson (USA)	Team AAI (ProSpeed)	Chevrolet Corvette C7.R
60	Johnny Laursen (DNK)/Mikkel Mac (DNK)/Christina Nielsen (DNK)	Formula Racing (AF Corse)	Ferrari 458 Italia
61	Mok Weng Sun (MAL)/Keita Sawa (JPN)/Rob Bell (GBR)	Clearwater Racing (AF Corse)	Ferrari 458 Italia
62	Bill Sweedler (USA)/Townsend Bell (USA)/Jeff Segal (USA)	Scuderia Corsa	Ferrari 458 Italia
78	Christian Ried (GER)/Wolf HENZLER (GER)/Joel Camathias (CHE)	KCMG (Proton)	Porsche 911 RSR
83	Francois Perrodo (FRA)/Emmanuel Collard (FRA)/Rui Aguas (PRT)	AF Corse	Ferrari 458 Italia
86	Michael Wainwright (GBR)/Adam Carroll (GBR)/Ben Barker (GBR)	Gulf Racing UK	Porsche 911 RSR
88	Khaled Al Qubaisi (ARE)/David Heinemeier Hansson (DNK)/Patrick Long (USA)	Abu Dhabi-Proton Racing	Porsche 911 RSR
89	Cooper MacNeil (USA)/Leh Keen (USA)/Marc Miller (USA)	Proton Competition	Porsche 911 RSR
98	Paul Dalla Lana (CDN)/Pedro Lamy (PRT)/Mathias Lauda (AUT)	Aston Martin Racing	Aston Martin Vantage GTE
99	Andrew Howard (GBR)/Liam Griffin (GBR)/Gary Hirsch (CHE)	Aston Martin Racing	Aston Martin Vantage GTE

INNOVATIVE CAR

84	Frederic Sausset (FRA)/Christophe Tineau (FRA)/Jean-Bernard Bouvet (FRA)	SRT41 by OAK Racing	Morgan-Nissan LMP2
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The twice-round-the-clock race is a test for all



The venue comes alive as the darkness descends



The Le Mans Cathedral



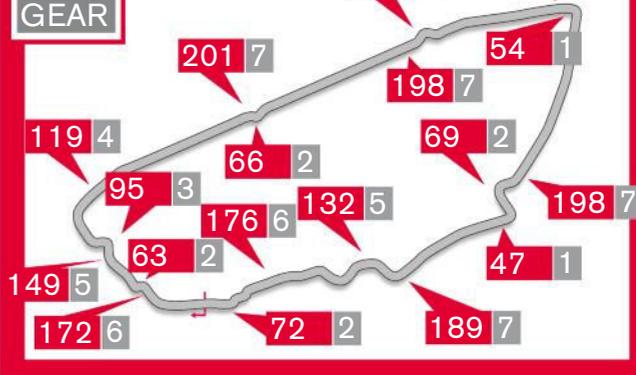
Cars race through night



LMP1

MPH

GEAR



CIRCUIT DETAILS

Lap length: 8.469 miles

Qualifying record: 3m16.887s

(154.85mph) Neel Jani

Porsche 919 Hybrid, 2015

2015 winners: Nick Tandy/Earl Bamber/Nico Hulkenberg (Porsche 919) 395 laps, 3345.23 miles

Race lap records

LMP1: Andre Lotterer (Audi R18 e-tron quattro) 3m17.475s (154.39mph), 2015

LMP2: Oliver Turvey (Gibson 015S-Nissan) 3m36.679s (140.68mph), 2015

GTE Pro: Darren Turner (Aston Martin Vantage V8) 3m53.763s (130.42mph), 2014

GTE Am: Cristoffer Nygaard (Aston Martin Vantage V8) 3m54.480s (129.99mph), 2014



Jani took pole last year

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RACING NEWS

Photos: Jakob Ebrey

AUDI STRIKES FIRST

R18 fastest in first official test day



Audi, Porsche and Toyota are at the head of the field

LEADING TIMES

Le Mans 24 Hours Test Day

DRIVERS	CAR/TEAM	TIME
LMP1		
1 Lucas di Grassi/Loic Duval/Oliver Jarvis	Audi Sport R18	3m21.375s
2 Timo Bernhard/Mark Webber/Brendon Hartley	Porsche 919 Hybrid	3m22.270s +0.895s
3 Romain Dumas/Neel Jani/Marc Lieb	Porsche 919 Hybrid	3m22.334s +0.959s
4 Marcel Fassler/Andre Lotterer/Benoit Treluyer	Audi Sport R18	3m22.588s +1.213s
5 Anthony Davidson/Sebastien Buemi/Kazuki Nakajima/Alexander Wurz	Toyota Gazoo Racing TS050 HYBRID	3m23.197s +1.822s
6 Stephane Sarrazin/Mike Conway/Kamui Kobayashi/Alexander Wurz	Toyota Gazoo Racing TS050 HYBRID	3m23.721s +2.346s
LMP2		
1 Pu Jun Jin/Tristan Gommendy/Nick de Bruijn	Eurasia Motorsport ORECA-Nissan 05	3m36.690s
2 Gustavo Menezes/Nicolas Lapierre/Stephane Richelmi	Signatech Alpine ORECA-Nissan 05	3m37.397s +0.707s
3 Roman Rusinov/Will Stevens/Rene Rast/Alex Brundle	G-Drive Racing ORECA-Nissan 05	3m37.503s +0.813s
4 Simon Dolan/Giedo van der Garde/Jake Dennis	G-Drive Racing Gibson-Nissan 015S	3m37.581s +0.891s
5 Tor Graves/Roberto Merhi/Matt Rao	Manor ORECA-Nissan 05	3m38.383s +1.693s
6 Tsugio Matsuda/Richard Bradley/Matt Howson	KCMG ORECA-Nissan 05	3m38.486s +1.796s
LM GTE PRO		
1 Jan Magnussen/Antonio Garcia/Ricky Taylor	Corvette Racing Corvette C7.R	3m55.122s
2 Patrick Pilet/Kevin Estre/Nick Tandy	Porsche Motorsport 911 RSR	3m55.402s +0.280s
3 Frederic Makowiecki/Jorg Bergmeister/Earl Bamber	Porsche Motorsport 911 RSR	3m55.691s +0.569s
LM GTE AM		
1 Yutaka Yamagishi/Pierre Ragues/Jean-Philippe Belloc/Nick Catsburg	Larbre Competition Corvette C7.R	3m57.999s
2 Duncan Cameron/Matt Griffin/Aaron Scott	AF Corse Ferrari 458 Italia	3m58.869s +0.870s
3 Bill Sweedler/Townsend Bell/Jeff Segal	Scuderia Corsa Ferrari 458 Italia	3m58.981s +0.982s



Porsche, Audi out front



Cameron/Griffin/Scott



Jin/Gommendy/Bruijn

By Rob Ladbrook

Audi Sport struck the first blow at Le Mans this year by topping the first official day of running on the Circuit de la Sarthe.

The Ingolstadt firm's new R18 set the quickest time during last weekend's test day, with Lucas di Grassi going fastest two hours into the afternoon session. Di Grassi's time beat the previous benchmark set by Mark Webber in the lead Porsche 919 Hybrid by almost a full second.

The twin Audis completed a total of 138 laps, equating to 1,168 miles worth of running. The sister car of Marcel Fassler, Benoit Treluyer and Andre Lotterer lost two hours of track time in the afternoon when it had to have a

damper change on the front axle. That car finished fourth fastest.

Audi head Dr Wolfgang Ullrich said: "It's important to use the test day time productively and we had detailed programmes to run through. We achieved some important targets and worked well on the set-up.

"It was the first time at Le Mans for the new car so we had to collect as much data as possible. Our six drivers gave plenty of positive feedback."

Toyota Gazoo Racing wound up fifth and sixth fastest with its new TS050 HYBRID machines. The new car lowered its predecessor's best times by over two seconds at the first attempt with its new turbocharged 2.4-litre engine and battery configuration. Toyota completed a combined 177 laps.

Briton Anthony Davidson said: "We can feel it is a big step forward on last year's car. It feels like it has a better balance and the 8MJ hybrid boost is great around this track, where straightline speed is so important. But it's also important to keep stability and momentum through the fast corners so we have worked hard on the balance. We still have work to do of course, but I am pleased with the amount we have been able to cram into this one day of testing."

Porsche's two 919 Hybrids completed 173 laps in their new specification following the Stuttgart firm's decision to revert back to the same battery systems and control electronics it used to win Le Mans last season. Porsche has experienced difficulties with hybrid power over the early FIA World

Endurance Championship rounds and has decided to revert back to the proven 2015 system. As well as the Le Mans test day, Porsche also completed a two-day endurance test at Motorland Aragon in Spain last week.

Porsche Team head Andreas Seidl said: "It was a successful start for us, which makes us confident for the race. Both cars ran smoothly and we completed our entire test programme in dry conditions. In the morning session the focus was on set-up work, in the afternoon we worked mainly on long runs for the tyres. It was also important to practice all the Le Mans-specific procedures with race control, such as safety car deployment and slow zones. As a team, we feel well prepared for the race week."

Eurasia Motorsport topped the LMP2 times with Pu Jun Jin, Tristan Gommendy and Nick de Bruijn in its ORECA-Nissan. Le Mans rookie Will Stevens was part of the G-Drive crew that finished third fastest, alongside Rene Rast, Roman Rusinov and Alex Brundle.

Antonio Garcia put the factory Corvette team top in the GTE Pro times, just clear of last year's outright Le Mans winner Nick Tandy in the 911 RSR he shares with Patrick Pilet and Kevin Estre.

Corvette also topped the GTE Am standings, with Yutaka Yamagishi, Pierre Ragues, Jean-Philippe Belloc and Nick Catsburg fastest ahead of the British-Irish crew of Duncan Cameron, Matt Griffin and Aaron Scott in the AF Corse Ferrari.

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RACING NEWS

Photos: Jakob Ebrey, LAT

TURKINGTON PREDICTS SUBARU GAINS



Turkington: a highly profitable weekend



Turkington has opened 2016 account

By Matt James

Race winner Colin Turkington says he has only scratched the surface with the potential of the factory-supported Subaru Levorg British Touring Car Championship machine after taking his first win of 2016 at Oulton Park last weekend.

The Northern Irishman qualified on pole position for the first of the weekend's three races in Cheshire and powered to a race one win, before following that up with second place in the second race and seventh position in the finale.

His team-mate, double champion Jason Plato, took three podiums on a remarkable turn around for the Team BMR-operated machines.

"This is just the start of the journey with this car," said Turkington, who has moved in to 13th in the standings after 12 rounds. "We have got something to work with now and we will only improve."

Reaching the top

It has been a tough birth for the Subaru programme and its two-litre turbocharged flat-four cylinder engine.

The powerplant – which had to be delivered from Japan as it is not on sale in the UK – was only received by engine tuners Mounetune at the end of January. That meant that there was not time to homologate a proper inlet system and, up until the Oulton Park rounds last weekend, it was using the system from the road car.

Now, however, the team has been allowed to switch to a bespoke unit and that has transformed the output of the motor.

Allied to that, the team had suffered serious problems with the design of the high-pressure fuel rail, which failed on James Cole's machine at Donington Park in April and caused a major fire.

The team reworked the system ahead of Thruxton, but found a similar failure was possible so chose to withdraw all four machines – including that of team principal Warren Scott – following qualifying.

The team went to Pembrey for an intensive test session before Oulton Park to work on the new fuel system and to assess the new inlet manifold. The results were positive and that was the reason the cars showed a lot more pace last weekend.

Along with the inlet manifold

tweak, the team also had a reduction in turbo boost leading up to the event, although BTCC technical officials said they would look again at the boost levels once they had collected data.

Turkington said that the team still had plenty of work to do on the Levorg. "We have to improve the straight-line speed of the car, but there are many, many areas to work on," he explained.

"We got pole and won that first race with no ballast, and even though we went in to race two with 75kg, we were helped that Oulton is a track that is always rear-wheel-drive friendly and one where it is hard to overtake."

"Our programme is still very new, don't forget. We were strong at Thruxton in free practice, but that was under the radar because we didn't get to race. Every time we are taking to the circuit, we are getting a little bit more from the car. We need to continue that progress to be truly competitive – and it is a very tight championship this season."

Plato's positives

Plato was also on the pace at Oulton Park and scored just two points less than Turkington by taking three



Cole had Donington blaze

third placed finishes. He reverted to a more basic set-up after having previously worked on unlocking secrets from the dampers and reaped the rewards.

"As soon as I had made that change for the second free practice session and qualifying, I knew I had a proper racing car underneath me and something I could work with," Plato explained.

"I was really at one with the car, and I was able to make it dance – which is the first time in a long time I have had a car like that."

"We really needed a result like this. That was for the team, which has worked hard, and for Subaru and our backers. Having to withdraw from Thruxton was a real kick in the teeth that no one could have predicted and we needed to get the ball rolling."

"The exciting thing for me is that we are only looking ahead now, and there are good things down the road for us."



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'Neal held on to strong record'

BTCC at Oulton Park, p24



Photos: LAT

SCOTT GETS SURPRISE BRITISH F3 RETURN



Scott last raced for Douglas Motorsport

British single-seater racer Harrison Scott will make a surprise return to the BRDC British Formula 3 Championship at Silverstone this weekend with HHC Motorsport.

Scott, who is currently third in the Formula Renault Eurocup points, will race HHC's third car alongside team regulars Sisa Ngebulana and Ben Hingeley after a late deal.

Scott, 20, has experience in the formula when he took part in last year's Autumn Trophy mini-series, which marked the competitive debut for the new Tatuus-Cosworth British F3 car.

He finished second in the points to Ben Barnicoat driving for Douglas Motorsport last November.

"I'm keen to do some extra racing around the Eurocup programme as

we're racing pretty much just once a month and I want to maximise my seat time," said Scott.

"I like racing the British F3 car. It has a lot of downforce and is very strong through the faster corners and is also quicker than the Renault in a straight line. Saying that though the Renault has good aero and soft tyres, so the techniques through quick turns will be

similar between the two. The set-ups have come a long way since I last raced the F3 car, but it should be relatable. I'd like to do more races if possible."

HHC Motorsport's Charlie Kemp said: "It is great to have Harrison in the car. He knows the track and should get up to speed relatively quickly, and we are sure he will be a valuable asset throughout the weekend."

Ingram gets return to the Spa 25 Hours

British Touring Car Championship race winner Tom Ingram will race in the Fun Cup 25 Hours at Spa on July 9/10.

The Speedworks Toyota Avensis man will line up for Global Racing alongside John Gilbert, Sarah Reader and Scott Mansell for the season's showpiece in Belgium for his second attempt at the event.

"It really is great fun," said Ingram, who finished on the podium on his previous outing in 2014. "That is why it is called the Fun Cup! Although the petrol cars aren't the fastest things in the world, they can be a good challenge.

"Eau Rouge is flat and it feels like you are on the Kemmel Straight for about six and a half months. But the rest of the track can be quite tricky and the weather can always turn. There are all sorts of things that are thrown at you at Spa."

Aston ace Turner tries Superkarts

Works Aston Martin driver and double Le Mans class winner Darren Turner was at Donington Park last Thursday for the Superkart test day, trying out three different karts.

The initial run was in Joe Dickinson's F125 Open Raider Vortex. He then tried the Raider Honda of Mark Vaughan as used in the MSA British Superkart Championship before sampling a Division 1 Anderson FPE.

Turner shared a busy track with many of the European Superkart championship contenders, who were in the Midlands ahead of last weekend's Superkart race meeting (see report, page 30).

Following the final session in the twin cylinder FPE, Turner said he had thoroughly enjoyed the experience, adding: "Mega, wow that's quick. It's just viciously fast and more extreme than I expected.

"As the kart has no suspension I found bumps on the Donington circuit I didn't know existed and was using muscles I didn't know I had. My main problem was trying to get used to the gears and braking, but also understanding the grip levels and downforce available compared with racing a GT Aston Martin."

Fielding to move on from Oulton nightmare

Former British F4 points leader Sennan Fielding has described his Oulton Park weekend as one to forget.

The JHR Developments driver had a slender lead heading to Cheshire but had a miserable two days, picking up just seven points and dropping to fourth in the standings as a result.

He started the event on the back foot, qualifying 14th for the opener. He scored a best finish of eighth in race three.

"It was very difficult - we tried a few things on the car

and they didn't work," he said. "Everyone has their ups and downs but it's so close up at the front and we just need to forget about this weekend."

Fielding is now 42 points behind new British F4 leader Petru Florescu.

Arden's Luis Leeds also had a difficult weekend. The Aussie suffered a broken suspension link in qualifying and he therefore started at the back. His best result was also eighth and he has dropped from second to fifth in the standings.



Sennan Fielding lost his British F4 points lead after bad run



Senna Proctor took a Clio podium

Proctor keen to build on his breakthrough podium

Ginetta Junior runner-up Senna Proctor is confident of more strong results after claiming his first podium since switching to the Renault UK Clio Cup this year at Oulton Park last weekend.

The Team BMR with Pyro driver had a difficult opening few rounds, including a spectacular roll at Donington Park, but has now got to grips with his Clio.

"It's great to get a podium," he said. "I had a few problems with the car at Thruxton after I rolled at Donington but they're sorted now."

Proctor qualified second for both Oulton races but clashed with Paul Rivett in the opener and had to settle for fourth, before taking third in race two. He's hoping podiums will be "like buses" now.

Proctor added: "We are going to my home circuit at Croft next and hopefully I will have a good weekend there too and keep the momentum going."



Caroline will finish the season with top squad Fortec

Caroline moves to Fortec for British F4

British F4 star Jamie Caroline will switch to the Fortec Motorsports squad for the remainder of the season.

The reigning Ginetta Junior champion will make the move from Jamun Racing at Croft, to replace Ross Martin (see story on page 16).

"Fortec is a big team, a successful team," said Caroline. "In the future it will give me a lot more options so it will benefit me. I'm looking forward to it - they're a good bunch of people and

I tested with them at Anglesey last year."

Caroline's father, TVR Tuscan star Lee, added that without Jamun and sponsorship from Keltbray Jamie wouldn't be on the grid this year.

Caroline is now targeting his maiden win in the category at Croft next weekend.

"It's a track I like and Fortec were strong there last year and won all three races," he added. "It's been a while since I won so it would be great to win there."

THE FASTEST NEWS ROUND-UP



Sebastien Bourdais claimed his first IndyCar win this season at Detroit last weekend, taking advantage of an aggressive fuel strategy to beat Conor Daly and Juan Pablo Montoya. Will Power took his first win for a year in race two. His Penske team-mate Simon Pagenaud led for much of the race but Power made his

move after a caution period caused by Montoya hitting the wall... Miguel Molina landed the opening DTM win at the Lausitzring. He briefly lost out at the start to fellow Audi man Jamie Green but soon reclaimed the place to take his second career win. Lucas Auer scored his maiden victory in race two, the Mercedes driver finishing

ahead of Audi's Mattias Ekstrom. Robert Wickens took the championship lead after finishing third... Briton James Thompson will be back on WTCC duty at the Moscow Raceway in Russia this weekend. He will deputise for German privateer Rene Munnich in a Chevrolet Cruze for the third time this season.

Bourdais took Detroit win



RACING NEWS

IN BRIEF

John Miles Award
Former Formula 1 driver John Miles will again give a 750 Motor Club driver a £1000 reward this season, with this year's award going to the best novice driver. The award is open to entries from drivers who are racing as novices and completed no more than two races last season. The club will also match the cash prize with credit against entry fees for 2017.

Bushell pleased
Former Renault UK Clio Cup champion Mike Bushell is pleased to have already claimed the points lead – four meetings earlier than in his title-winning year in 2014. The Team Pyro driver took his first win since returning to the series at Oulton Park last weekend and followed that up with second in race two. “I didn’t lead the championship until the last round in 2014 so I’m already doing better this year,” he said.

DTM Audi denied
A seized engine prevented a rare ex-DTM Audi V8 from competing in the Classic Sports Car Club Future Classics event last weekend in the hands of Andy Woods-Dean and Martin Johnston. “All the paperwork and everything associated with the car is in the original German,” explained Woods-Dean, “so almost the hardest task is to work out what’s what and how to repair things.” Built in 1989, the car still has Frank Jelinski’s name on a side window as a memento of its DTM origins.

MS tour continues
Multiple sclerosis sufferer Noel Wilson continued his tour of UK motorsport venues by logging an officially timed lap of the Brands Hatch Indy circuit in just over eight minutes aboard a mobility scooter. Donors can visit justgiving.com/motor-sport-for-MS.

Briton Cane swaps his USF2000 team

British ace Jordan Cane has switched teams for the remainder of the US Formula 2000 season after a difficult last few races.

The 15-year-old began the year with Team Pelfrey and achieved a podium in the second race. However, since then he has only had two other top 10 finishes. He will now switch to Cape Motorsports, with the team’s other drivers currently first and second in the standings.

“I will always be grateful to Team Pelfrey for providing me with my first opportunity in US motorsport and a very successful season in F1600 last year,” said Cane, who finished third in F1600 taking seven wins. “However, although starting well with a podium at St Pete, this season has been a little difficult. “The opportunity to join a serial winning team in Cape Motorsports was a fairly easy decision to make and although I know there will be more expectation on me now, my sole focus is on being successful for my new team and contributing championship points.”

Photos: Jakob Ebrey

SILVERSTONE 500 ATTRACTS HUGE ENTRY

British GT set for bumper UK grid



Next biggest UK grid was in 2014

By Rob Ladbrook

A combined grid of 51 cars, one of the largest in British GT Championship history, is set to line up for this weekend’s marquee Silverstone 500 race.

The three-hour event on Silverstone’s Grand Prix Circuit will feature a 34-car British championship entry plus 17 cars from SRO’s European GT4 Series. The points-scoring British entry is one of the largest since the championship was formed, and falls just four short of the 38-strong field that raced at the same track in 2014.

The combined entry of 51 cars is also the second biggest ever, with the outright record being 66 cars at Spa-Francorchamps in 2010 when sharing a grid with

the domestic Belcar series.

New entries for the event include a third Barwell Motorsport Lamborghini Huracan for Mark Poole and Richard Abra, a second Team Parker Racing Bentley Continental GT3 for Ian Loggie and Callum MacLeod, an Aston Martin Vantage GT3 entry from MB Motorsport for Mike Brown and Jamie Wall and the British GT debut for the new Ferrari 488 in the hands of Marco Attard and Adam Carroll, as predicted by *Motorsport News* last week.

Blancpain racer Alexander Sims also returns to share Liam Griffin’s Barwell Huracan.

British GT manager Benjamin Franassovici said: “We’re ecstatic with the entry and I think it’s down to a combination of factors.

Three-hour races are very popular and a track like Silverstone GP has international appeal, so it encourages one-off entries from outside the normal championship.

“GT4 European is part of the SRO family, and they run on the same tyres, so having them there will make this round like a festival of GT4. We expect over 50 cars again for the race at Spa-Francorchamps [in July].”

And Franassovici said there could be more three-hour races in future seasons.

“We’ll start looking at more three-hour races, but we’re limited by garage capacity, so essentially we have the choice of Silverstone and Donington. We’ll talk with teams and see if there’s the interest to maybe run two longer races next year.”

GT bosses plan Cunningham memorial

British GT bosses have organised a tribute to the late Neil Cunningham at this weekend’s Silverstone 500 event.

Cunningham recently lost his battle with motor neurone disease. He was a successful racer in the championship, contesting 21 races between 2004-07. Cunningham’s best campaign came in 2005 when he finished third in the points sharing an Embassy Racing-run Porsche 911 with Ben Collins.

The race at Silverstone will run on what would have been Cunningham’s 54th birthday.

All cars will carry sunstrips promoting Cunningham’s charity – Racing4MNd.org – and all drivers will assemble at the head of the grid for a memorial. British GT manager Benjamin

Franassovici (pictured below with Cunningham) said: “We want to encourage people to wear bright colours and Hawaiian shirts to remember Neil in a positive way, in the same manner he battled his illness. He was the most positive guy in the paddock.”



Neil Cunningham (left)



Nick Jones/Scott Malvern’s car was on display at Oulton

Simpson to become first to run Cayman GT4 in British GT this weekend

The Simpson Motorsport Porsche Cayman GT4 Clubsport will make its belated British GT debut at the Silverstone three-hour race this weekend.

Nick Jones and Scott Malvern will hand the car its first run in British GT following months of production delays from Porsche.

The Cayman GT4 Clubsports were hit with repeated production setbacks, and the full GT4 homologation kit from factory

tuner Manthey has yet to be distributed to teams. The Caymans still run steel doors and bonnets and glass windows. The car will run in the invitation class for Silverstone until it is upgraded to full GT4 specification, but it will be eligible for points.

Jones and Malvern tested the car at Spa-Francorchamps recently, and will now switch from their rented Ginetta G55 GT4 for the remainder of the season.

Jones said: “We’ll use the rest of the season as an extended test. We know the car won’t be as competitive as we’d like it to be as it’s not full GT4 spec yet, but I need to be getting as much time in the Cayman as possible as it’s the long-term plan for us.

“We have to fit a dry-break fuelling system, which we’re working with SRO to organise. Hopefully we’ll have the car in final spec soon.”

Martin loses British F4 seat with Fortec

British F4 driver Ross Martin will not race for Fortec Motorsports again this season.

The Allan McNish protege won a fully-funded drive after being crowned as Super FKS champion last year.

But the series collapsed earlier this year, leaving Martin struggling for budget.

The rookie driver was unable to race at Oulton Park last weekend, despite launching a crowdfunding campaign.

“Ross won’t be back with us as we have now filled the seat,” said Fortec team manager Dan Mitchell. “He had a good start but when FKS went bust there wasn’t anything we could do. “We kept the seat open this weekend to give him a chance to find the budget but he couldn’t.”

Jamie Caroline will fill the seat vacated by Martin following his switch from the rival Jamun team (see separate story, page 15).

Jones eyes more Ginetta Supercup runs

Former British GT4 runner-up Declan Jones wants to secure more outings in the Ginetta GT4 Supercup this season after a competitive return to the series at Oulton Park last weekend.

Jones qualified fifth and recorded back-to-back top five finishes with Century Motorsport in his first appearance in the championship since the end of 2014.

The 21-year-old hopes he

has done enough to persuade new sponsors to help fund a full-time drive in the class.

“It’s been a strong weekend,” said Jones. “Red Square [Vodka] have come on board and hopefully I can develop something to get back out for Snetterton.

“Hopefully I can keep doing this for a couple more races this season and maybe develop it into a full season next year, because that’s what I need.”



Declan Jones was in the top five on return

*"It was Jason Plato.
I expected it."*

Dan Lloyd's tin-top battle, p24



Photos: Jakob Ebrey, Steve Jones

COLLARD CALLS FOR F3 QUALIFYING REVAMP



Drivers tend to go for lap times during race two

BRDC British Formula 3 Championship leader Ricky Collard has urged organisers to re-evaluate their race two format.

Under the current system, the fastest lap for each driver during the second race, which is run to a reversed grid, determines their grid position for the final race of the weekend.

It has meant that many drivers have sacrificed actual racing in order to drop away from their opponents to find clean air and go for fast laps. Some drivers have even opted for pitlane starts for an optimum chance of pole.

Collard, who won two races last time out

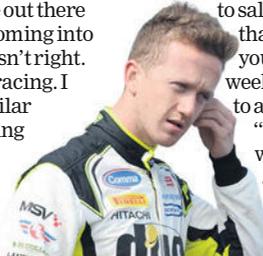
at Oulton Park on Bank Holiday Monday and set pole for the final showdown, said the lure of pole for the finale is ruining the racing. "Fans come here to watch racing, they don't come to see testing," Collard said. "So for us to be out there aiming for pole, and some coming into the pits to get a better start isn't right. I'm a racer and I want to be racing. I know my dad [Rob] had similar complaints in British Touring Cars a last year."

The BTCC used a similar format last season, but it was ditched for this

campaign amid complaints from teams.

BRDC Formula 3's Giles Butterfield said: "This is the first complaint we've had about the format. The good thing about the fastest lap system is that it gives drivers a chance to salvage something from a weekend that starts badly. In European F3 if you have a bad qualifying your weekend is finished, and we wanted to avoid that kind of scenario."

"We'll see how the format works for the rest of the year and if there's a desire from the teams to change it for next year we'll listen to suggestions."



Swift is close to Civic title

Civic star Swift targets endurance outings

Civic Cup leader Carl Swift is aiming to wrap up the title early this season so he can switch into endurance racing before the end of the year.

Swift has won four of the first six events in Class B this year, and qualified on pole for every timed session so far.

The Sheffield-based racer has opened a 46-point lead at the head of the standings, and is eager to wrap the title up early. Swift made his endurance

racing debut in the Creventic Silverstone 24 Hours event this year, handling a Civic run by his usual team Area Motorsport. He finished seventh in class alongside Endaf Owens, Rob Howard and Mark Harris.

"The plan is to win the title and then sell the car and do more long-distance races," said Swift. "This year has gone well. If I can keep up the momentum then I could focus on the Creventic stuff as that's the next step."

Fortec in talks to run three BRDC F3 cars

Fortec Motorsports is in talks to run three cars at the next BRDC British Formula 3 Championship round at Silverstone.

The team is expected to test a yet-to-be-named driver in the build-up to the event, before running the driver for the remainder of the season.

The team already runs Tarun Reddy and Al Faisal Al Zubair.

The three races at Silverstone take place on June 11/12.

"We're seeing more and more interest now," said Fortec team manager Russ Dixon. "We've seen interest come and go before, but we're confident of having the third car out."

"It's early stages in the deal, but we should see a third driver at Silverstone."

360MRC cancels the Snetterton Six Hours

The Snetterton 6 Hours has been cancelled due to a lack of entries.

The 360 Motor Racing Club event for sportscars and touring cars built before 2000 has struggled to attract big grids since it was introduced in 2010. Organiser Claire Smith has now decided to cancel the 2016 edition, which had been scheduled for July 24.

"We cannot go on subsidising

other people's motorsport," said Smith, who did not rule out bringing the event back in a modified form. "We will look at perhaps revamping or adapting this great event for a return at a future date."

The move also means that the inaugural race for the Revett Straight Cup, aimed at fastback and coupe machines built between 1953 and 1965, has also been cancelled.

Westbourne joins BARC to help promote the Michelin Clio Cup Series

Established Clio team Westbourne Motorsport will help the BARC promote the Michelin Clio Series.

The outfit has run been running the Renault hatchbacks since 2008, competing in both the BARC series for the 200 third-generation model and the main Renault UK Clio Cup.

Team principal Richard Colburn is hoping the team can help drive the series forward,

after it has struggled with grid numbers so far this year. Twelve cars took part in the opening round at Oulton Park, with that number falling to 10 at Pembrey last month.

"We're going to promote the series and get it back to where we believe it should be and increase the numbers," said Colburn. "We are reinstating the website and increasing our social media. We want to try and

get back some of the cars that have been mothballed.

"We are passionate about the car and see it as a stepping stone to the British Touring Car Championship. We believe in the Renault ladder but the jump to the UK Clio Cup is a big jump. We want to create an environment where drivers can bring in sponsors at club level and will take those same sponsors into the main series."



Westbourne has Clio history

THE VOICE OF NATIONAL RACING

MATT JAMES

"GTE Pro looks like it will be a highlight"



GTE Pro looks set to be one of the tightest battles

While the major scraps at Le Mans this season will be fought out among the factory players at the front of the field, Porsche, Toyota and Audi are unlikely to produce as close a competition as some of the classes will.

After last weekend's test day, the eye is immediately drawn to the fight that will race in the GTE Pro division. Of the 14 machines that took part in the test running, there was only 1.8s between them in terms of lap time.

For any other race meeting, that might sound like a sizeable gap, but don't forget that this is Le Mans. There are 8.469 miles of circuit to get wrong – or right. There are cars to lap. There are variances in a number of elements to overcome.

The fact that manufacturers such as Corvette, Aston Martin and Ferrari are taking the division seriously is good news on two counts.

Firstly, one of the major reasons that firms with that kind of sporting heritage are interested in putting their machines in the shop window is precisely that – it is a place to sell hardware. That means that there is a healthy marketplace, which in turn means GT racing is strong globally.

And if manufacturers want to show off their machines being driven as fast as they can go, then they are going to be looking around at the best of the up-and-coming talent to pedal them.

Of course, there will always be a place for amateurs in GT racing (although, in some of the line-ups on the grid for this year's edition of the 24 hours, it is hard to spot the weaker link). The gentlemen races have always been the underpinning of that type of racing, and they should not be overlooked.

But GTE Pro is the highest level, and that means that there are a number of opportunities for younger racers, an increasing number of which are turning their back on single-seaters as the costs rise to prohibitive levels.

A driver can make a decent career in GTs, and it is the goose laying the golden egg as the category flourishes.

Of course, with the major sportscar makes taking GT racing so seriously at the highest level, it is still a tough route for a young racer to take. It is no longer a safe harbour for those single-seater racers who were 'good but not quite good enough'. These days, there is nowhere to hide. That is just another element which is going to make the GTE Pro division worth keeping an eye on at the French classic.

AGREE/DISAGREE?
mn.letters@haymarket.com

RALLY NEWS

Photo: Martyn's Fotos



HIGGINS BREAKS TT RECORD

Mark Higgins stunned onlookers as he increased his TT car lap record to an average 126.971mph on his opening timed run on Saturday, before bettering it again last Monday. Driving a specially-prepared Prodrive Subaru STi, the Manxman completed the 37.73-mile course in 17m35.139s, removing over a minute and a half off his 2014 record of 117.51mph.

On Saturday Michael Dunlop set a time of 16 minutes 58.254 in the famous and ongoing Isle of Man TT. After Monday's run that leaves Higgins less than a minute off the equivalent bike record. He hopes to have further timed runs today (Wednesday) and on Friday's Senior Race Day. See next week's MN for a full report into Higgins' Isle of Man challenge.



Nine-time champ is no stranger to road sweeping



Loeb believes Ogier is the best driver and should win

LOEB: OGIER IS RIGHT ABOUT RULES

Nine-time champion agrees with countryman's view on running order regulations

By David Evans

Rallying legend Sébastien Loeb has backed countryman and fellow World Rally champion Sébastien Ogier's call for change as the debate over running order rules steps up a gear in Sardinia this week.

The Italian island is one of the events where road sweeping is at its worst and Ogier is likely to be at his most vocal – if he stays for the duration. Ogier has already made his intention clear to leave Italy if his wife Andrea goes into labour with their first child.

Ogier won last year's Rally Italy by more than three minutes, but Hayden Paddon took the fight to the Volkswagen star until a gearbox problem near the end of the second day. Ogier was fifth on the road on day two of Sardinia last

year, courtesy of drivers returning under the Rally2 regulation going ahead of him. This week he'll be first on Friday and Saturday and he says he has no chance.

"It's impossible to win like this," Ogier told MN, "you know that. When we have two days opening the road, what can I do?"

Ogier has complained about the FIA's regulation change all season and now he has the sympathy of his former foe Loeb. The world's most successful rally driver said the FIA had got its regulation wrong for this season.

Nine-time world champion Loeb told MN: "For me he is right. The fact that he speaks, I don't know, some people seem to think he should not speak about this, but he is right in what he says. It's what I always defended when I was competing; what we want is something fair. The

best driver with the best team should win the rally.

"It's like the guy who wins the 100-metre running race: if he is world champion he doesn't start in the gravel or on the grass next to the track – he's on the same line as others and if he's still the best then he is still winning.

"I understand it can be frustrating for him [Ogier]. Two days cleaning is too much. One day, it was a fight, but it was OK. But two days is too much and it's destroying his chance. For sure he is better than the other drivers and if he is better then it's natural that he wins."

Loeb added that he understood the perspective of the other drivers who defended the running order regulation and the closer competition, which has produced four different winners in the last four rallies.

He said: "Kris [Meeke] can be happy if

he wins, he is winning and that is that; he cannot change the rule. The problem is not with the drivers, the problem is with the rule."

The FIA has confirmed to MN that it is considering the full gamut of options for running order next season, including a potential return to qualifying and championship order for all three days.

This season is the third in succession that the running order regulation has been changed and the fourth time in five years. Originally, the competitors would be seeded by the individual event organisers, but this was altered to championship order for the first day, then the classification order thereafter. The first hint of major change came in Australia in 1999, when drivers were offered the chance to pick their place on the road.

Three years later came the first season-long change when the top 15 cars ran in championship order on day one; those 15 cars were then reversed for the next two days. That remained until 2008, when the rules went back to championship positions on Friday then classification order over the weekend.

The 2012 season brought a major overhaul with the introduction of qualifying, allowing crews to select their place on the road. This was binned after two years in favour of championship order on day one then reversed classification for the rest of the event. That was tweaked a year later to force the series leader first on the road for two days, but with Rally2 cars ahead of them on Saturday. This year, those retired cars run at the back of the priority cars, forcing the championship leader first onto the road for two days.

BRITISH HISTORIC AND WELSH SERIES ON THE SEVERN VALLEY

PAGE 32



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**'Barrett earns epic
Pinto Victory'
Severn Valley Stages, p32**



Photos: mcklein-imagedatabase.com



Scenic Chester returns for GB



GB: Back in England for first time since '99

RALLY GB RETURNS TO CHESTER AFTER 20 YEARS

Twenty years after the RAC Rally was last based there, Chester will feature in Britain's round of the World Rally Championship in October.

Following last week's announcement of a route including competitive action in England for the first time since 1999, MN can reveal Chester will host a week-long rally festival culminating in a time

control, podium and autograph session on Friday, October 28.

Events promoter for the city Brynmor Pierce told MN: "We've been working on this for the last seven or eight months and we're hoping it's the start of a long-term partnership with the event. We'll be running a series of events, starting with the opening of an exhibition on Tuesday (October 25), then we

have the rally forum on Wednesday and the rally cars coming through the city on Friday evening. The atmosphere will be fantastic, we're expecting between 10 and 15,000 fans to pack the streets."

Chester hosted the RAC Rally, now Rally GB, eight times and event boss Ben Taylor admitted that he's delighted to see it going back to the city.

"It's going to be a fabulous occasion," said Taylor. "We're constantly looking at exciting new ways to widen the rally's appeal to existing fans and new audiences and this special evening in Chester will do just that."

The cars will come directly from the second run through Dyfnant into Chester then on to service on Deeside.



Tanak heads to Ypres

DMACK reshuffles WRC2 drivers while Tanak will head to Ypres

DMACK has made significant changes to its driver line-up in the World Rally Championship programme for the remainder of 2016.

Sander Parn has been dropped from the DMACK WRC2 squad for the next three rallies. Karl Kruuda will replace him in the team's Ford Fiesta R5 in Sardinia, Poland and Finland. Parn will

return for two rallies at the end of the season.

With Max Vatanen's Fiesta free following his decision to focus on the Drive DMACK Fiesta Trophy (see page 21), Ott Tanak will pilot the car on the Ypres Rally in the European championship after a key test in Sanremo.

DMACK managing director Dick Cormack said he wanted to

strengthen DMACK's WRC2 challenge in the middle of the year: "We're very pleased with what Marius [Aasen] is doing in WRC2, but Sander's performance hasn't been where we hoped it might be. He's got two prize drives remaining with us and we'll do those at the end of the year. For the next three rallies, Karl will be in the team."

Paddon grateful for quick i20 turnaround

Hyundai driver Hayden Paddon has praised the team's efforts in building a new i20 WRC from scratch in just seven days after his car was lost to a Rally of Portugal fire last month.

Kevin Abbring's car wasn't entered on the final day in Portugal – that day was spent reparing it for Sardinia, buying the Frankfurt-based team more time ahead of the job of building a New Generation i20 from scratch.

Paddon said: "I'd like to thank everyone in the team for getting our car ready for us. Let's hope we can repay those efforts with a positive result."

Team principal Michel Nandan added: "With just two weeks between the final day of Portugal and [the cars] leaving for Sardinia, it has been hard work to build a New

Generation i20 WRC but one which everyone has come together to achieve.

"We have some great memories from last year's double podium (Paddon second, Thierry Neuville third) in Sardinia. We look forward to restoring the positive momentum created by our best-ever season start – and hopefully a return to the podium."

Paddon scored his first world championship podium on the Italian island last year, having led for much of the first half of the rally. He broke his WRC duck in Argentina in April and is determined not to let his fiery Portuguese shunt get in the way of his progression.

He said: "We had a hard weekend in Portugal, but the accident doesn't dent the confidence at all – in fact we are more determined than ever to come back fighting in Sardinia."

Paddon: grateful



Photo: Nicholas Bhajan

Elfyn Evans and Craig Parry finished third in the Sol Rally Barbados at the weekend in a Ford Fiesta R5. A 10s jump-start penalty on Friday night's opening stage dropped Evans to ninth. Sunday's fast flowing stages prevented him closing on the full WRC cars. Jamaican Jeffrey Panton won overall for the second year in a Focus WRC.

China incorporates Great Wall into route

September's Rally China will include 16 stages – including one at the foot of the Great Wall – and 195 miles of competition.

Details of the first WRC round in China since 1999 were released to the media and teams last week. The service park will be based alongside rally headquarters at the Beijing Yanqi Lake International Convention and Exhibition Centre, 40 miles north of downtown Beijing.

The route, which measures 818 miles in total, will include two loops of three stages on days one and two before a final morning including three more stages with only the 5.24-mile Great Wall test



China featured on WRC in 1999

repeated as the powerstage.

The organisers are confident in China's all-asphalt route, saying: "For rally people, the sporting challenge of the Rally China roads will be an immediate attraction."

The new event runs from September 9-11.

GROUP RALLYING EDITOR

DAVID EVANS

"Cars will be under Chester's clock again"



S econd. Who cares about second? Ask Andy Murray. On second thoughts, don't.

Do we care that Chester's Eastgate clock is the second most photographed timepiece in the entire of England?

No. I don't think we do.

What we do care about is the fact that cars competing on Britain's round of the World Rally Championship will be photographed and filmed beneath the clock that's second only to Big Ben in terms of clock-based pictures shot.

Chester's back. What fantastic news. It's only 12 months late for the historical hysteria that surrounded last year's 20th anniversary of Colin McRae's title – the celebrations of which fell within the city walls.

No matter. Chester's back.

Twenty years ago, the RAC was run out of Chester for the final time, but 1996 was very definitely a whimper not a bang, falling as it did as Britain's rotated WRC round; the full bevy of brilliance was missing and Armin Schwarz won in a Toyota Celica GT-Four with a restrictor a little bit more legal than the one TTE had been playing with 12 months earlier.

Who would have thought it would take so long to get back to Chester. Who, by the same token, would have thought we'd be missing from York, Harrogate and Cheltenham for so long?

A generation of rally fans has grown up not knowing the interest and excitement associated with the announcement of this year's host city for the RAC.

Since 2000, it's been Wales, be it Cardiff or Deeside. And it will be for the next three Rally GBs.

Once we're done with Rally GB 2018, we have to move. We have to get over Offa's Dyke; we have to head east – and not just for a token Cholmondeley stage. Route co-ordinator Andrew Kellitt has come up with another interesting twist on the same story, but two more years of loosely the same roads will be enough.

We can't ignore the glories of Kielder, Yorkshire, the Lakes and Scotland any longer.

The 2019 season must be the one to put the nomad back into our round of the world championship. Yes, yes, I know Rally Finland's been based in Jyväskylä since the year dot and Sweden's never severed its links with Karlstad, but the difference with those events is the wealth of woods on offer to send the boys down. Every available mile in the likes of Resolfen and Margam was utilised down south and now it's the same with the forests in the middle and north of Wales.

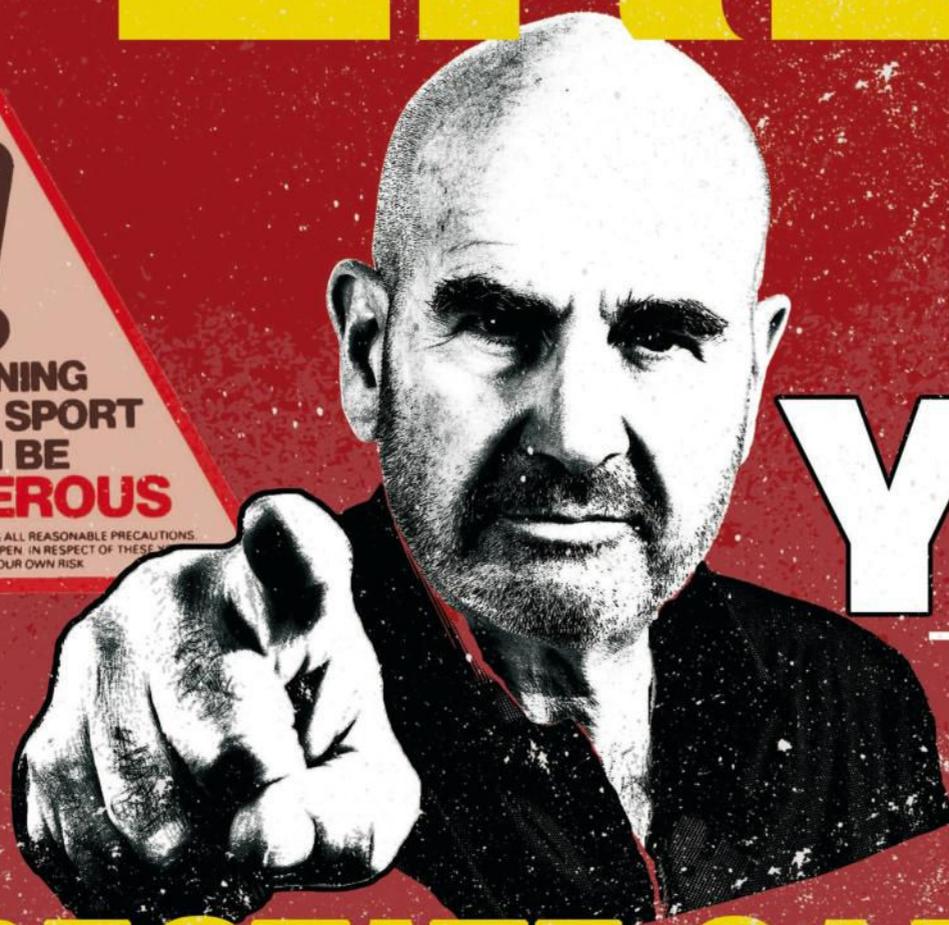
Let's revel in the return to Chester this season (and, whatever you do, make sure you go – the atmosphere will be ace) and hope we're reporting on AK's use of a blank canvas in two years.

Just before I go, one request on the Chester front: don't wash the cars before they go into the city. Dirty rally cars are as cool as they come.



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RALLY NEWS

Photos: Jakob Ebrey

VATANEN TO FOCUS ON DMACK TROPHY

Young Finn chooses World championship over British series in 2016



Vatanen feels best move for his career is to focus on WRC



Vatanen may appear on another BRC round

By Jack Benyon

Max Vatanen will forego the rest of his British Rally Championship campaign in favour of focusing on the Drive DMACK Fiesta Trophy this year.

The Finn has competed in the opening three rounds of the BRC for the DMACK British Rally Team as Elfyn Evans' team-mate, after a best finish of 10th on the last round, the Pirelli Carlisle.

The 25-year-old hasn't ruled out a return to the series later in the year, but for now Vatanen will stick with the

WRC and securing one of the prize outings in an R5 the DDFT offers.

"Even though we had a lot of issues in Portugal we still managed to finish second," said Vatanen. "The R2 is less interesting to drive than the R5 in the British Championship but what you can win out of it is more interesting, for me there's more opportunity for the future [in the DDFT]."

"It's better to concentrate on that than on too many things, rather than jump from the four-wheel drive to the two-wheel drive. I think it's a wise decision although of course I'd like to be driving the R5."

Vatanen sits 19th in the standings after a crash in Mid Wales – despite setting a second fastest stage time – and a faulty oil pressure sensor ruled him out of the Circuit of Ireland. He believes that although it would have been harder to change focus to the DDFT if he'd been a frontrunner in the BRC, it's still the right decision.

"It would be different if we were there in the front it would have made the decision harder," he added. "Even if it had gone well though, it doesn't guarantee me anything. Of course it's good experience but nothing will say I have a seat the year after [in the BRC]

and only the DMACK Trophy can secure a drive next year. Now I've had a taste of R5 and how it is, it gives you even more motivation to do well and secure some rounds next year.

"For the moment we have Poland and then Finland just around the corner, and they are quite decisive in the trophy. Let's get those rallies out of the way first and then after that maybe do a round of the British championship, of course I'll be the first to jump into that."

The decision comes in the midst of a shake-up at DMACK. The tyre firm is re-evaluating its role in the BRC after

it threatened a pull-out thanks to 'bogey-gate' in Carlisle, where the notional time was given on three of the event's stages.

"We'll take one car to the Scottish [for Elfyn Evans]," said DMACK managing director Dick Cormack. "It's possible Max might do another round later in the year but, to be honest, we're thinking through our BRC commitment right now and it's possible we might only run one car for the rest of the season."

Evans is entered on the next two rounds of the BRC; the RSAC Scottish and the Nicky Grist Stages.

Greensmith returns to BRC for NG Stages and the Manx

Gus Greensmith will compete on two more rounds of the British Rally Championship this season after labelling the series the most competitive for front-wheel-drive cars outside of the World Rally Championship.

The 19-year-old will compete on the Nicky Grist Stages and the Rally Isle of Man double-points finale, with the aim of getting more seat time before rounds of the Drive DMACK Fiesta Trophy, which forms part of the WRC.

Nicky Grist is the first of the two events on July 9/10, and is a mixed surface event similar to the DDFT finale in Spain. Greensmith is hoping the rally will allow him to gain valuable experience for Catalunya starting on October 13.

"It'll give me a bit of a reminder as we didn't do a great job switching from gravel to Tarmac in Spain," he said of last year. "It [the Nicky Grist] will be really good for

Spain. It's mainly to remind myself of that transition from gravel to Tarmac but also seat time, because it's fast gravel like Finland is going to be, so there are things that will help and it made sense to do it."

The Manchester driver fears the Isle of Man will be tough, with the Vauxhall Adams contesting the championship being supposedly superior to the Ford Fiesta R2T Greensmith pilots.

"It's going to be the hardest one to win as the Vauxhalls are so good on Tarmac," he added. "It's just seat time for us again, to stay sharp."

"We'll just take it as it comes, I'm sure the times won't be too bad but it will be hard to race against those Vauxhalls, they're fast."

Greensmith is second in the championship after three rounds (only competing in two), one point behind the Adam of Robert Duggan.



Photo: JMS Photographic

Legendary asphalt driver John Price returned in his MG Metro 6R4 as course car on the Welsh Marches Mini Epynt last weekend (report on page 33). The 11-time MSA Asphalt champion wowed the crowds in his rebuilt car, not seen since 2008. His last title came back in 2005.

SHERWOOD ENGINES

SHERWOOD ENGINES WOULD LIKE TO CONGRATULATE THE FOLLOWING DRIVERS FROM THE SEVERN VALLEY HISTORIC STAGES RALLY & THE MINI EPYNT STAGES



Paul Barrett & Dai Roberts on their overall win at the Historic Severn Valley



Rudi Lancaster & George Gwynn on second in the D5 class at the Severn Valley



Melvyn Evans & Patrick Walsh on their class 7 win at the mini Epynt

PHOTO CREDIT
MSPphotographic.co.uk



Jason Pritchard & Steve McPhee on 2nd in class 7 at the mini Epynt

PHOTO CREDIT
MSPphotographic.co.uk

Sherwood Engines would also like to congratulate **Ernie Graham & Robin Kellard** on coming second in the C4/C5 class at the Severn Valley Historics.

As well as **Steve Bennett and Iain Tullie** on coming 3rd in the D5 class in the Severn Historics.

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'Moura inherits late Azores win'
ERC report, p31

Photos: Songasport, Jakob Ebrey, Roy Dempster



Duffy led 2015 Mull before cancellation



MULL LOSES GRIBUN FOR 2016

This year's Mull Rally will be the first in its 46-year history not to use the well known Gribun Rocks section following a recommendation from the Motor Sports Association.

Gribun Rocks features a long stretch next to the Atlantic Ocean. A small section with a low retaining wall has been identified as particularly dangerous, despite no accidents occurring there before.

The three stages which use this section; Knock (run twice) and Ben More have been shortened and clerk of the course Andy Jardine believes the MSA is now happy with the route of the island event.

"The MSA came up in October last year, and saw a small part of the route," explained Jardine. "At the Gribun Rocks section, they were concerned about the proximity to the deep water. So that meant that they came back in May and we went around the whole of the route. After their visit they were happy."

The route change was recommended due to increased awareness of the danger posed by special stages running close to areas of water.

Ryan Bradley was killed on the Mourne Rally in 2014 after his car left a stage and plunged into a reservoir.

Two-thirds of last year's Mull

didn't run following the death of John MacCrone's co-driver Andrew Mort in an accident on a different part of the route that left MacCrone badly injured.

Jardine is adamant entries won't suffer as a result of any of the route changes.

"With the abandonment of the event last year we didn't get to run some of the things we wanted to, like the Glengorm Crossroads with the big spectator area," Jardine said.

"It's a hugely popular event, we had a 150 entries in 36 hours last year and we anticipate the same popularity this year."

In a final change for 2016, stage five has been reversed.

Losing Gribun the right call



Late last month, this newspaper castigated Rally of Portugal organisers for allowing a stage to run through a burning forest. Arguably, the same firm line should be held with this stretch of Mull's west coast.

By definition, we can do nothing about accidents; this is a question of acceptable risk. It's a question of whether or not we put harm in the way of potential accidents. On one side, we could throw up our arms in resignation and call this the thin end of the wedge. Fundamentally, this road and the Atlantic below are 100 per cent safe, of course they are. The only danger comes when a car hits the water. Slowing down will avoid this and drivers remain the ultimate arbiters of their own speed. Ergo, what's the problem?

The problem is, if the organisers ignore the MSA's recommendation and the worst happens, the event would be finished. I've been down that road at near competitive speed and loved it. The risks are raised to another level, focusing the mind; it's here that the brave get braver and winners are made.

But it's not worth risking the rally and potentially our sport for.

David Evans

Greer heads to BTRDA Carlisle for seat time

Jonny Greer will compete on the DMACK Carlisle Stages in an attempt to get more seat time ahead of the next round of the British Rally Championship.

Greer has been one of the most consistent drivers in the BRC over the first three rounds, finishing eighth, second and sixth in Mid Wales, the Circuit of Ireland and the Pirelli Rally respectively.

"We've got the Scottish coming up," explained Greer. "Over the last few years we've done a lot more Tarmac than gravel. We struggled on the Pirelli a little bit so it's all about seat time for us."

Welsh champion Luke Francis (Mitsubishi Lancer) is the top seed for the BTRDA round on Saturday followed by Ford Fiesta driver Charlie Payne. The event is based at H&H Auctions off Junction 43 of the M6 and uses stages in Kielder Forest West.

●BRC driver Euan Thorburn is also a late entry for the Carlisle Stages. The Scot will pilot his regular Peugeot 208 T16 R5 and is the third seed for the rally.



Greer wants gravel seat time



Steve Perez gave a number of co-drivers the chance to sit in a World Rally Car for the first time last week as the MSA Academy visited Perez's Derbyshire base. Ross Whittock, Chris Williams, Jack Morton, Richard Crozier and Phill Hall got the chance to recce Perez's test stage, before being evaluated in his Ford Focus WRC 07. Nicky Grist was among those on-hand to coach the Academy while Sports Psychologist Andrew Cruickshank was also available on the day.

McErlean hoping to narrow points deficit

Josh McErlean will return to Junior 1000 action on the Keith Frecker Memorial Stages this weekend looking to close the gap to points leader Peter Bennett.

McErlean missed the first round of the season, but won the subsequent two rounds at Anglesey and Melbourne.

However, he hasn't competed on the Weeton Camp-based event before

and believes competition there – and for the rest of the season – will be very tight.

"We're going there with a level head," said McErlean. "From this round onwards the championship moves away from the circuit-based venues we've done so well on to date to venues that are generally more gravelly, narrow and fast. The competition will be closer."

McGarrity hoping Fiesta WRC is fixed

M-Sport has promised that the problems on Derek McGarrity's Ford Fiesta RS WRC have been solved ahead of the next round of the Northern Ireland Rally Championship this weekend.

A six-time winner of the mixed surface series, McGarrity intends to tackle the closed-roads Mourne Rally. But his Fiesta has suffered a number of mechanical setbacks since the beginning of the season forcing him to send it back to engineers at M-Sport. The latest was an engine air locking issue on the last round, the Tour of the Sperrins, which reduced power and led to overheating.

However, McGarrity has been assured the car has been restored to full working order. "M-Sport has promised me everything has been fixed," he said. "So I can only hope that it has. Like every rally we go to the aim is to finish somewhere in the top three."

His lead in the drivers' standings is currently 10 points from opening round winner Kenny McKinsty, while Alastair Cochrane holds third.



McGarrity's Ford Fiesta WRC

NATIONAL RALLYING EDITOR

JACK BENYON

"Keep R5 in mind amid new WRC rules"



World Rally Championship, 2017. The fastest WRC cars of all time. Excellent. Plenty has been made of the rule changes and whether it will hypothetically improve the WRC spectacle or not.

My two pence on that is anyone who actually goes stage-side to see current cars or even R5 cars can see they're pretty spectacular. They may not have the rear end dragging in a ditch but surely seeing someone flinging an agile hatchback from side-to-side like a pendulum is just as entertaining. And don't get me started on speed. Cars are already quicker than Group B, and by quite a margin I may add. I'm not saying one is better than the other, but I believe current WRC gets a bum rap.

Anyway, back to the 2017 rules. And I'm worried.

Here's why. R5 has been a great big fat success. Offering drivers near-WRC performance for a lower cost has obviously worked. And driven properly, an R5 can beat a current WRC car piloted by an average driver. We've seen all this.

But what happens to R5 when the 2017 rules come in?

For a start, if the FIA make good on their word, only certain drivers will be allowed into a 2017-spec WRC car. Fine, I think in terms of safety that's wise.

But what it does mean is that it's going to be harder for young drivers to break into the WRC. Will R5 cars still be relevant when the new cars are going quite a bit faster? Will a few top fives in an R5 do enough to convince the FIA that you're worthy of a WRC seat? I'm not so sure.

Then there's the current 2016 cars. What lies in wait for them? Word is a championship could be formed for them to compete in. Could this be a place for youngsters to get a full-fat WRC drive?

For me, there's another issue there. The 2016 cars are going to be used up by the national drivers who want to compete on their home events and can't get permission for a 2017 car. That's all well and good, but when the current manufacturers stop making them, how long will it take until the majority of them are broken? Factor in the percentage that will go to Europe for national championships and there aren't going to be many opportunities. Then there's the cost. The whole point of R5 was to reduce the cost of running a WRC car! So there's your full circle.

With that point made, surely the R5s will be less relevant? There needs to be a serious look at the chain of progression for young drivers and what each level should offer. The R5 formula has been such a success. Why threaten it? The emphasis has been placed on the fantastic new regulations for 2017, but we need a thought spared for how people get to it, and more importantly how drivers are prepared for the increase in speed.



AGREE/DISAGREE?
mn.letters@haymarket.com

BTCC REPORT: OULTON PARK

Rear-wheel-drive cars prevailed, and Colin Turkington took full advantage. By **Matt James**

SUBARU JOINS THE PARTY



Ingram, Plato, Turkington and Tordoff salute the crowd

Turkington powers ahead in race one

There were many signs that the tide was turning in the British Touring Car Championship rounds at Oulton Park. Subaru is a force with its first win, and BMW's Sam Tordoff laid down some pretty serious credentials for a maiden title with three top three finishes.

But, through it all, Matt Neal and Team Dynamics held on to its consistent scoring flow. His race three win had been part of the plan from the time the fully laden car rolled into Oulton Park. He left the Cheshire venue only one point in arrears, just a single mark behind Tordoff.

That was job done for him, but there could be trouble ahead. Croft is next on the schedule, which is rear-wheel-drive heaven. Tordoff and Subaru will be aiming for even more in two week's time.

Race one

It was something of a strange qualifying session with a lot of drivers failing to hook up their flying laps and a clutch of stars much further back than they should have been.

Turkington, benefiting from engine tweaks to the Subaru Levorg, was free from any of those worries but was surprised to find himself ahead of the pack, admitting a top six was his target.

Alongside him, Dan Lloyd in the Eurotech Racing Honda Civic turned heads with second place, ahead of Tordoff and Tom Ingram's Speedworks Toyota Avensis.

Joint title leader Neal was pleased enough with eighth in the 66kg-laden Honda Civic, while the other man at the head of the standings, WSR's Rob Collard, was only 0.6s off pole - but that equated to 16th place.

The two big losers were Adam Morgan (Ciceley Racing Mercedes-Benz A-Class), who was a handling-inflicted 27th, and

Mat Jackson's Ford Focus, which was similarly stymied, in 25th position.

One of the stories was about who had the soft tyres for race one, and it was the majority of the frontrunners. Very high temperatures for the opener meant that the white-walled Dunlops would be the preferred option.

Turkington exploited them off the line to reach Old Hall first, while Tordoff used the rear-wheel-drive advantage of the BMW to usurp Lloyd before the right-hander. From there, that was all anyone would see of Turkington.

"I was looking after the tyres, but they felt awesome," said the Northern Irishman. "In the middle part of the race, I felt Sam was closing up on me a bit and so I pushed on."

He didn't really need to bother. Tordoff took one tenth of a second out of Turkington's 0.7s lead on lap five, but the leader's reply took him to 2.8s clear at its height.

The fight for the final rostrum slot was tense. Firstly, Gordon Shedden slipped his Honda Civic inside Lloyd's car at the hairpin on lap two to grab third. But the trouble started when Jason Plato's Subaru came alive. He controversially nudged the back of Lloyd's Eurotech car into the hairpin on lap seven to grab the position.

Lloyd was pragmatic about the incident. "I was expecting it," said Lloyd. "Well, it is Jason, isn't it? But he didn't do it to anyone else, which was a bit strange."

Plato was later given a slap on the wrist for his part in the incident by officials and collected a fine.

Shedden and Plato then fought a mighty battle over third place, with the estate-shaped Japanese car clearly stronger but the champion putting up a great defence.

Time and again, Plato looked for a move at the Island hairpin and at Lodge, but nothing was doing.

It wasn't until he managed to get a superb launch from Lodge and in to Dear Leap on lap 13 that Plato was able to make it stick. "It was something I really had to work on," said Plato. "I was trying to get alongside him but I couldn't do it in a straight line. I had to think it through and finally made it work by getting slightly alongside on the exit to compromise him."

Behind fourth placed Shedden, Lloyd was demoted from fifth on the very last lap. Ingram had a torrid first lap to drop down to seventh and engaged in a fierce battle with Ash Sutton's MG. He finally managed to shake off the MG attack and zeroed in on Lloyd, pouncing on the last half of the last lap as the soft tyres on the Honda ahead wilted.

After a slip at Hizzy's chicane, Sutton dropped back and team-mate Josh Cook was able to grab seventh place. Aron Smith (VW CC) took eighth from Neal and Andrew Jordan's Motorbase Performance Ford Focus.

One of the major casualties came on lap two and it was Collard. He was braking for the Island hairpin when Jeff Smith's Eurotech Racing Honda Civic cannoned in to the back of the German car and it spun. Collard could only recover for 23rd.

Race two

"It was all about the start," said Turkington after the flag had fallen at the end of race two.

He was right because he turned into Old Hall corner looking at the bootlid of Tordoff's BMW. That was to be his view for the majority of the race.

Tordoff, for his part, knew that he was going to have to play a strategic

game if he was to earn his first victory of the season. There were plenty of unknowns around him.

"We didn't have a clue how the tyres were going to last, or even how the Subaru were going to get on with the weight they were carrying," he explained. "I was in constant contact with John [Waterman, his race engineer] and we were managing the gap to those behind. That meant it wasn't an easy race."

Despite that, Tordoff was one second clear by five laps and gradually stretched the buffer out to 1.6s by the chequered flag.

Turkington, for his part, was delighted with the performance of his Levorg. Given the struggles that the machine had had so far this season, there was no data gathered regarding the way the estate would carry its ballast. He had 75kg of lead in the passenger foot well, and team-mate Plato, who reached Old Hall on lap one in third place, was fitted with 66kg.

"It was the first time we had anything like that amount of extra weight in the car and it behaved really well," said Turkington. "It did not have the balance that it had during the opening race, but that is to be expected."

Turkington had looked in his mirrors for Plato over the opening five laps until fourth placed Shedden started to bother the number 99 car. That gave the Northern Irishman the breather he needed.

Plato explained that he was pleased with the progress made with the handling of the Levorg as he clocked up another third placed finish.

Behind them, Shedden had actually gained ballast on the Honda Civic by finishing fourth in race one and had 48kg, so was pleased to bank that slot again - although he would have just the same handicap in the finale.



Matt Neal built his weekend around a victory in the final race of the day

'Florescu took points lead'
British F4, p27



ROUNDS



Tordoff claimed the most points



Ingram and Cook (r) battled all weekend

Ingram had closed on Shedden over the final period of race two but those top five had maintained the same positions since the off.

Cook's tenure of sixth place was under attack throughout the event. Neal was the main man nibbling at his heels and the pair made contact on lap eight trying to go side-by-side through the Island hairpin. The MG held on, but they were all backing themselves into the charging Collard, up from 23rd on the grid. On lap 12, Collard made a move stick on Neal going into Old Hall and, a lap later, repeated the trick on Cook.

However, the BMW slewed wide on the exit of the corner and as he regained the track on the Avenue, there was contact with Cook which prompted a puncture on Collard's machine. Cook continued for sixth.

Collard explained: "I had put some great moves on people - some real stuff from my hot rod background. I had tried to get ahead of Josh two laps before, and he chopped me off. I got a really good run on him again and went for the right-hand side of him across the pit straight, but he ran me along the pit wall, through all the debris.

"I don't know if I picked up a puncture there, but when I turned into Old Hall, the car snapped sideways," he continued. "I nearly spun, and as I got back on to the track, I made side-to-side contact with Josh. It wasn't intentional, but I knew the tyre had gone at that point."

Cook thought that Collard had been less than generous: "He wasn't in the pit wall and he wasn't into my car either. He was alongside, and then he lost it going in to Old Hall - that was nothing to do with me."

All that gave Neal seventh from Jordan, Jack Goff (WSR BMW 125i M Sport) and

Mat Jackson - some salvation for the latter after a truly lacklustre weekend.

Neal was drawn on pole for the finale, and it seemed like Team Dynamics could have pulled a masterstroke, with Shedden on the second row as well.

The circuit is not kind to the Dynamics boys and they had weight coming into the meeting. Both Neal and Shedden had collected decent points in the opening two events, and now they were near the front for the reversed grid clash. Could it be about to play in to their hands?

Race three

It looked like it would play perfectly for the Honda men. Firstly, Neal nailed his start in to Old Hall to head Cook's MG, while further back, Shedden ran side-by-side with Ingram through the opening turn and down in to Cascades.

The second Honda dealt with the Toyota on the exit of the left-hander to scamper off after Cook. When they arrived at Druids, Shedden fired in to the back of the MG ahead and Cook was sent into a wild sideways slide.

"That was so dangerous - the fastest corner on the track with the least run-off," pointed out the aggrieved racer. It slowed him enough on the exit to allow Shedden through and into second place.

The Hondas then set off in a formation race and the fierce scrapping behind meant that they were seven seconds clear when disaster struck - Shedden's front-left Dunlop failed and he was forced to pull in to the pits.

Neal was wary of a problem too in the closing stages, but it never happened: "You are always hearing noises in the car as the laps count down. There are marbles that get flicked up on the wheelarch and things like that. The team had told me, so I

backed it off. I will take a win any way they come and that was a sweet one."

Even though Neal backed it off, he was still 9.4s clear of Tordoff at the end of 15 laps. Tordoff had impressively carved his way through the traffic ahead - spurred on when his team-mate Collard had appeared on his bootlid when he was running at the back of the queue fighting for third - which would become second with Shedden's woe.

"I knew Rob wouldn't hang about, so I had to get on with it," said Tordoff.

"Everyone was hugging the inside line and I went to the outside - sometimes you have to be brave."

That queue was because Ingram, battling to preserve his soft tyres, was fending off Cook. The pair exchanged paint on several occasions.

"He was so aggressive defending," said Cook. "He was chopping to the white line on the inside of every corner. There comes a point when you have to realise that your car is not fast enough and let a quicker car through."

Ingram was in a defiant mood. "Why should I let someone though? I am here to fight for my position."

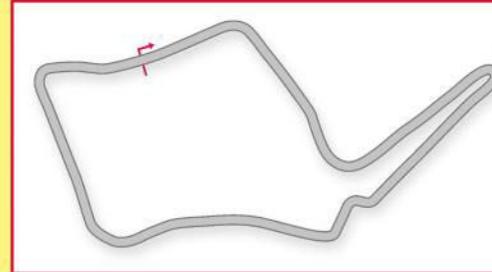
So they both fell to Tordoff and, in the end, they were so eager to look for each other that neither of them paid much attention to Plato at the last corner.

The Subaru man had been running behind the battlers ahead, but as they parked on the apex at Lodge, he simply drove around the outside of them both to nab third.

Behind Ingram and Cook, Collard also finally had some luck when he benefited from the concertina ahead to edge around the outside of Turkington and power to the finish line ahead of the Northern Irishman for sixth place.

RACE FACTS

Photos: Jakob Ebrej



OULTON PARK

Where: Cheshire
First BTCC round: 1960
Lap length: 2.23 miles
Qualifying lap record: Jason Plato (VW CC) 1m25.484s (2015)
Race lap record: Andy Priaulx (BMW 125i M Sport) 1m26.404s ('15)

RESULTS

Round: 1 Laps: 15

Weather: Dry and sunny

POS	Q	DRIVER	CAR	TIME
1	1	Colin Turkington	Team BMR Subaru Levorg (S)	21m56.702s
2	3	Sam Tordoff	WSR BMW 125i M Sport 7	+2.424s
3	6	Jason Plato	Team BMR Subaru Levorg (S)	+9.954s
4	5	Gordon Shedden	Team Dynamics Honda Civic Type R (S) 5	+14.457s
5	4	Tom Ingram	Speedworks Motorsport Toyota Avensis	+16.249s
6	2	Daniel Lloyd	Eurotech Racing Honda Civic Type R (S)	+16.388s
7	10	Josh Cook	Triple Eight Racing MG6 (9kg) (S)	+19.119s
8	9	Aron Smith	Team BKR VW CC	+19.312s
9	8	Matt Neal	Team Dynamics Honda Civic Type R 2	+20.395s
10	12	Andrew Jordan	Motorbase Performance Ford Focus 8 (S)	+20.819s

11 (11) Hunter Abbott (Power Maxed Racing Chevrolet Cruze) +21.064s; 12 (15) Jack Goff (WSR BMW 125i M Sport) (33kg) (S) +21.367s; 13 (17) Jake Hill (Team Hard Toyota Avensis) (S) +22.008s; 14 (20) Martin Depper (Eurotech Racing Honda Civic Type R) (S) +28.017s; 15 (19) Rob Austin (Handy Motorsport Toyota Avensis) +28.401s; 16 (25) Mat Jackson (Motorbase Performance Ford Focus) (48kg) +29.407s; 17 (23) Warren Scott (Team BMR Subaru Levorg) (S) +31.797s; 18 (18) James Cole (Team BMR Subaru Levorg) (S) +32.374s; 19 (7) Ash Sutton (Triple Eight Racing MG6) (15kg) (S) +32.514s; 20 (24) Daniel Welch (Welch Motorsport Proton Persona) +32.619s; 21 (13) Jeff Smith (Eurotech Racing Honda Civic Type R) (S) +37.672s; 22 (21) Matt Simpson (Speedworks Motorsport Honda Civic Type R) +39.315s; 23 (16) Rob Collard (WSR BMW 125i M Sport) (66kg) +39.893s; 24 (27) Adam Morgan (Ciceley Racing Mercedes-Benz A-Class) (57kg) (S) +41.874s; 25 (22) Michael Epps (Team Hard Toyota Avensis) (S) +42.260s; 26 (26) Ollie Jackson (AmD Tuning.com Audi S3 Saloon) +45.759s; 27 (32) Stewart Lines (Maximum Motorsport Ford Focus) (S) +45.914s; 28 (30) Chris Smiley (Team Hard Toyota Avensis) +47.526s; 29 (28) Kelvin Fletcher (Power Maxed Racing Chevrolet Cruze) +54.693s; 30 (29) Alex Martin (Team Parker Racing Ford Focus) (S) +1m36.614s; 31 (31) Mark Howard (Team BKR VW CC) (S) -2 laps; 32 (14) Aiden Moffat (Ciceley Motorsport Mercedes-Benz A-Class) -2 laps.
Pole position: Turkington 1m26.264s (92.90mph). Winner's average speed: 91.29mph. Fastest lap: Plato 1m26.673s (92.46mph). Lap leaders: Turkington 1-15. (S) = soft tyre.

Round: 2 Laps: 16

Weather: Dry and sunny

POS	Q	DRIVER	TIME
1	2	Tordoff 2	24m15.404s
2	1	Turkington 1	+1.638s
3	3	Plato	+2.309s
4	4	Shedden 4	+5.544s
5	5	Ingram 5	+6.217s
6	7	Cook 7	+12.302s
7	9	Neal 9	+12.552s
8	10	Jordan 10	+13.207s
9	12	Goff	+13.848s
10	16	M Jackson (S)	+13.989s

11 (11) Abbott +14.260s; 12 (24) Morgan +15.166s; 13 (6) Lloyd +15.841s; 14 (14) Depper +16.204s; 15 (21) J Smith +20.586s; 16 (25) Epps +21.079s; 17 (8) A Smith +29.433s; 18 (17) Scott +29.820s; 19 (30) Martin +29.844s; 20 (26) O Jackson +35.609s; 21 (27) Lines +36.117s; 22 (28) Smiley (S) +37.117s; 23 (29) Fletcher +38.700s; 24 (20) Welch (S) +44.903s; 25 (23) Collard (S) -2 laps; 26 (13) Hill -2 laps; 27 (19) Sutton -2 laps; R (22) Simpson 14 laps/broken steering; R (31) Howard 9 laps/accident; R (15) Austin 6 laps/black and orange flag - damage; R (18) Cole 6 laps/contact; R (32) Moffat 0 laps/broken suspension.
Winner's average speed: 88.10mph. Fastest lap: Collard 1m27.251s (91.84mph). Lap leaders: Tordoff 1-16. (S) = soft tyre.

Round: 3 Laps: 15

Weather: Dry and sunny

POS	Q	DRIVER	TIME
1	1	Neal 7 (S)	22m18.716s
2	7	Tordoff 1 (S)	+9.481s
3	5	Plato 3	+11.662s
4	3	Ingram 5 (S)	+11.760s
5	2	Cook 6	+11.827s
6	25	Collard	+12.015s
7	6	Turkington 2	+12.056s
8	8	Jordan 8	+12.299s
9	26	Hill	+12.494s
10	12	Morgan	+12.936s

11 (17) A Smith (S) +13.589s; 12 (27) Sutton +13.853s; 13 (10) M Jackson +15.163s; 14 (19) Martin +15.800s; 15 (14) Depper +17.775s; 16 (30) Austin (S) +18.629s; 17 (24) Welch +22.670s; 18 (28) Simpson (S) +23.262s; 19 (11) Abbott (S) +23.457s; 20 (32) Moffat (S) +25.925s; 21 (22) Smiley +30.492s; 22 (23) Fletcher (S) +43.085s; 23 (4) Shedden +44.168s; 24 (18) Scott +58.224s; 25 (20) O Jackson (S) -1 lap; R (13) Lloyd 12 laps/damage; NC (29) Howard 12 laps/pitted for repairs; R (31) Cole 11 laps/damage; R (16) Epps 7 laps/puncture; R (15) J Smith 7 laps/damage; R (9) Goff 0 laps/engine problem; R (21) Lines 0 laps/accident damage.
Winner's average speed: 89.79mph. Fastest lap: Collard 1m27.376s (91.71mph). Lap leaders: Neal 1-15. (S) = soft tyre.

RACE SUCCESS BALLAST

75kg ¹	66kg ²	57kg ³	48kg ⁴	39kg ⁵
33kg ⁶	27kg ⁷	21kg ⁸	15kg ⁹	9kg ¹⁰

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Sam Tordoff	139
2	Matt Neal	138
3	Rob Collard	113
4	Gordon Shedden	112
5	Adam Morgan	108
6	Andrew Jordan	102
7	Mat Jackson	99
8	Jack Goff	96
9	Josh Cook	93
10	Tom Ingram	92

11 Ash Sutton 71; 12 Aron Smith 69; 13 Colin Turkington 58; 14 Jason Plato 49; 15 Jeff Smith 45; 16 Rob Austin 39; 17 Daniel Lloyd 33; 18 Aiden Moffat 33; 19 Martin Depper 25; 20 Jake Hill 22; 21 Hunter Abbott 22; 22 Daniel Welch 19; 23 Michael Epps 16; 24 Matt Simpson 4; 25 Alex Martin 3; 26 Ollie Jackson 2.

INDEPENDENTS

POS	DRIVER	PTS
1	Jordan	163
2	Morgan	149
3	M Jackson	145
4	Ingram	138
5	A Smith	125
6	Austin	100
7	J Smith	90
8	Moffat	84
9	Abbott	77
10	Depper	76

11 Epps 68; 12 Lloyd 62; 13 Hill 60; 14 Welch 56; 15 Simpson 45; 16 Martin 44; 17 O Jackson 27; 18 Chris Smiley 26; 19 Kelvin Fletcher 13; 20 Stewart Lines 12; 21 Mark Howard 9.

JACK SEARSTROPHY

POS	DRIVER	PTS
1	Sutton	201
2	Epps	172
3	Smiley	146
4	Simpson	139
5	Daniel Lloyd	94
6	Fletcher	94



Dan Lloyd was a form man

BTCC REPORT: OULTON PARK

DRIVER ANALYSIS BY MATT JAMES



COLIN TURKINGTON

9/10
Team BMR Subaru Levorg

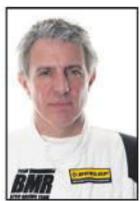
Turkington has had the upper hand in terms of getting on top of the Subaru. Grabbed pole and a flawless race one win, and then banked second when he was beaten off the line in race two. Shuffled down to seventh in race three.



JASON PLATO

8/10
Team BMR Subaru Levorg

Regretting a fluffed qualifying lap, but battled his way up to third in race one (despite a slapped wrist for contact). Shadowed Turkington all the way in race two for third place but showed great initiative when passing two battling cars ahead of him for third in the final race of the weekend.



GORDON SHEDDEN

6/10
Yuasa Honda Civic Type R

Much like team-mate Neal, Shedden was waiting for the weekend to come to him. Like his team-mate, he banked a couple of heavy points-scoring positions (two fourths) before going on the mega charge in race three. A puncture while running in second ruled him out.



MATT NEAL

7/10
Yuasa Honda Civic Type R

This weekend was built around success in race three, and that is exactly what he and the team collected. He knew that 66kg would hinder him in race one, and raced to ninth, improved to seventh in race two which gave him pole for the finale and a lower chunk of weight. Went on to a dominant win.



TOM INGRAM

7/10
Speedworks Avensis

A botched start in race one saw him slip places and he couldn't recover but banked fifth place. The main aim was consistent scores and he repeated the result in race two – which has been a bogey race for him. Fourth in the finale brought him his biggest meeting haul yet.



ANDREW JORDAN

5/10
Motorbase Ford Focus

All at sea in qualifying with 12th place and a car that didn't really look at the races all weekend. Showed his determination in the heat of the battle, but wasn't able to keep up with cars that were quicker in a straight line. A 10th, eighth and a seventh in the finale hardly put a smile on his face.



JOSH COOK

6/10
Triple Eight Racing MG6

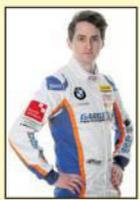
The MG has traditionally been a super weapon around the Oulton Park circuit, and Cook used it well. Was seventh from ninth in the opening race and then improved to sixth in race two, but was furious after the finale. He felt Shedden and Ingram had hampered him.



SAM TORDOFF

10/10
WSR BMW 125i M Sport

This was a perfect weekend. Coming to the meeting with 27kg was a boost, but qualifying third as his team-mates struggled was a good effort. Raced superbly to second in the opener and then used his head for a win in race two. Opportunistic second in race three was the icing on the cake.



DANIEL LLOYD

5/10
Eurotech Honda Civic

Qualifying on the second row was excellent for Lloyd and he could have had more in the race if he hadn't been biffed out of the way by Plato. Made it home in sixth, but was then blighted by poor brakes in the second event for 13th. Was ruled out of race three with damage.



ROB COLLARD

7/10
WSR BMW 125i M Sport

The BMW man came to the circuit jointly leading the points. Despite overtaking more cars than anyone else, he left 26 points behind. He was drop kicked out of race one by Jeff Smith, fought an epic comeback to sixth in race two before a puncture. Sixth in race three was his only highlight.



MAT JACKSON

4/10
Motorbase Ford Focus

Like team-mate Jordan, Jackson was all over the place in qualifying but it was worse for him. Set-up changes should have helped, but he was trapped in the pack. He was 16th in race one, 10th in race two and 13th in race three.

ARON SMITH

5/10
Team BKR VW CC

Strong performance in the opening race put Smith eighth. Looked like he would move forward from there, but a spin in the meant he was fighting a rear-guard action from that point. Started 17th place in race three, and zoomed up to 11th.

ASH SUTTON

4/10
Triple Eight Racing MG6

Feisty performance well inside the top 10 was on the cards, but shuffled down to 18th in race one. A comeback was thwarted in race two with suspension damage – and he finished last. Grabbed 12th in the finale.

ADAM MORGAN

4/10
Ciceley Mercedes A-Class

Morgan had been the highest points scorer at the last round at Thruxton. It was the sublime to the ridiculous as he and the team searched for any kind of usable set-up. It came right at the end with a 10th place in the finale.

JACK GOFF

5/10
WSR BMW 125i M Sport

Frustrated with qualifying, missed his best chance and then hit traffic. Race one was a comeback to 12th, there was an improvement to ninth in race two. There would have been more to come – but engine woe ruled him out of race three.

BUSHELL AND WHORTON-EALES FIGHT FOR OULTON CLIO WINS

Renault UK Clio Cup

By Stephen Lickorish

Both Mike Bushell and Ant Whorton-Eales have lost a win this season through a penalty or exclusion and a controversial clash between the two threatened to again deny Bushell his first victory since returning to Clios.

Whorton-Eales made a blistering start from fourth in the opener to pass Bushell for the lead through Cascades. But his advantage didn't last long as Bushell got back ahead into Hislop's on lap three.

Two tours later it was Whorton-Eales who retook the place at Cascades and then came the contentious move from Bushell at Island that gave him the win.

Whorton-Eales said: "He came from a long way back, outbraked himself, pushed me out the way

and came up the inside. I was going to finish second on the road and get it resolved in the clerks' room – but it wasn't the result we hoped."

Officials investigated the move, but deemed it to be a racing incident. It was a busy day for them as they also looked into a clash between Paul Rivett and Senna Proctor at Hislop's. No punishment was given, but it dropped Rivett to seventh and allowed Max Coates to claim his first podium.

Bushell took an early lead in a less frenetic second race but clipped the kerb too hard at Old Hall on lap three, sending him wide and letting Whorton-Eales through. From there the Jam Sport driver was in control to take his fourth win of 2016, with Bushell's Pyro team-mate Proctor taking his maiden podium in third.



RACE DATA

Renault UK Clio Cup (12 laps) 1 Mike Bushell (Team Pyro); 2 Ant Whorton-Eales (Jam Sport with AWE Motorsport) +3.127s; 3 Max Coates (Ciceley Motorsport); 4 Senna Proctor (Team BMR with Pyro); 5 Charles Ladell (WDE Motorsport); 6 Lee Pattison (Team Cooksport). **FL Bushell** 1m35.327s (84.06mph). **P Bushell**. **S 20. Race two (12 laps)** 1 Whorton-Eales; 2 Bushell +1.330s; 3 Proctor; 4 Ladell; 5 Coates; 6 Daniel Rowbottom (Team Ecomotive with Finesse). **FL Ladell** 1m35.717s (83.72mph). **P Bushell**. **S 21. Points (after 8/18 rounds)** 1 Bushell 202; 2 Whorton-Eales 188; 3 Paul Rivett (WDE Motorsport) 171; 4 Pattison 166; 5 Coates 146; 6 Paul Streather (Finesse) 141.

'Tregurtha staked his title claim'
Ginetta Junior, below



Photos: Jakob Ebrey

Martins finally breaks F4 duck

British F4

By Stephen Lickorish

It took 41 attempts but Rafael Martins finally secured his first British F4 win in the second race in Cheshire.

He profited from an error from reverse-grid poleman Zane Goddard, who clipped the kerb at Knickerbrook which sent the distraught Aussie straight on and into the barriers. Brazilian Martins then had to resist a stream of 10 cars to the flag, the Arden driver just beating James Pull and Alex Quinn.

The other two races were uneventful and dominated by Carlin duo Devlin DeFrancesco and Petru Florescu. DeFrancesco shot away in the opener, while new points leader Florescu beat the Canadian in race three for victory.

Jamie Caroline made good starts in races one and three to climb to third but he was unable to make any further progress and had to settle for the bottom step of the podium on both occasions. However, the Jamun driver retired from race two on the first lap with a clutch issue.

Tregurtha double closes title race

Ginetta Junior

By Lewis Larkam

William Tregurtha asserted his Ginetta Junior title credentials with a pair of wins at Oulton Park to move into a one-point championship lead over rival Stuart Middleton.

Tregurtha became the 13th different polesitter in the last 14 qualifying sessions by claiming his first pole position in the series. The HHC Motorsport driver was dominant throughout Saturday's opening race despite initially losing out to Sebastian Priaulx and Seb Perez on lap one.

Fast-starter Priaulx tried to jump Tregurtha at Old Hall but ended up on the grass and plummeted down the order. Perez then gained the lead but a mistake at Druids allowed Tregurtha to recover first and charge clear. Charlie Fagg made it an HHC one-two with his maiden podium as Middleton edged out Perez for third.

Tregurtha rounded off the weekend with a measured drive in a disrupted second race. The contest concluded behind the safety car after Daniel Harper's Douglas Motorsport Ginetta G40 came to a fiery stop following contact with Kyle Hornby at Island on lap four.

Recording a double victory at the Cheshire circuit has served as a good omen in previous seasons, with Seb Morris (2011), Harry Woodhead (2013), Jack Mitchell (2014) and Jamie Caroline (2015) all going on to win the title.

Photos: Jakob Ebrey

JELLEY'S WOBBLE DENIES HIM WIN

Trouble lapping team-mate gifts Cammish opening victory



Jelley got ahead of Cammish at start...

Porsche Carrera Cup GB

By Stephen Lickorish

Oulton Park was one of the few tracks Dan Cammish didn't take a double win at last year. And without a misunderstanding between Team Parker team-mates Stephen Jelley and Rupert Martin, he would've failed this year too.

The weekend started ominously for Cammish's rivals as the Redline driver secured a double pole. But former British Touring Car driver Jelley had other ideas. He went round the outside of Cammish at Old Hall from the rolling start and claimed the lead through Cascades.

Cammish was unable to fight back until Jelley came across

his Pro-Am2 team-mate at the chicane on lap 12. Martin slowed but Jelley had already committed to the pass and was caught out, taking to the grass. Cammish meanwhile swept round the outside to take the lead and win.

"I got a really good start and the first corner – I planned that and it worked perfectly," said Jelley. "I know it's hard to overtake here so it was about being consistent. Unfortunately there was a misunderstanding with the first car to be lapped."

Jelley was denied a chance to hit back from the incident when the race was red flagged after Pro-Am2 driver Peter Parsons crashed at Island. Redline's Charlie Eastwood completed the podium.

Cammish was able to keep the lead at the start of race two and soon pulled out a gap over Jelley, eventually winning by eight seconds.

"The key over the past two seasons has been my speed on those first couple of laps – I disappeared," said Cammish. "Saturday's win was subdued – he [Jelley] did a good job and he was going to win the race for sure."

Further back was Dino Zamparelli who rounded out the podium after passing Lewis Plato at Old Hall. It was a bright spot on a difficult weekend for the driver who has been Cammish's main challenger this year.

"It was a difficult weekend and a case of damage limitation," Plato admitted.

RACE DATA

Porsche Carrera Cup GB (13 laps)

1 Dan Cammish (Redline Racing); 2 Stephen Jelley (Team Parker Racing) +0.545s; 3 Charlie Eastwood (Redline Racing); 4 Tom Oliphant (Redline Racing); 5 Dino Zamparelli (GT Marques); 6 Jonas Gelzinis (Juta Racing). Class winners Euan McKay (In2Racing); Mark Radcliffe (Intersport Racing). Fastest lap Cammish 1m23.644s (95.80mph). Pole Cammish. Starters 24. **Race two (18 laps)** 1 Cammish; 2 Jelley +8.081s; 3 Zamparelli; 4 Lewis Plato (Redline Racing); 5 Eastwood; 6 Oliphant. CW McKay; Tautvydas Barstys (Juta Racing). FL Cammish 1m23.542s (95.92mph). P Cammish. S 23. **Points (after 6/16 rounds)** 1 Cammish 125; 2 Zamparelli 105; 3 Eastwood 84; 4 Jelley 80; 5 Oliphant 74; 6 Tom Sharp (IDL Racing) 59.

RESULTS

British F4 (15 laps) 1 Devlin DeFrancesco (Carlin); 2 Petru Florescu (Carlin) +1.634s; 3 Jamie Caroline (Jamun); 4 Alex Quinn (Fortec Motorsports); 5 Max Fewtrell (Carlin); 6 James Pull (Carlin). FL Caroline 1m23.293s (96.20mph). P DeFrancesco. S 17. **Race two (14 laps)** 1 Rafael Martins (Arden); 2 Pull +0.130s; 3 Quinn; 4 Florescu; 5 Fewtrell; 6 Billy Monger (JHR Developments). FL Sennan Fielding (JHR) 1m24.664s (94.65mph). P Zane Goddard (Double R). S 17. **Race three (14 laps)** 1 Florescu; 2 DeFrancesco +2.495s; 3 Caroline; 4 Fewtrell; 5 Pull; 6 Martins. FL Florescu 1m23.735s (95.70mph). P Florescu. S 17. **Points (after 12/30 rounds)** 1 Florescu 158; 2 Fewtrell 136; 3 Pull 131; 4 Fielding 116; 5 Luis Leeds (Arden) 111; 6 DeFrancesco 109.

Ginetta Junior (8 laps) 1 William Tregurtha (HHC Motorsport); 2 Charlie Fagg (HHC) +2.457s; 3 Stuart Middleton (Douglas Motorsport); 4 Seb Perez (JHR Developments); 5 Geri Nicocia (JHR); 6 Lewis Brown (HHC). FL Dave Wooder (TCR) 1m44.460s (76.71mph). P Tregurtha. S 20. **Race two (7 laps)** 1 Tregurtha; 2 Middleton +0.610s; 3 Wooder; 4 Fagg; 5 Brown; 6 Nicocia. FL Wooder 1m44.672s (76.55mph). P Tregurtha. S 20. **Points (after 9/25 rounds)** 1 Tregurtha 254; 2 Middleton 253; 3 Wooder 212; 4 Brown 190; 5 Daniel Harper (Douglas) 141; 6 Nicocia 141.

Ginetta GT4 Supercup (15 laps) 1 Tom Wrigley (Rob Boston Racing); 2 Will Burns (Douglas Motorsport) +2.534s; 3 Jamie Orton (Triple M Motorsport); 4 Mark Davies (TCR); 5 Declan Jones (Century Motorsport); 6 Callum Pointon (TCR). CW Colin White (CWS 4x4 Spares). FL Wrigley 1m26.894s (92.22mph). P Wrigley. S 18. **Race two (15 laps)** 1 Wrigley; 2 Burns +1.695s; 3 Davies; 4 Orton; 5 Jones; 6 Carl Boardley (Carl Boardley Motorsport). CW White. FL Wrigley 1m26.821s (92.30mph). P Wrigley. S 18. **Points (after 8/22 rounds)** 1 Wrigley 272; 2 Burns 209; 3 Orton 189; 4 Boardley 148; 5 Davies 132; 6 Tom Hibbert (Privateer) 126.

Wrigley continues unstoppable run with another double win

Ginetta GT4 Supercup

By Lewis Larkam

Tom Wrigley strengthened his stranglehold at the top of the Ginetta GT4 Supercup, securing pole position, two wins and two fastest laps in a commanding display.

Wrigley's performance across the Oulton Park weekend reflected his sizeable lead in the standings, which was extended to a distant 63 points over nearest challenger Will Burns after he made it five wins on the bounce.

Following on from his treble at Donington back in April – a feat managed by only two other drivers in Ginetta GT4 Supercup history – the Rob Boston Racing driver stormed to pole by nearly four tenths, before he set about controlling both

races to earn his fifth and sixth victories of 2016.

Mark Davies got the best start of all in race one to surge past Jamie Orton as Wrigley narrowly held onto the lead through Old Hall. Consecutive fastest laps allowed Wrigley to ease to the win, pulling clear by 2.5 seconds at the flag.

Burns slid past former HHC team-mate Orton on lap five, while a three-way scrap over second place developed in the closing stages, with Burns coming out on top on the final lap after passing Davies at Island.

A last-gasp attempt to retake Burns ended up with Davies locking up and ultimately losing a further position to Orton, who completed the podium.

Aided by a quick getaway in the second race, in-form Wrigley

was imperious as he once more led home Burns at the end of the 15-lap encounter, even if the margin of victory was less substantial.

"It's turning out to be a great season," said Wrigley. "It's been another totally perfect weekend to match Donington."

TCR's Davies was again fast off the line and subsequently jumped Orton on the run into the first corner for the second time, and, on this occasion, he was successful in holding off the Triple M Motorsport driver for the final spot on the rostrum.

In the Am class, Colin White continued to display his superiority by taking his tally of victories for the season up to seven with 10th and 12th place finishes overall to boot.



Wrigley has won six of the eight Supercup races so far



Davies (1) and Orton squabble for podium places

RACING REPORTS

SILVERSTONE: MGCC MG LIVE! BY SAMARTH KANAL
JUNE 4/5

Photos: Mick Walker

ROSS DOES THE DOUBLE AS MG TROPHY DUELS THRILL



Ross (92) had to fight Robertson (87)

Standards for the weekend were set early on Saturday, as Graham Ross and polesitter Colin Robertson, both going for their first wins of the season, fought tirelessly for MG Trophy Championship honours.

Ross eventually claimed first place, due partly to a fantastic start, but Sunday was less fortunate for him as his car bellowed smoke right off the line and ended up in the grass on the exit of Copse corner.

A three-car contest for the lead ensued as Doug Cole and Jason Burgess turned up the heat on Robertson, who hung on by the tightest of margins to win. Burgess, having started 21st because of electrical issues, had already climbed up to third place by lap two of Sunday's race, with one of the best comebacks of the weekend. Burgess's astounding pace ensured that the excitement didn't let up.

Paul Luti won Class B comfortably on Saturday in his ZR 170, but Sunday provided a huge contrast as he was given a strong challenge from Fergus Campbell. Luti ended up scraping another victory after passing Campbell on the penultimate corner of the last lap.

Running a 70,000-mile engine that had been sourced from a scrapyards, Dan Ludlow cruised to victory in Saturday's MG Cup in his Class C

ZS 180. The Class B MGB Roadster of Simon Cripps turned out to be Ludlow's main competitor. Cripps lost ground later on after he run wide on a couple of corners. Regardless, Cripps earned a class win through that performance.

Though he qualified last on what was a bumper grid, Thomas Halliwell finished ninth overall and second in Class C with his MG ZR. Halliwell continued to make light work of the pack on Sunday as well, completing 12 overtakes on the first lap alone and earning a victory in his class.

The 41-car grid was shared with the MG Metro Cup. Mike Williams managed to grab pole position, starting well off the line, but he was overtaken by Ben Rushworth, who earned his third win of the season in his Rover 100.

A visibly delighted Rushworth completed a clean sweep in that Sunday race. Reigning champion Phil Gough failed to finish both races in his Rover 114 GTi.

Tamas Vizin's first full season in Lotus Cup Europe has now resulted in him winning all six opening rounds in the Production Class, including Saturday's race – a win on Sunday added to his burgeoning tally.

The only doubt that overall winner Jonathan Packer had in his Evora V6 was that the traction control was set too low for Sunday's start resulting in

copious amounts of wheelspin. Regardless, Packer dominated both Saturday and Sunday on his home track. Luckily for the other drivers, the sun stayed firmly behind the clouds – there was no chance of being blinded by Packer's bright gold paint scheme.

Jean-Baptiste Loup dived late into Brooklands on lap five and spun out in front of the BRDC Grandstand, before managing to produce a flurry of terrific overtakes to rescue first in the 2-Eleven Class on Saturday. He repeated the victory on Sunday with a comfortable lead over Christophe Lisandre.

The Iconic 50s/FISCAR race was won by the Lotus Elite of Mike Freeman. The Class 3 MGA Roadsters of Mark Ellis and Neil Cawthorn completed the podium. Alex Quattlebaum placed first in Class 2 very comfortably in his MG LEC02.

Scott Quattlebaum started on pole for Saturday's Equipe GTS, in which 58 cars competed. All the cars were required to run on historic tyres as per FIA rules, giving them less grip than modern slicks. After an aggressive overtaking move from Mark Cole's MGB Roadster, Quattlebaum ended up in the gravel and had to retire early on. Cole took victory in Class 3 as a result of that scrap. Fifty-seven cars were in action on Sunday and Cole looked

comfortable throughout, picking up another win.

A very closely fought Class A fight in the Midget/Sprite Challenge was won by Sam Healey, who defended his position admirably in his Sprite. The BCV8 Championship shared the grid and added MGB GTs and MGC Roadsters into the mix, providing some tight battles. Rob Spencer held off Russell McCarthy for the BCV8 win, with James Wheeler in third.

A light-hearted family feud was the centrepiece of Sunday's AR Motorsport Morgan Challenge race in which Russell Paterson and his son, Elliot, were almost glued to each other gunning for second position – though they competed in different classes. Russell Paterson finished second overall behind the dominant Keith Ahlers. But Paterson did finish ahead of his son, with Elliot in third and taking a Class B victory.

Mark McAleer and Peter Morris shared the Porsche Club victories in two very tight races. McAleer overhauled poleman Morris in the opener before Morris held off his rival by just 0.2s in a drag to the flag on Sunday.

James Wheeler held off Neil Fowler for the Thoroughbred Sportscar laurels, while Ross Makar beat Gary Wetton in the Cockshoot Cup.

RESULTS



Rob Spencer won tight BCV8 fight

MG Trophy Championship (9 laps) 1 Graham Ross (ZR 190); 2 Colin Robertson (ZR 190) +0.197s; 3 Doug Cole (ZR 190); 4 Rob Perkins (ZR 190); 5 Robin Walker (ZR 190); 6 Paul Luti (ZR 170). Class winners Luti; Picone. Fastest lap Ross 2m26.773s (89.26mph). Pole Robertson. Starters 29.

Race two (9 laps) 1 Robertson; 2 Cole +1.626s; 3 Perkins; 4 Jason Burgess (ZR 190); 5 Walker; 6 Luti. CW Luti; William Payne (ZR 160). FL Robertson 2m27.436s (88.86 mph). P Ross. S 28.

MG Cup and MG Metro Cup (8 laps) 1 Dan Ludlow (ZS 180); 2 Simon Cripps (B Roadster) +6.953s; 3 Ben Rushworth (Rover 100); 4 Mike Williams (Rover Metro); 5 Andrew Ashton (Rover Metro GTi); 6 Paul Eales (B GT). CW Cripps; James Walpole (B Roadster); Rushworth. FL Cripps 2m33.060s (85.59mph). P Burchill. S 40.

Race two (8 laps) 1 Rushworth; 2 Williams +0.978s; 3 Ashton; 4 Thomas Halliwell (ZR); 5 Jack Ashton (Metro GTi); 6 Hayden Edmonds (ZR 160). CW Halliwell; Edmonds; Grant Summersbee (ZR 170). FL Halliwell 2m36.071s (83.94mph). P Cripps. S 40.

Lotus Cup Europe (13 laps) 1 Jonathan Packer (Evora GT4); 2 Xavier Georges (Exige V6 Cup R) +0.786s; 3 Andrew Wright (Exige V6 Cup R); 4 Tommy Eliasson (Exige V6 Cup R); 5 Steve Williams (Evora GT4); 6 Robin Nilsson (Exige V6 Cup R). CW Jean-Baptiste Loup (2-Eleven); Harry Woodhead (Exige S2); Tamas Vizin (Elise Cup R). FL Packer 2m20.178s (94.00mph). P Packer. S 34.

Race two (13 laps) 1 Packer; 2 Wright +6.612s; 3 Georges; 4 Eliasson; 5 Nilsson; 6 Loup. CW Loup; Woodhead; Vizin. FL Packer 2m19.570s (94.41 mph). P Packer. S 33.

Iconic 50s and FISCAR (11 laps) 1 Mike Freeman (Lotus Elite); 2 Mark Ellis (MGA Roadster) +1.806s; 3 Neil Cawthorn (MGA Roadster); 4 Robin Ellis (Lotus Elite); 5 Brian Arculus (Lotus Elite); 6 Graham Coles (MGA Coupe). CW Ellis; Quattlebaum (MG LEC02); Jim Mackie (Sprite Mk4); Bruce Riches (Elva Mk5); Jason Harris (Lotus Elite); Martyn Corfield (Fraser Nash Sports); David Cottingham (AC Ace Bristol); Simon Gurney (MGA Coupe); Love G/Love A (Jaguar XK150); Mark Hobie (Triumph TR2); Chris Gawne (Lancia Aurelia B20 GT). FL Mark Ellis 2m41.045s (81.35mph). P Freeman. S 43.

Equipe GTS (11 laps) 1 Mark Cole (MGB Roadster); 2 Tom Smith (MGB Roadster) +1.316s; 3 Mark Ashworth (TVR Grantura Mk II); 4 Richard Woolmer (Turner Mk II); 5 Chris Ryan (Triumph TR4); 6 Brian Arculus (Lotus Elite). CW Woolmer; Ryan; Arculus; Jason Harris (Austin

Healey 100/4). FL Scott Quattlebaum (Elva Courier) 2m36.359s (83.79mph). P Quattlebaum. S 58.

Race two (10 laps) 1 Cole; 2 Ashworth +3.912s; 3 Smith; 4 Woolmer; 5 Quattlebaum; 6 Arculus. CW Woolmer; Arculus; Pete Foster (Triumph TR4); Harris. FL Ashworth 2m37.866s (82.99mph). S 53.

MG BCV8 Championship and Midget/Sprite Challenge (7 laps) 1 Rob Spencer (B GT V8); 2 Russell McCarthy (B GT V8) +1.767s; 3 James Wheeler (B GT V8); 4 Neil Fowler (B GT V8); 5 Sam Healey (Sprite Mk4); 6 Graeme Adams (Midget). CW Andrew Young (C GT); Babak Farsian (B Roadster); Max Cawthorn (B Roadster); Healey; Andy Southcott (Midget); Richard Perry (Midget); Martyn Clews (Sprite). FL Spencer 2m23.242s (91.46 mph). S 47.

Morgan Challenge (13 Laps) 1 Keith Ahlers (+8); 2 Russell Paterson (+8) +1m03.682s; 3 Elliot Paterson (Roadster); 4 Tony Hirst (ARV6); 5 Jeremy Knight (+8); 6 Andrew Thompson (ARV6). CW E Paterson; James Bellinger (+8); Tim Parsons (4/4); Tim Ayres (+8); Paul Bryan (4/4). FL Ahlers 2m21.713s (92.45mph). P Ahlers. S 28.

Porsche Club Championship (11 laps) 1 Mark McAleer (996 C2); 2 Mike Johnson (996 C2) +1.087s; 3 Peter Morris (996 C2); 4 Paul Winter (996 C2); 5 Kevin Harrison (996 C2); 6 Richard Ellis (996 C2). CW Andrew Toon (Boxter S); John Williams (911 Carrera). FL Morris 2m19.798s (93.71mph). P Morris. S 23.

Race two (11 laps) 1 Morris; 2 McAleer +0.237s; 3 Johnson; 4 Ellis; 5 Harrison; 6 Winter. CW Toon; Williams. FL McAleer 2m19.769s (93.73 mph). P Morris. S 21.

Thoroughbred Sportscar Championship and Cockshoot Cup (9 laps) 1 James Wheeler (MGB GT V8); 2 Neil Fowler (MGB GT V8) +3.564s; 3 Russell McCarthy (MGB GT V8); 4 Mark Halstead (TVR Vixen Sports); 5 Gary Wetton (MG ZR 190); 6 Ross Makar (MG ZR 190). CW Jordan Spencer (MGB GT V8); Alan Charlton (MGF VVC); Steve Lockhart (MG GT V8); Wetton; Ian Winstanley (MG ZR 170); Adam Key (MGF VVC); Jeremy Toes (MGF Midget). FL Rob Spencer (MGB GT V8) 2m21.943s (92.30mph). P Wheeler. S 45.

Cockshoot Cup (8 laps) 1 Ross Makar (ZR 190); 2 Gary Wetton (ZR 190) +0.669s; 3 Ashley Woodward (ZS 180); 4 Jonathan Harker (TF LES00); 5 Ian Winstanley (ZR 170); 6 David Coulthard. CW Winstanley; Adam Key (F VVC); Jeremy Toes (Midget). FL Makar 2m29.141s (87.84mph). P Standish. S 22.



Packer's golden Evora V6 was unbeatable in Lotus Cup Europe races



Ellis leads Cawthorn in a great Iconic 50s scrap with their MGAs



Rushworth held on for Metro spoils

AND THE WINNERS ARE...

'Tilley again set fastest lap'
FF1600 action



'Simms set a new circuit target'
Historic FF2000



SNETTERTON: HSCC BY MARCUS PYE

JUNE 4/5

Photos: Richard Styles



Grant topped very tight Historic FF1600 outing



Lewis (r) took Archie Scott Brown win in stunning Lister

GRANT SEALS RETURN WITH A VICTORY

Beaten by Rob Wainwright by 0.010s over two races here last season, 2012 Historic Formula Ford champion Callum Grant returned the compliment in Saturday's epic Scholar Engines-supported race – the highlight of the HSCC's annual visit to Snetterton.

Red-flagged after Tony Helliwell's Merlyn vaulted Michael Richings' Alexis at Montreal on lap one, it proved a fierce gunfight between Grant, Wainwright and 2013 champ Sam Mitchell, breaking a 23-month sabbatical. Benn Tilley, who again set fastest lap, was closing when the flag fell on a shortened restart.

Wainwright triumphed in Sunday morning's sequel – from which Grant retired after his throttle jammed open in the heat of battle with Rob and Sam – setting a corking Pre-1972 lap record as he hared away from Mitchell and Tilley.

Without the pressure of points-chasing, Mitchell won the fun finale, managing the gap to Grant who started from the back but was second and closing inside four laps. Will Nuthall joined them on the podium as Danny Stanzl pipped dad Kevin for fourth.

Reduced to a one-hour Guards Trophy 'sprint' after a lowly entry the Autosport Three Hours had Chevrons in the fray for the first time since 2013. Steve Boulbee Brooks and Rob Beebee drove their ex-Lord Angus Clydesdale B8 beautifully to claim victory after challenger Greg Thornton pitted his

newly-restored ex-Digby Martland example with gearbox issues.

A late safety car period [to recover Will Goff's Lotus Elan, which shed a wheel mid-Coram] reunited the field, with a slower car separating each of the top three in the queue. As Beebee deservedly won the single-lap dash to the chequer, Dan Cox gunned reigning Guards titlist Mike Gardiner's TVR Griffith past Nick Thompson's ex-Chris Skeaping Chevron B6, with Sean McClurg up, as they lunged for the line.

Ed Morris scorched John Davison's 'Gold Bug' Elan clear of its small-capacity Pre-'66 GT rivals, setting up a fine fourth overall ahead of Adrian and James Russell's Elan. Sixth was the Ginetta G16 of Patrick Ward-Booth/Iain McDonald who received the Peter Swinger Trophy [in memory of the '60s competitor] for their spirit.

The Archie Scott Brown Trophy's 50s sportscars race had a sting in its tail, for having blasted past poleman Roberto Giordanelli's ex-Bill Pollack Dean Van Lines Lister-Chevrolet in his self-built facsimile, Mark Lewis gyrated at Murray's. Undeterred, he clawed back a six-second deficit in four laps and won an awesome drag race to the finish which would have done justice to Santa Pod in its 50th anniversary year. Boulbee Brooks chased them, clearly adoring his ex-Jim Clark Lister-Jaguar.

Andy Park and Benn Simms were barely separable in Historic FF2000, but Park spun away his unbeaten record

– seeking a clean exit from Murray's while watching Australian Mark Goldsmith's Elfin 622 from the Classic Racing Car posse among which Andy Jarvis (Palliser) was uncatchable – on Sunday, rewarding the tenacious Simms, who set a new 300 circuit target.

Nick Fennell aced a very thin Formula Junior field on Saturday, screaming his Ford France Lotus 27 past Greg Thornton's 20/22 before Greg missed a gear and rotated. Thoughts of a double evaporated when Nick pitted when his engine stuttered on Sunday, but Thornton almost threw the gift away, spinning between Montreal and Palmer on the last lap. Only by squeezing Alex Morton, duelling with Aussie Marty Bullock in the final seconds, did he keep them behind.

Despite missing second gear off the start and being engulfed both days, poleman Graham Pattle won the By-Box Touring Car rounds in his Lotus Cortina. Defending champion Simon Benoy (Imp) led for a lap on Sunday, when Neil Wood – whose immaculate Ford Anglia's throttle linkage had disintegrated on Saturday – looked to have Pattle beaten. Having repassed him brilliantly into Riches, Wood stayed ahead until his engine cut out momentarily on the final lap. "I'm gutted, but it was a great race," said Neil.

Even starting from the back on Saturday to conserve his gearbox, Classic Clubmans king Mark Charteris was unbeatable. Spencer



Boulbee Brooks/Beebee Chevron cleaned up in the Guards Trophy

McCarthy led the chase on day one but a quick stop for a flapping front mudguard to be removed dropped him to fifth on Sunday. He charged back to third behind Mark Hales (Centaur) while Barry Webb completed an FF1600-engined double over Rachel Green (debuting the D-Tech team's unique Penfold) after Clive Wood's weekend was resurfaced.

Once clear of Ian Pearson's URS FF2000 Van Diemen there was no stopping Simon Jackson (Chevron B43) in Classic F3. Paul Dibden completed the podium each day in the locally-built ex-David Sears Argo JM6. Halted by a broken throttle return spring on Saturday, Hugh Price (Chevron B38) shot

from the back to fifth in race two, splitting the Van Diemens of Chrisses Lord and Levy. After two gripping 1600cc F3 contests, Adrian Langridge (ex-Barrie Maskell Dastle) and Glenn Eagling (ex-Mo Harness Ensign) shared the honours.

Rob Beebee's joyous B8 weekend was completed with comfortable wins in both Allcomers tussles, run concurrently with the tin-tops. Canadian Pete Hallford's thunderous Senna Straight passes in his Chevrolet Corvette would have impressed his American neighbours' 96th Bomb Group to which RAF Snetterton Heath was home during WW2.

RESULTS



Graham Pattle won both Historic Touring Car outings

HSCC Historic FF1600 (7 laps) 1 Callum Grant (Merlyn Mk20A); 2 Rob Wainwright (Elden Mk8) +0.198s; 3 Sam Mitchell (Merlyn Mk20); 4 Benn Tilley (Merlyn Mk20); 5 Ben Tusting (Merlyn Mk20); 6 Simon Toyne (Lola T200). Novices Geoffroy Underwood (Merlyn Mk20). Fastest Lap Tilley 2m07.267s (83.98mph). Pole Grant. Starters 31.

Race two (10 laps) 1 Wainwright; 2 Mitchell +1.599s; 3 Tilley; 4 Mark Shaw (Merlyn Mk20); 5 Tusting; 6 Will Nuthall (Jamun T2). N Underwood. FL Wainwright 2m06.855s (84.25mph) Record. P Grant. S30. Race

three (10 laps) 1 Mitchell; 2 Grant +4.243s; 3 Nuthall; 4 Danny Stanzl (Elden Mk8); 5 Kevin Stanzl (Merlyn Mk20); 6 Ross Drybrough (Merlyn Mk20AS). N Underwood. FL Grant 2m07.104s (84.09mph). P Mitchell. S19.

Autosport Guards Trophy Sports Racing & GT (25 laps) 1 Steve Boulbee Brooks/Robert Beebee (Chevron B8); 2 Mike Gardiner/Dan Cox (TVR Griffith) +3.866s; 3 Nick Thompson/Sean McClurg (Chevron B6); 4 Ed Morris/John Davison (Lotus Elan); 5

Adrian & James Russell (Lotus Elan); 6 Patrick Ward-Booth/Iain McDonald (Ginetta G16). CW Gardiner/Cox; Davison/Morris; Timothy Mahapatra/Harvey Stanley (Jaguar E-type). FL Boulbee Brooks 2m06.557s (84.45mph). P Boulbee Brooks. S16.

Archie Scott Brown Trophy Race (14 laps) 1 Mark Lewis (Lister-Chevrolet Knobblly/c); 2 Roberto Giordanelli (Lister-Chevrolet Knobblly) +0.341s; 3 Steve Boulbee Brooks (Lister-Jaguar); 4 Chris Keen (Kurtis-Chevrolet 500S); 5 Tony Ditheridge (Cooper T49 Monaco); 6 James Paterson (Lotus 11). CW Boulbee Brooks; Paterson; Chris Mann (Alfa Romeo PR3000); Robert Manson (Baldwin Mercury Special). FL Lewis 2m11.458s (81.30mph) Record. P Giordanelli. S11.

Historic FF2000 & Classic Racing Cars (10 laps) 1 Andrew Park (Reynard SF81); 2 Benn Simms (Reynard SF77) +0.031s; 3 Andrew Storer (Reynard SF79); 4 Colin Wright (Reynard SF79); 5 Graham Ridgway (Reynard SF78); 6 Stephen Glasswell (Reynard SF79). Class winners David Margetts (Dulon MP21);

Andy Jarvis (Palliser WDB2); Julian Stokes (Tecno). FL Simms 2m00.864s (88.43mph). P Simms. S22. **Race two (10 laps)** 1 Simms; 2 Park +1.769s; 3 Storer; 4 Ridgway; 5 Mick Whitehead (Reynard SF79); 6 Glasswell. CW Neil Bowman (Van Diemen RF78); Jarvis; Stokes. FL Simms 2m00.389s (88.78mph) Record. P Park. S21.

HSCC/EJHRA Silverline Formula Junior (9 laps) 1 Nick Fennell (Lotus 27); 2 Greg Thornton (Lotus 20/22) +8.171s; 3 Martin Bullock (Lotus 27); 4 Alex Morton (Lightning Envoyette); 5 John Rees (Lotus 22); 6 Chris Alford (Elva 200). CW Alford; William Grimshaw (Moorland Mk1). FL Fennell 2m09.866s (82.29mph). P Thornton. S9. **Race two (9 laps)** 1 Thornton; 2 Morton +0.229s; 3 Bullock; 4 Rees; 5 Alford; 6 Richard Grimshaw. FL Thornton 2m11.100s (81.53mph). P Thornton. S9.

HSCC/HRSR ByBox Historic Touring Cars (9 laps) 1 Graham Pattle (Ford Lotus Cortina); 2 Simon Benoy (Hillman Imp)

+29.884s; 3 Robyn Slater (Ford Anglia 105E); 4 Peter Hore (Ford Lotus Cortina); 5 Neil Wood (Ford Anglia 105E); 6 Steve Platts (Singer Chamois). CW Benoy; Slater; Roger Godfrey (Austin Cooper S); Richard Cross (Triumph 2000). FL Pattle 2m21.264s (75.66mph). P Pattle. S12. **Race two (9 laps)** 1 Pattle; 2 Wood +0.459s; 3 Benoy; 4 Mark Burton (Ford Mustang); 5 Slater; 6 Hore. FL Pattle 2m21.494s (75.64mph). P Pattle. S13.

Classic Clubmans (11 laps) 1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B) +9.569s; 3 Mark Hales (Centaur 14); 4 Alan Cook (Mallock Mk20/21); 5 Steve Chaplin (Phantom P79); 6 Martyn Halliday (Mallock Mk20/21). CW Barry Webb (Delapena Mallock Mk16BW); Richard Mallock (U2 Mk4). FL Charteris 1m54.543s (93.31mph). P Charteris. S17. **Race two (11 laps)** 1 Charteris; 2 Hales +23.185s; 3 McCarthy; 4 Cook; 5 Robert Manson (Mallock Mk21); 6 Chaplin. CW Webb; Mallock. FL Charteris 1m54.707s (93.18mph). P Charteris. S18.

Classic F3 & URS FF2000 (11 laps) 1 Simon Jackson (Chevron B43); 2 Ian Pearson (Van Diemen RF83/82) +49.829s; 3 Paul Dibden (Argo JM6); 4 Geoff Hoodless (March 813); 5 Chris Lord (Van Diemen RF83/82); 6 Chris Levy (Van Diemen RF83/82). CW Pearson; Adrian Langridge (Dastle Mk10). FL Jackson 1m58.283s (90.36mph). P Jackson. S16. **Race two (10 laps)** 1 Jackson; 2 Pearson +7.801s; 3 Dibden; 4 Lord; 5 Hugh Price (Chevron B38); 6 Levy. CW Pearson; Glenn Eagling (Ensign LNF3). FL Jackson 1m58.523s (90.18mph). P Jackson. S15.

HSCC Allcomers (9 laps) 1 Robert Beebee (Chevron B8); 2 Peter Hallford (Chevrolet Corvette C3) +1.403s; 3 Greg Thornton (Chevron B8); 4 Roger Waite (Royale S2000M); 5 Patrick Ward-Booth (Lotus Elan); 6 Nic Strong (Ford Capri). CW Hallford; Ward-Booth. P Thornton. S13. **Race two (9 laps)** 1 Beebee; 2 Hallford +13.487s; 3 Waite; 4 Strong; 5 Ward-Booth; 6 Mark Jordan (Ginetta G4). CW Hallford; Ward-Booth. FL Beebee 2m07.933s (83.54mph). P Beebee. S12.

RACING REPORTS

BRANDS HATCH: CSCC BRIAN PHILLIPS

JUNE 4/5

Photos: Gary Hawkins, Mick Walker

LIVESLEY LOSES OUT TO LEWIS



Lewis took the win in Marcos



Tin Tops were a real highlight

Snetterton Future Classics winner Alec Livesley narrowly failed to repeat his success at Brands, beaten mainly by his "reward" for success in Norfolk - a 30s pit stop penalty.

This dropped the Jensen Healey to 21st place after its stop, and a later drive-through left Livesley with no chance to make up the deficit and catch winner Matthew Lewis (Marcos) or the shared BMW of David Ball and Tom Houlbrook. Third was still a good result, Livesley just pipping Graham Scarborough's Capri.

John Spiers (TVR Griffith) lapped everyone before making his **Classic K** pitstop, and continued to draw away afterwards until a spin allowed the next two cars to unlap themselves once. David Holroyd (Lotus Elan), in second, had two spins plus a 30s success handicap, but still beat the Grahame and Alan Bull E-type.

A restarted **Tin Tops** race provided the best action on the meeting's first day. The length was cut after front row starter Tom Mensley (Renault Clio) failed to get away

cleanly, innocently triggering a multi-car shunt before the first corner in which the unlucky Andrew Windmill was the worst casualty, the driver needing careful removal from his Peugeot.

With the usual pit window rules cancelled for the day, Russell Hird pitted his Honda Integra on lap one, falling to the back but rapidly regaining places when the others made their stops. Chris Boardman (BMW Compact) adopted the opposite approach, with Hird and Carl Chambers' Peugeot (which had no third gear in qualifying) passed the BMW. This looked decisive, but Hird was then hit with a five-second track limits penalty, which dropped him behind the other two. Richard Wheeler (Ford Fiesta) completed a tight top four, 4.6s covering them in the final results.

Wheeler then joined Paul Mensley in an Elan to win the first **Swinging Sixties** race. Wheeler was lucky to rejoin after avoiding contact in an early spin at Paddock. Jon Wolfe and David Thompson

steered their TVR to second, but only by a length from Ray Barrow's Camaro, which was catching up after his penalty pit stop as a previous winner.

The Mini of Richard Wager and Nick Swift dominated the second **Swinging Sixties** event, although Sam Polley's MGB was never far behind. Everyone else was at least half a minute back, and most had been lapped.

James Ramm (XJS) won both **Jaguar Saloon & GT** races, the first after a close contest with Colin Philpott and the second by a comfortable margin over the same rival. David Howard and Rodney Frost had a third and a fourth place each. Two crashing cars made a big dent in the Cooper Straight barriers in race one, and the second outing stopped early with the Derek Pearce XK8 parked in a dodgy position at Paddock.

Dean Cook's TVR Sagaris looked a hot favourite for **New Millennium** honours after leading for almost half the race until his pit stop. A spin when he looked poised

to regain first place blunted his charge and allowed the Mark Smith and Arran Moulton-Smith BMW to head Tim Davis (TVR Tuscan) at the flag. Another potential winner heavily involved in the early action, the Porsche 997 of Peter Challis, retired with a slipping clutch.

The MG Midget of Chris Southcott triumphed in both **Special Saloon & Modsports** races. The first was a tame affair, but the second was sometimes frantic as Southcott bombed up the order from a back row start. Behind the MG came Ricky Parker-Morris in a Peugeot 309, Paul Sibley's Lotus, Daniel Brown's Escort and the bizarre Cosworth-powered Anglia of Steven Moss.

Peter Ratcliff thrust his way past Christian Pittard to lead the **Magnificent Sevens** at the last corner, but Pittard had more momentum and won the drag to the line by 0.079s. Ratcliff had already reached the front from a pitlane start, the penalty for winning last time out, but made a stupid mistake - his

words - by lapping a much slower car under yellows. Ratcliff, slowing to hand the place back, gave Pittard the opportunity he needed to retake the lead as the race headed for its final corner climax. Richard Carter and Graham Charman were third and fourth, nearly half a minute back.

Modern Classics victory went to Laurie Grant's BMW under increasing pressure from the Porsche Boxster shared by James and Alan Broad. Grant had the self-imposed handicap of a slow pitstop as he grappled with his harness. Both these cars had to follow the Porsche of David Hornsey and Steve Miller before the pit stops, but the 996 duo drifted back to a fairly distant third, its drivers nevertheless well pleased with the result after a lengthy absence.

After a few laps of pressure from Richard Carter, Peter Ratcliff never looked like being denied a consolation win in the **Open Series** final event of the weekend.

RESULTS

Future Classics (39 laps) 1 Matthew Lewis (Marcos Mantula); 2 David Ball/Tom Houlbrook (BMW M3 E30) +17.723s; 3 Alec Livesley (Jensen Healey); 4 Graham Scarborough (Ford Capri); 5 Gary Jones (Porsche 944 S2); 6 Robin & Thomas Gray (Pontiac TransAm). Class winners Ball/Houlbrook; Livesley; Scarborough; Jones; Gray/Gray; Dan Rogers (Mazda MX-5); Andrew Sweet/Connor Murphy (Ford Capri). Fastest lap Brian Lilley/Aaron Tucker (Ford Sierra Cosworth) 54.204s (80.22mph). Pole Livesley. Starters 34.

Classic K Series (71 laps) 1 John Spiers (TVR Griffith); 2 David Holroyd (Lotus Elan) - 1 lap; 3 Grahame/Alan Bull (Jaguar E Type); 4 Peter Chambers (Ford Lotus Cortina); 5 Jack Rawles/Hugo Holland-Bosworth (Austin Healey MK2A); 6 Thomas Pead (BMW 1600 Ti). CW Holroyd; Bull/Bull; Chambers; Steve Chapman (Triumph TR4 SLR); David Thompson/John Wolfe (TVR Grantura MK3); Brian Lambert (MGB); Michael Flewitt/Neil Myers (Lotus Elite). FL Spiers 56.069s (77.55mph). P Spiers. S 27.

Tin Tops (21 laps) 1 Carl Chambers (Peugeot 306 Rallye); 2 Chris Boardman/Arran Moulton-Smith (BMW

318 Ti) +2.007s; 3 Russell Hird (Honda Integra Type R); 4 Richard Wheeler (Ford Fiesta ST); 5 Kester Cook (Ford Fiesta ST); 6 Danny Cassar/Gary Barlow (Honda Integra Type R). CW Boardman/Moulton-Smith; Wheeler; William Hardy (Vauxhall Nova GTE); James Alford/Blair Roebuck (Honda Civic); Stephen Reynolds/John Ridgeon (Renault Clio). FL Wheeler 54.618s (79.61mph). P Wheeler. S 33.

Swinging Sixties Group 2 (39 laps) 1 Richard Wheeler/Paul Mensley (Lotus Elan); 2 Jon Wolfe/Dave Thompson (TVR Tuscan) +8.333s; 3 Ray Barrow (Chevrolet Camaro); 4 Mike McBride (MGC GT); 5 Philip Rothwell/Richard Hayhow (Lotus Elan S3); 6 Malcolm Mitton (Lotus Elan S4). CW Wolfe/Thompson; Mel Streeck/Andrew Anderson (Ford Mustang); John Devlin/David Hudson (Reliant Sabre 6). FL Barrow 55.158s (78.83mph). P Wolfe/Thompson. S 15.

Swinging Sixties Group 1 (24 laps) 1 Richard Wager/Nick Swift (Mini Cooper S); 2 Sam Polley (MGB) +7.691s; 3 Gary Makein/Ian Everett (BMW 1500); 4 Ian Hulett (Austin Healey Sprite); 5 Richard Merrell (Alfa Romeo Giulia GT); 6 Tim Cairns (Austin

Healey Sprite). CW Polley; David Moran (Ford Lotus Cortina); Glenn Canning (NSU TT); Alastair Sharpe/David Searle (Morris Mini); Stuart Bancroft/Richard Ford (Triumph TR4). FL Swift 56.843s (76.50mph). P Wager/Swift. S 30.

Jaguar Saloon & GT Championship (22 laps) 1 James Ramm (XJS); 2 Colin Philpott (XJS) +1.163s; 3 Rodney Frost (XJS); 4 David Howard (XJ12 Coupe); 5 Kevin Doyle (XJ12 Coupe); 6 Thomas Butterfield (XJ40). CW Howard; Butterfield; Steve Ashkam (XJ6). FL Philpott 55.889s (77.80mph). P Ramm. S 26.

Race two (13 laps) 1 Ramm; 2 Philpott +7.574s; 3 Howard; 4 Frost; 5 Doyle; 6 Butterfield. CW Howard; Butterfield; Ashkam. FL Ramm 56.199s (77.37mph). P Ramm. S 23.

New Millennium (42 laps) 1 Mark Smith/Arran Moulton-Smith (BMW E36 M3); 2 Tim Davis (TVR Tuscan) +8.630s; 3 Roger Lavender (BMW E46 M3); 4 Thomas Houlbrook/David Ball (BMW E36 M3); 5 Lucky Khara (BMW E36 M3); 6 Edward Leigh (BMW E36 M3). CW Davis; Gavin Thomson (Seat Supercopa);

Simon Hands (Lotus Exige ST); Alan Thompson (BMW E36 318i); Keith Issatt (Mini Cooper S). FL Dean Cook (TVR Sagaris) 51.635s (84.21mph). P Cook. S 27.

Special Saloons & Modsports (14 laps) 1 Chris Southcott (MG Midget); 2 Paul Sibley (Lotus Elan) +9.001s; 3 Danny Morris (Peugeot 309 GTI); 4 Daniel Brown (Ford Escort RS Mk2); 5 Wayne Crabtree (Ford Escort BDT); 6 Steven Moss (Ford Anglia Spaceframe). CW Morris; Brown; Jezz Francis (Vauxhall Nova); Nick Proudlock (Ford Escort Mk1); Kevin Cooper (Hillman Imp). FL Sibley 50.783s (85.63mph). P Sibley. S 22.

Magnificent Sevens (45 laps) 1 Christian Pittard; 2 Peter Ratcliff +0.079s; 3 Richard Carter; 4 Graham Charman; 5 Danny Keenan/Christophe Deboffe; 6 Michael Jones. CW Carter; Charman; Keenan/Deboffe; Hugh Coulter; Carl Naim; Will Arif/Stephen Marsell; Robert Cooper; John Ogilvie. FL Ratcliff 50.642s

(85.86mph). P Gary Bate - absent. S 29.

Modern Classics (42 laps) 1 Laurie Grant (BMW E36 M3); 2 James & Alan Broad (Porsche Boxster S) +0.644s; 3 David Hornsey/Steve Miller (Porsche 996); 4 Marcus Dudley (Ginetta G20); 5 Richard Hayes (Toyota Celica GT4); 6 Tom Barley (BMW E36 325i). CW Broad/Broad; Dudley; Hayes; Barley; Robert Fellows/Andrew O'Connell (Porsche 968); Jake Bailey (Mazda MX-5); Grant Williamson (Mazda MX-5). FL Edward Leigh/Tom Houlbrook (BMW E36 M3) 54.725s (79.46mph). P Miles & Piers Masarati (Porsche 911). S 28.

Open Series (33 laps) 1 Peter Ratcliff (Caterham C400); 2 Richard Carter (Caterham R300) +15.166s; 3 Danny Keenan/Christophe Deboffe (MK Indy R); 4 Pantelis Christoforou (Ford Escort Mk2); 5 Michael Jones (Caterham CSR); 6 Jean-Paul Bole (MK Indy R). CW Carter; Keenan/Deboffe; Christoforou; Lee Frost (BMW E46 M3); Andrew Constantinou (Ford Escort); Donald Laird/Keiron Baillie (Austin Elan). FL Ratcliff 51.046s (85.18mph). P Gary Bate (Caterham CSR). S 25.



Southcott in Special Saloons

DONINGTON PARK: BARC BY PETER SCHERER

JUNE 4/5

Defending **European Superkart** champion Adam Kout consolidated his championship lead with a double win.

Peter Elkmann and Kout (*below*) had begun to edge away from their rivals in the early laps of race one, until they were caught and split by Daniel Clark.

Kout fought back to retake second into Redgate on the next tour, before leading into the Esses on lap six.

Liam Morley made it four for the lead, before Clark fell back in fourth with brake woes. A charging Morley was closing on Kout as the flag came out.

It was a lights-to-flag win for Kout in race two, but with a three-way fight for second it was easy for the Czech to go clear. Yannick de Brabander lost his early second to Morley at the Esses on lap four. Morley then had Elkmann snapping at his heels but took second.

After taking two European podiums, Morley won both the Div 1 and F125 Open Grands Prix. Elkmann led the combined Div 1/450 race from the start, but Morley joined him in an immediate break. Having shadowed his rival for six laps, he made the decisive move at Redgate, with Stefan Malm following Elkmann to complete the podium.

Lee Harpham led for most of the 125 Open/KZs GP, but was usurped by Kirk Cattermole exiting Goddards on lap four, by which time Morley was third.

Harpham was back in front with a lap to go, but Morley dived into second at Goddards, before a repeat move on Harpham gave him title two of the day.

Jordan Ford took the final GP win in the F250s despite falling from pole to third. Gavin Bennett remained close until the last lap, with Jack Layton a solitary third and collecting more B points at the head of the MSA British Superkart Championship.

Katie Milner took her third win of the season in the **Junior Saloons**. She led the red-flag interrupted race from the restart, with George Sutton taking Matteo Zanetti for second on the opening lap. Oliver Wilmot had led a four-car train for fourth but lost out to Edward Moore and Ronan Pearson into the Esses on the last lap.

The second race was also red flagged just as Milner was poised to challenge Zanetti for his race-long lead.

Luke Browning was third as Sutton and

Charlie Kennedy ran close behind.

Phil Hanson and Nigel Moore's Audi R8 dominated a dull **Britcar Endurance** race, leading the way for almost all of the three hours. The Ferrari 458s of Leyton Clarke/Simon Atkinson and Mike/Anthony Wilds headed the pursuit throughout, with only the Renault RS-01 of Nick Holden/Andrew McKenna briefly splitting them, after Calum Lockie/David Mason's 458 retired early.

Jonny Macgregor's Taranis proved unbeatable in all three **Britcar GT & Production** races. Paul Rose briefly lost second in race one after a spin, but soon regained the place from teammate Steve Harris. It was the same 1-2-3 in race two, but with Rose retiring with a puncture and Harris with intercooler problems, Marcus Fothergill/Dave Bennett's Porsche 997 and Andy Robinson's Ford Falcon completed the race three podium.

Phil Rowlands won both rounds of the F450 Challenge while Lee Harpham kept his title defence going in the F125 Open by winning both races.

RESULTS

CIK-FIA European Superkarts (13 laps) 1 Adam Kout (MS Kart/DEA); 2 Liam Morley (Anderson/DEA) +0.810s; 3 Peter Elkmann (MS Kart/VM); 4 Daniel Clark (Anderson/VM); 5 Yannick de Brabander (MS Kart/VM); 6 Marcel Maasman (Anderson/VM). FL Morley 1m27.688s (102.05mph). P Kout. S 24.

Race two (13 laps) 1 Kout; 2 Morley +11.208s; 3 Elkmann; 4 De Brabander; 5 Maasman; 6 Laurens Westerdijk (MS Kart/VM). FL Kout 1m27.836s (101.94mph). P Kout. S 24.

MSA British Superkart Grand Prix for Div 1/F450 (11 laps) 1 Liam Morley (Anderson/DEA); 2 Peter Elkmann (MS Kart/VM) +0.583s; 3 Stefan Malm (PVP/PVP); 4 Dave Harvey (Anderson/VM); 5 Mark Verhaar (MS Kart/VM); 6 Alan Witheroe (Anderson/VM). CW Witheroe; Stephen Clark (Anderson/KTM 450). FL Morley 1m17.704s (102.09mph). P Morley. S 23.

MSA British Superkart Grand Prix for F125 Open/KZ (10 laps) 1 Liam Morley (Anderson/DEA); 2 Lee Harpham (Anderson/Redspeed TM) +0.178s; 3 Kirk Cattermole (Raider/SGM); 4 Ian Larder (Anderson/TM); 5 Danny Edwards (HRK/TM); 6 James O'Keefe (Anderson/TM). CW Rob Lawson (Anderson/Honda). FL Morley 1m37.390s (91.94mph). P Matt Robinson (Anderson/Redspeed TM). S 44.

MSA British Superkart Grand Prix for F250 (10 laps) 1 Jordan Ford (Anderson/DEA); 2 Gavin Bennett (Anderson/DEA) +1.639s; 3 Jack Layton (Anderson/Honda); 4 Dan Clark (Anderson/Redspeed Gas Gas); 5 Toby Davis (Anderson/

Viper SK250S); 6 Paul Platt (MS Kart/Gas Gas). CW Layton. FL Ford 1m31.001s (98.39mph). P Ford. S 38.

Junior Saloons (7 laps) 1 Katie Milner; 2 George Sutton +5.696s; 3 Matteo Zanetti; 4 Edward Moore; 5 Ronan Pearson; 6 Oliver Willmott. FL Milner 1m59.260s (75.08mph). P Zanetti. S 27. **Race two (5 laps)** 1 Zanetti; 2 Milner +1.678s; 3 Luke Browning; 4 Sutton; 5 Charlie Kennedy; 6 Ethan Hammerton. FL Milner 1m59.286s (75.06mph). P Sutton. S 24.

Britcar Dunlop Endurance (110 laps) 1 Phil Hanson/Nigel Moore (Audi R8); 2 Leyton Clarke/Simon Atkinson (Ferrari 458 Challenge) - 1 lap; 3 Anthony Wilds/Mike Wilds (Ferrari 458); 4 Nick Holden/Andrew McKenna (Renault RS-01); 5 Jacob Mathiasen/Steve Fresle (Ginetta G55 GT4); 6 Ian Lawson/Ryan Lindsay/Kevin Clarke (BMW Z4 GT3). CW Clarke/Atkinson; Mathiasen/Fresle; Mike Moss/Tom Howard/Darren Nelson (BMW M3 E46); Alyn James/Dan Wheeler (Honda Civic Type R). FL Hanson/Moore 1m29.699s (99.82mph). P Hanson/Moore. S 15.

Dunlop GT & Production (31 laps) 1 Jonny Macgregor (Taranis); 2 Paul Rose (Saker RAXP) +50.705s; 3 Steve Harris (Saker RAXP); 4 Marcus Fothergill/Dave Bennett (Porsche 997 Cup); 5 Andy Robinson (Ford Falcon); 6 Del Shelton (BMW E36 M3). CW Rose; Fothergill/Bennett; Robinson; Lance Gauld/Alasdair Gauld (Porsche Cayman). FL Macgregor 1m32.183s (97.13mph). P Macgregor. S 11. **Race two (31 laps)** 1 Macgregor; 2 Rose +51.823s; 3 Harris; 4 Robinson; 5 Shelton; 6 Fothergill/Bennett. CW Rose; Robinson; Fothergill/

Bennett. FL Macgregor 1m32.278s (97.03mph). P Macgregor. S 11.

Race three (31 laps) 1 Macgregor; 2 Fothergill/Bennett +1 lap; 3 Robinson; 4 Shelton; 5 Martin Parsons (SEAT Supercopa); 6 Gault/Gault. CW Fothergill/Bennett; Robinson; Gault/Gault. FL Macgregor 1m31.559s (97.79mph). P Macgregor. S 10.

MSA British F250 National/Div 1 UK Superkarts (10 laps) 1 Jack Layton (Anderson/DEA); 2 James Hassall (Jade/DEA) +14.420s; 3 Phil Rowlands (Anderson/KTM 450); 4 Tom Hatfield (Anderson/DEA); 5 Andy Bird (Raider/Redspeed Gas Gas); 6 Danny Chan (PVP/PVP). CW Rowlands; Chan. FL Layton 1m32.743s (96.55mph). P Chan. S 51. **Race two (10 laps)** 1 Layton; 2 James O'Reilly (PVP/Viper SK250S) +1.497s; 3 Hassall; 4 Paul Hewitt (Anderson/Barker FPE); 5 Bird; 6 Rowlands. CW Hewitt; Rowlands. FL Layton 1m33.410s (95.86mph). P Layton. S 50.

BSA National F125 Open/F250 National Karts (10 laps) 1 Lee Harpham (Anderson/Redspeed TM); 2 Liam Morley (Anderson/DEA) +4.861s; 3 Sam Moss (Anderson/TM); 4 Danny Butler (Anderson/TM); 5 Matt Isherwood (Anderson/Vortex); 6 Danny Edwards (JRK/TM). CW Rob Lawson (Anderson/Honda). FL Harpham 1m38.219s (91.16mph). P Harpham. S 47. **Race two (10 laps)** 1 Harpham; 2 Kirk Cattermole (Raider/SGM) +8.077s; 3 Morley; 4 Butler; 5 Edwards; 6 Trevor Roberts (Anderson/Vortex). FL Matt Robinson (Anderson/Redspeed TM) 1m37.617s (91.73mph). P Harpham. S 47.



ERC: AZORES RALLYE

Photos: FIA ERC, Songasport, RallyGallery.com

MOURA TAKES FIRST AZORES WIN

Home favourite takes his chance as others fail



After 16 attempts, Moura gets win



Moura drove clean while others faltered

Ricardo Moura took a shock victory at his 16th attempt on the Azores Rallye after a battle for the lead that nobody seemed to want to win.

The Azorean inherited top spot from Alexey Lukyanuk on stage 14 of 16 when the turbo pipe came off the Russian's similar Ford Fiesta R5, and held on to become the first islander in 45 years to triumph on this most demanding of gravel rallies on the mid-Atlantic archipelago.

European champion Kajetan Kajetanowicz had led early on but completed leg one 9.8s behind Lukyanuk following a sluggish drive through the second pass of Sete Cidades, which runs along the rim of a volcanic crater lake in some of rallying's most picturesque scenery.

But any hopes the Pole had of hitting back on leg two were dashed when his Fiesta's front-left driveshaft broke on Saturday's opening stage.

But what had been a lead of 25.3s for Lukyanuk turned into a 42.7s deficit to Moura come the end of SS14. Moura was seemingly clear with two stages left but his hard tyres for the damp roads of SS15 were far from ideal and a flying Lukyanuk, having made repairs by the roadside, was able to halve Moura's advantage to 21.5s.

With a final 13.48 miles to run and Moura also struggling with brake issues, the stage was set for a thrilling climax, only for a slow

puncture to hobble Lukyanuk's charge through the closing test and allow Moura to win.

"I was lucky today because sometimes I maybe did not have the speed to match [Lukyanuk and Kajetanowicz]," Moura told "my people" at an emotional finishing ceremony in Ponta Delgada, the capital of host island Sao Miguel. "But I was fighting always, trying always. I got the day of my life so thank you."

Lukyanuk at least held on to second, but he must be wondering what he has to do for a change of fortune. A turbo pipe failure slowed the under-funded driver on the previous round in Greece, while a pre-event testing crash prevented him from starting the Circuit of Ireland.

Kajetanowicz, without a win in 2016, completed the podium after Acropolis winner, the 21-year-old Latvian promise Ralfs Sirmacis, retired his Skoda Fabia R5 after breaking its steering on Saturday's opener.

Unlucky Ingram

ERC Junior Chris Ingram proved a point on Friday morning. The



Ingram took Junior lead

Opel works driver – in his first event on gravel in the Adam R2 – was 20s faster than his rivals on the first run through Sete Cidades only for a front-left puncture on SS9 to drop him back.

That left his team-mate Marijan Griebel and Portuguese Peugeot driver Diogo Gago battling for position, a fight that ended on Saturday's second stage when the German crashed into a tree.

A gearbox problem was a further nuisance for Ingram on Saturday afternoon but he made hit home second in class behind Gago and ahead of Steve Rokland in an M-Sport-run Fiesta R2T. It was Ingram's third successive podium in the Azores in three different cars and puts him into the championship lead. "It was all about making it to the finish," said the Manchester driver.

Chuchala hat-trick

Wojciech Chuchala is quickly turning into one of the most closely watched prospects in international rallying as he pulled off another majestic ERC2 win in his Subaru Poland Impreza. His fourth win in as many tries in the category came after the Pole recovered from a puncture on Friday to overturn Ruben Rodrigues and win by 1m25s.

Results

1 Ricardo Moura/Antonio Costa (Ford Fiesta R5) 2h42m23.5s; 2 Alexey Lukyanuk/Alexey Arnatov (Fiesta R5) +26.8s; 3 Kajetan Kajetanowicz/Jaroslav Baran (Fiesta R5); 4 David Botka/Peter Szeles (Citroen DS3 R5); 5 Jaroslav Orsak/David Smeidler (Fiesta R5); 6 Pedro Meireles/Mario Castro (Skoda Fabia R5); 7 Luis Rego/Carlos Magalhaes (Fiesta R5); 8 Jose Pedro Fontes/Ines Ponte (DS3 R5); 9 Ricardo Teodosio/Jose Teixeira (Fiesta R5); 10 Antonin Tlustak/Ladislav Kucera (Fabia R5). Class winners Wojciech Chuchala/Daniel Dymurski (Subaru Impreza STI) Diogo Gago/Hugo Magalhaes (Peugeot 208 R2); Gago/Magalhaes.

RALLY REPORTS

Furzeland's net another rally win in Oxfordshire

Abingdon Car-nival Rally

By Ian Harden

Organiser: Sutton and Cheam MC/Farnborough DMG/ Craven MC **When:** June 5 **Where:** Dalton Barracks, Abingdon, Oxfordshire **Championships:** ASWMC, ACSMC, ASEM/CEMC, Cotswold MSG, Heart of England **Stages:** eight **Starters:** 100

Steve and Yvonne Furzeland took their Subaru Impreza WRC to a third consecutive Abingdon Car-nival Rally victory, overcoming a first-stage turbo pipe problem to chase down early leaders Paul King/Alicia Miles (Ford Escort Mk2). They then set four consecutive fastest stage times to pull away, beating King by 1m11s. Graeme Bell/Russ Radford (Proton Satria) finished third, 17s down.

In sunny, hot conditions that

created mechanical problems for many crews, King set the early pace, chased by Paul Diamond/Steve Cox (Escort). Third place was closely disputed by Paul Kirtley/David Jones (Impreza) and the Escorts of Alistair Tough/Dee Addison and Stuart Hodgson/Tony Jones.

Furzeland lay 13th after SS1 but with the loose turbo pipe fixed he increased pace, taking the lead on stage four and never losing it thereafter. His good fortune contrasted with Kirtley, whose clutch broke on SS2, and Diamond who picked up a stage maximum and dropped out of the top 20.

The battle for second and third stayed tight all day: King and Bell's consistent approach to the conditions paid dividends as they

held allcomers at bay, benefitting from the retirements of Hodgson and Tough whose engines blew on stages five and seven respectively. This elevated Chris Rooney/Sam Ducroq to fourth. The Proton Compact crew survived a final stage spin and stall to stay ahead of Steve Retchless/Sasha Heriot, with Ron Allen/Derek Le Bailly sixth. Both crews drove Escorts.

Results

1 Steve Furzeland/Yvonne Furzeland (Subaru Impreza STI WRC) 1h 27m 15s; 2 Paul King/Alicia Miles (Ford Escort Mk2) +1m 11s; 3 Graeme Bell/Russ Radford (MEM Proton Satria); 4 Chris Rooney/Sam Ducroq (Proton Compact Evo); 5 Steve Retchless/Sasha Heriot (Escort); 6 Ron Allen/Derek Le Bailly (Escort); 7 Lyndon Barton/Simon Hunter (Escort); 8 Rob de St. Paer/Stephen Hobbs (Escort); 9 Phil Nagle/Ian Lowe (Escort); 10 Rick Neale/Edward Gamble (Dawrin Dragon Evo).
Class winners Edward Lambert/Gareth Drayton (Peugeot 106 Rallye); John Oldrieve/Nigel Hewett (Escort); Allen/Le Bailly; King/Miles; Furzeland/Furzeland.

Furzeland's are in good form



The Buxton 4x4 Rivet of Gould conquered the difficult Dumfries venue for a comfortable win

Gould takes second BCCC win in a row in Scotland

BCCC: Dumfries

By Gary Simpson

Organiser: Marches 4x4 **When:** June 4/5 **Where:** Forrest Estate, South West Scotland **Championships:** Britpart MSA British Cross Country Championship/Freelander Challenge/BCC Trophy Runs: 13 Starters: 28

Martin Gould continued his run of British Cross Country Championship success with his second win of the season. Richard Wynne-Williams was second in his Lofthouse Freelander ahead of Paul Myers.

The notoriously tough venue took some scalps early on as championship leader Justin Birchall had an input shaft break on his Lofthouse Freelander's gearbox on the opening run which put him out of the event. Neil Davey was

another run-one casualty as he put his Yamaha YXZ1000R off the road. It was Gould who topped the timesheets on run one and he continued to set the pace through the day to hold a lead of more than four minutes from Richard Wynne-Williams with Steve Smith in third.

A further six runs of the 8.2-mile course took place on day two and Gould maintained his position to take the win.

"It's been an interesting and difficult weekend," said Gould. "With our nearest challengers retiring from the event it was hard to judge the pace – we didn't want to back off too much and lose concentration. I'm really pleased with the result, it's good for our championship hopes."

Wynne-Williams had his best result of the season in second and, with Smith's Clio suffering a double diff failure late on, it was Paul Myers who completed the top three.

Phill Bayliss won the Trophy category despite completing one run on three wheels. Jon Damrel was second Trophy driver. Alex Howard won the Freelander Challenge with Ian Linford in second.

Results

1 Martin Gould/Simon Kerfoot (Buxton 4x4 Rivet) 02h 16m 17s; 2 Richard Wynne-Williams/Ian Jones (Lofthouse Freelander) +6m 28s; 3 Paul Myers/Martin Myers (Land Rover Tornado); 4 Mark Jacques/Simon Last (Lofthouse Freelander); 5 Andy Powell/Evalda Kazla (Simmbughini); 6 Colin Gould/Aaron Birch (Polaris RZR); 7 Richard Coleby (Polaris RZR XP Turbo); 8 Steve Smith/John Griffiths (JRG Clio V8); 9 Alan Thomas/Bob Moulding (Warrior Indy); 10 John Thorne (Yamaha YZR1000R)

RALLY REPORTS

Photos: Writtle Photographic

BARRETT SCORES PINTO VICTORY

Underpowered car steered expertly to rally glory. By **Paul Lawrence**



Barrett topped BDA runners with Dai Roberts

Paul Barrett scored a landmark victory on the Severn Valley Historic Stages, round four of the Mintex MSA British Historic Rally Championship.

Over seven dry and dusty Welsh tests, Northern Irishman Barrett and his Welsh co-driver Dai Roberts were mighty as Barrett wrung the neck of his Pinto-powered Ford Escort Mk2. On a day when Joe Price and Chris Brooks made the running until a clutch problem, Barrett swept ahead of Nick Elliott and Dave Price on the final stage to take his first overall BHRC win.

It is very rare for a Pinto engine to win overall in such a competitive championship and Barrett was full of emotion at the finish in Builth Wells as he drank in the scale of his achievement. "There was no way I could have gone any quicker on those last two stages; that's very special," said Barrett. "I can't quite believe it!"

The Severn Valley was an all-action rally from the very start and with the dust hanging beneath the trees it was as challenging as it was competitive.

Ironically, as Natural Resource Wales tries to raise forest charges to recoup its costs for damage caused to the roads by rallying, a major talking point was some truly appalling regrading in Radnor where a normally epic stage was blighted by big rocks dumped on the road in the week before the rally.

Countless crews punctured on the affected sections in an event which was allowed to go ahead under special dispensation from NRW. The master agreement to rally in the forests expired on June 1.

Pirelli Rally winner Price signalled his intentions on the opening leg of three stages in the Crychan area and arrived back at Builth with 11 seconds in hand over Barrett. Elliott, playing himself back in with his old car after the hefty Kielder accident, was content in third, marginally ahead of Adam Milner/Roy Jarvis and Jason Pritchard/Phil Clarke.

Milner was completely epic in his 1600cc cross-flow Escort Mk1 and set overall fastest time on the Gwibedog opener. Sadly, a probable top five finish went awry when the Escort slid off the road on the final stage when they were unsighted in dust. Pritchard, meanwhile, only got to the end of the

Radnor stage where a notorious downhill right throw him off and the Escort rolled out of the rally. Already out was the Fiat 131 of Matt Robinson/Sam Collis, which dropped off the road in the dust of Crychan.

Heading out of Builth for the final leg of three Crychan stages, Price was nicely in command with just under half a minute on Elliott. Then, in the penultimate stage the gearbox jammed in first and Price lost nearly four minutes. It was a crushing blow after an exemplary performance.

Instead, Elliott took the lead but he punctured towards the end of Cefn and lost a few seconds. At the same time, Barrett mounted a monster attack and grabbed enough margin to beat Elliott by five seconds. "I don't feel I've driven fast enough to win and we're happy with P2," said Elliott. "Paul's driven very well all day"

Despite aggravating a hand injury when the steering wheel kicked back, Rudi Lancaster had one of his best BHRC performances to date with third place. Rudi and George Gwynn were only 23s adrift of Elliott.

Fourth overall also showed that Steve Bennett and Iain Tullie are on the cusp of joining the very top historic

RESULTS

Severn Valley Historic Stages, June 4
British Historic Rally Championship, round four of eight

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Paul Barrett/Dai Roberts	Ford Escort Mk2	46m07s
2	Nick Elliott/Dave Price	Ford Escort Mk2	+5s
3	Rudi Lancaster/George Gwynn	Ford Escort Mk2	+23s
4	Steve Bennett/Iain Tullie	Ford Escort Mk2	+1m29s
5	Simon Tysoe/Paul Morris	Ford Escort Mk1	+2m48s
6	Ernie Graham/Robin Kellard	Ford Escort Mk1	+2m51s
7	Ben Friend/Cliffy Simmons	Ford Escort Mk2	+2m53s
8	James Potter/Robert Duck	Ford Escort Mk2	+3m18s
9	Shawn Rayner/Declan Dear	Ford Escort Mk2	+3m20s
10	Stanley Orr/Guy Weaver	Ford Escort Mk1	+3m23s

Class winners: Terry Cree/Richard Shores (Mini Cooper); Bob Gibbons/Dale Gibbons (Ford Cortina Mk2 GT); Bob Bean/Malcolm Smithson (Ford Lotus Cortina); Andrew Stokes/Paul Price (Hillman Avenger); Orr/Weaver; Tysoe/Morris; Chris Skill/Tom Jordan (Ford Escort Mk2); Barrett/Roberts; Barry Jordan/James Gratton-Smith (Talbot Sunbeam Lotus); Elliott/Price; Tom Coughtrie/Michael Gilbey (Ford Escort Mk2).

crews even though they battled brake problems all day and struggled through Radnor with only front brakes.

The battle for Category 2 was every bit as compelling as the overall contest and the final outcome was a very well-deserved win for Simon Tysoe and Paul Morris (Ford Escort Mk1). However, Ernie Graham and Robin Kellard got to within three seconds at the finish after clawing back six seconds in the final stage. "It was hard work, but we got there," said Tysoe.

Stanley Orr and Guy Weaver should have been in that battle in their Pinto-powered Escort Mk1 but suffered three punctures through the day and drove around 12 miles on flat tyres in total.

The late retirement of Milner left the way open for Chris Skill and Tom Jordan to finish best of the 1600 crews. Bob Bean and Captain Thompson headed Category 1 in their Lotus Cortina as father and son Bob and Dale Gibbons had a catalogue of dramas, notably over a very poorly gearbox. ■

Anderson gets first R5 win while runner-up Francis takes maximum Welsh championship score

Running at the head of the field proved beneficial for Jamie Anderson and Ross Whittock as their search for seat time culminated in winning the Severn Valley Stages.

The first stage was a five-mile run through Gwibedog where Anderson was fastest, six seconds quicker than Luke Francis/John Roberts, before the two crews shared fastest time on Crychan 1. Anderson increased his advantage following another fastest time in Cefn, to head Francis by eight seconds.

Andy Davies/Max Freeman were third fastest on SS1 before retiring their Subaru Impreza with fuel pressure problems, while Ollie Mellors/Ian Windress, who like Anderson were out testing with the

British championship in mind, moved their Proton Satria Neo S2000 into third despite running too soft a tyre.

An 11-mile run through Radnor followed and Anderson continued his good run, beating Francis by six seconds. The Mitsubishi man admitted to "braking for corners that aren't there in the dust." Despite dropping time when he caught the dust of Dylan Davies/Mark Glennerster's Subaru, Mellors maintained third, one place ahead of Davies who had slowed when a strut came loose on his Impreza.

After a seven-month layoff, Sara Williams returned in her Subaru, and she and Patrick Walsh held fifth place, ahead of the Mitsubishi Lancer E10 of Sasha Kakad/James Aldridge.

The final trio of stages were repeats

of the first three of the day, and despite the Fiesta's tyres having "seen their best," three fastest times rounded off the win in style for Anderson and Whittock ahead of Francis.

Mellors was pleased with his day as three third fastest times sealed the final podium spot, his car having run faultlessly. He also found out to be less of an issue on the later stages, and Davies/Glennerster found the latter tests more to their liking as they secured fourth place.

There was a change for fifth, as Kakad/Aldridge put in a big effort in Radnor to overtake Williams/Walsh, the latter's Subaru being a little "tail happy" on the later stages. Just two seconds behind Williams were Wug Utting/Bob Stokoe whose pre-event

aim had been a top five finish. However, a slowish time for their Impreza in Radnor put paid to this.

In the Welsh championship, Francis took a maximum ahead of Dylan Davies and Sara Williams and leads Davies by 30 points with five rounds gone and three to go.

Simon Gronow

Results

1 Jamie Anderson/Ross Whittock (Ford Fiesta R5) 42m 56s; 2 Luke Francis/John Roberts (Mitsubishi Lancer E9) +14s; 3 Ollie Mellors/Ian Windress (Proton Satria Neo S2000); 4 Dylan Davies/Mark Glennerster (Subaru Impreza); 5 Sasha Kakad/James Aldridge (Lancer E10); 6 Sara Williams/Patrick Walsh (Impreza); 7 Wug Utting/Bob Stokoe (Impreza); 8 Paul Davy/Roger Allan (Impreza); 9 James Slaughter/Jamie Whittaker (Fiesta R5); 10 Tristan Bailey/Jamie Edwards (Mitsubishi WRX 04). Class winners: Alun Roberts/Rhodri Evans (Ford Ka); Andrew Jones/Iwan Jones (Ford Escort Mk 2); Andrew Fox/Jamie-Lee Fox (BMW 325i); Anderson/Whittock; Kakad/Aldridge; Robert Rook/Miles Cartwright (Ford Escort Mk1 Twin Cam).



BRC duo were on form in Wales

RALLY REPORTS

WILLETT AND DAVIES TAKE ANOTHER MINI EPYNT WIN

Welsh Marches Mini Epynt

By Simon Cronow

Organiser: Herefordshire Motor Club When: June 5 Where: Epynt Ranges, Powys Championships: Hirefit King of Epynt Championship Stages: 10 Starters: 74

Once early leaders Andy Fraser/Michael Calvert had retired, 2014 winners Dave Willett and John Davies were able to control the pace at the head of the field, overcoming a lack of digital dashboard display to take a comfortable win on the Welsh Marches Mini Epynt Stages.

Over the opening two stages, it was Fraser who set the pace before his Darrrian was retired following a fire on the stop line of SS3. Also in trouble were Adrian Spencer/Mark Hewitt who dropped from second to 46th position after their Subaru Impreza WRC left the road near Four Ways Bridge.

Stages three and four were cancelled, as a crew were airlifted to hospital (They were reported to be stable in hospital as *MN* went to press) and on the next stage it was Jason Pritchard/Steve McPhee who were fastest in their Ford Escort, two seconds up on Willett/Davies who now held the lead. Already out of the event was Mark Jones,

whose BMW suffered a broken brake pipe. Bryan Davies also stopped when the turbo on his Ford Focus failed.

Spencer/Hewitt were making their way back up the field, and fastest time on stage six yielded a move into the top 20. However, they were still a long way off Willett, who extended his lead with fastest times on the next three tests.

Going into the last stage, Ian Caddy/Alan Thomas had overcome gearbox problems to hold second place, before mechanical woes accounted for their Ford Escort.

Sean Crowley/Emma Jones took the runner-up spot, their day getting better after an early excursion into a field left their Mitsubishi Colt down the order.

Melvyn Evans/Patrick Walsh overcame braking issues on their Ford Escort to finish behind Crowley, though weren't eligible for the overall position after finishing in the top five of a previous Epynt rally. Scotsman Steven Clark took the final podium position, the Mitsubishi Lancer driver finding his times improved when he adopted a neater style of driving on the latter stages.

Pritchard/McPhee were next up, while Spencer/Hewitt would have taken sixth but



Even a broken dashboard display couldn't halt Dave Willett's Escort Mk2

for the rule making them ineligible having finished in the top five of an event on Epynt. However, the pair did achieve their aim and take home a good haul of King of Epynt points. Mike Williams/Ken Bills took a class win in their MG ZR, while Mark Gamble/Steve Link won the 1600cc class in their Suzuki Swift. Despite a faulty fuel pump, Lloyd Morgan/Ellie Williams won the 1400cc class in their Micra.

Results

1 Dave Willett/John Davies (Ford Escort Mk2) 29m12s; 2 Sean Crowley/Emma Jones (Mitsubishi Colt) +42s; 3 Steven Clark/Tom Wood (Mitsubishi Lancer E5); 4 Mike Williams/Ken Bills (MG ZR); 5 Barry Jones/Iwan Griffiths (Ford Escort); 6 Len Jones/Don James (Ford Escort Mk2); 7 Tom Barber/Jamie Barber (BMW Compact); 8 Mark Gamble/Steve Link (Suzuki Swift) 9 Lee Edwards/Mike Roberts (Ford Escort MK3 RWD); 10 Gareth Bettinson/Edward Venville (Ford Escort). Class Winners Lloyd Morgan/Ellie Williams (Nissan Micra); Gamble/Link; Williams/Bills; Ievan Evans/Rhys Jones (Ford Escort Mk 2); Clark/Wood; Kevin Kerr/Max Freeman (Ford Escort); Jones/Griffiths; Evans/Walsh.

First rally win on the Circuit of Munster for visiting Welshman Wood as he eases clear of the local stage experts

Circuit of Munster

By Martin Walsh

Organiser: Limerick Motor Club When: June 5 Where: County Limerick, Ireland Championships: Top Parts West Coast Rally Championship Stages: 9 Starters: 93

Welsh driver Steve Wood netted his first ever rally victory on the Rathkeale House Circuit of Munster in County Limerick in his Subaru Impreza. Co-driven by local Keith Moriarty the 54-year-old

Aberystwyth man finished 10.3 seconds ahead of the Ford Escort of Tyrone's Frank Kelly and his Cork co-driver Paul Twomey.

The local crew of Ed O'Callaghan/Ger Clancy (Escort) recovered from a slow start, they were eighth on the first stage to take third - 31.2s behind.

Wood set the pace with a string of fastest times on the opening loop to lead Kelly by 10.9s. On the repeat loop, he extended the margin to 30.1s. Kelly clouted a chicane

bale on the opening stage and damaged both doors, and had a moment on SS5 on cement dust. Meanwhile, O'Callaghan remedied brake problems to complete the top three ahead of another local driver Paul Purtil (Escort).

Top seed Donagh Kelly was a non-starter due to work commitments.

Results

1 Steve Wood/Keith Moriarty (Subaru Impreza WRC S10) 1h00m39.3s; 2 Frank Kelly/Paul Twomey (Ford Escort Mk2) + 10.3s; 3 Ed O'Callaghan/

Ger Clancy (Escort Mk2); 4 Paul Purtil/Raymond Scott (Escort) 5 Donal O'Brien/Stephen Quinn (Escort Mk2); 6 Colin Byrne/Brian Quinlan (Escort Mk2); 7 Daniel Cronin/Shane Buckley (Mitsubishi Lancer E9); 8 Johnny O'Connor/John McCarthy (Escort Mk2); 9 Rob Duggan/Tara Duggan (Escort Mk2); 10 Paul Manton/Adam Coffey (Impreza N12B) Class winners: Des Lyons/Shay Laheen (Honda Civic); Cal McCarthy/Eamonn Dullea (Citroen C2R2); Keith Power/Mark O'Sullivan (Renault Clio S1600); Pat Ryan/Jack Dalton (Escort); Gordon Dreaper/Derek Bovenizer (Peugeot 205 GTI); Noel Kelleher/Cathal Quill (Honda Civic); Duggan/Duggan; Denis Dineen/Donal Dineen (Escort); Purtil/Scott; O'Brien/Quin; Cronin/Buckley; RJ O'Dowd/John Young (Talbot Sunbeam); Pat Neville/Peter Neville (Volvo 142); Ian Ryan/Shane Griffin (Escort).

KARTING REPORTS

Wins split as new MSA Kart series kick off at Whilton

OK Senior/OK Junior

By Chris McCarthy

Organiser: Super One When: May 28/29 Where: Whilton Mill, Northants Championships: MSA British Kart Championships

The start of the new British Kart Championships attracted a grid of 21 karts and, with the biggest prize in karting at stake, mistakes in this three-round series could not be afforded.

Dean MacDonald looked strong from the outset cruising to victory in the first Senior final, but it was by no means a comfortable one. After problems on Saturday, Jacob Stilp had to start from row five but was by far quickest on track and one more lap would have probably seen him take victory.

It was no surprise when Mad Croc driver Stilp, sporting a Jules Bianchi livery, stormed away to take the second final by almost two seconds. MacDonald did the opposite, going backwards to sixth.

After being excluded from Junior qualifying, Kiern Jewiss had a lot of work to do but his experience showed as he came through to start fourth in the first final. From there he took victory but was kept honest by team-mate Johnathan Hoggard.

The second final was a fight between Jewiss and Callum Bradshaw, with the latter taking the lead on lap five. But as Jewiss repassed the former leader, Bradshaw fell to fifth. Up ahead Hoggard was once again in close pursuit of Jewiss who eventually came off at the last corner. That left Hoggard to take victory.

KENNEALLY STARS WITH MAIDEN WIN

Super One Series

By Henry Beaudette

Organiser: Super One When: June 4/5 Where: Llandow, Glamorgan Championships: Junior TKM; TKM Extreme; IAME Cadet; Junior and Senior X30

Bray Kenneally took a stunning maiden Super One victory on a sweltering weekend in South Wales by valiantly holding off a six-strong Fusion Motorsport herd in a thrilling second MSA Cadet final.

The AIM Motorsport driver had already opened his account in the first final, aided by a late-race clash between points leader Harry Thompson and Arvid Lindblad who, at just eight years of age, made history by becoming the youngest driver to win a Super One heat.

Final two was the highlight of the weekend as Kenneally had to contend with half a dozen Fusion karts, plus several others, as a lead pack of 10 broke away. Every time either Thompson or Joseph Taylor forged ahead, Kenneally fought straight back, fearful he would be freight-trained to the rear of the group.

With a lap and a half to go, just as Kenneally was looking at his most vulnerable, Thompson and Taylor began to battle over second, delaying each other and allowing Kenneally to make his escape.

After a restart for Ian Sisson's nasty looking crash, Abbi Pulling finally scored her first Super One victory in Junior TKM,

beating final one victor Bradley White. In TKM Extreme, Harry Moore scored a brace of wins after final one runner-up, Matt England, crashed out on the rolling lap of final two.

Angus Fender dominated Saturday's Junior X30 heats but points leader Gordon Mutch battled back to win the first final. Mutch also crossed the line first in final two but was excluded and so the win went to Oliver Clarke, who passed Fender at the final corner.

It was a perfect weekend for Josh Collings at his home track in Senior X30 as he won every race. Matt Davies chased him home in both finals, albeit at a safe distance.

Results

Cadet IAME (16 laps) 1 Bray Kenneally (AIM/ZIP); 2 Georgi Dimitrov (Fusion/Synergy) +0.12s; 3 Joseph Taylor (Fusion/Synergy); 4 Harry Thompson (Fusion/Synergy); 5 Zak O'Sullivan (Fusion/Synergy); 6 Kai Askey (Fusion/Synergy). Heat winners: Thompson x 2, Arvid Lindblad (Zip Team/ZIP). Fastest lap Kenneally 50.41s (46.60mph). Pole Thompson. Starters 38. Final two (16 laps) 1 Kenneally; 2 Thompson +0.88s; 3 Dimitrov; 4 Taylor; 5 Jonny Wilkinson (KMS/ZIP); 6 O'Sullivan. FL Thompson 50.54s (46.48mph). Junior TKM (17 laps) 1 Bradley White (Tal-Ko Racing/Tal-Ko); 2 Abbi Pulling (Tal-Ko/Tal-Ko) +0.53s; 3 Joe Fowler (Jade Karts/Jade); 4 Ian Sisson (Privateer/Jade); 5 Kristian Brierley (Litchfield Motorsport/Tonykart); 6 Lee Whittingham (Privateer/Tonykart). HW White x2. FL Fowler 44.96s (52.25mph). P White. S 21. Final two (17 laps) 1 Pulling; 2 White +1.38s; 3 Fowler; 4 Brierley; 5 Jordan Lee-Chapman (Klaassen Motorsport/Tonykart); 6 Lucas Sullivan (Privateer/Tonykart). TKM Extreme (17 laps) 1 Harry Moore (Jade Karts/Jade); 2 Matt England (Tal-Ko/Tal-Ko) +3.75s; 3 Simon Vercoe (Tal-Ko Racing/Tal-Ko); 4 Owain Rosser (Jade Karts/Jade); 5 Ryan Edwards (Privateer/Tonykart); 6 Phil Smith (Precision Racing/Tonykart). HW Moore x2, Sebastian Hutchinson (TWM/Tonykart). FL Zach Jones (Privateer/Jade



AIM Motorsport driver Kenneally triumphed in both Cadet finals

45.14s (52.04mph). P Moore. S 43. Final two (17 laps) 1 Moore; 2 Vercoe +1.53s; 3 Rosser; 4 Hutchinson; 5 Smith; 6 Lewis Wadley (Precision Racing/Tonykart). FL Moore 45.28s (51.88mph). Junior X30 (17 laps) 1 Gordon Mutch (Clan Racing/Mad Croc); 2 Oliver Greetham (SB Racing/Alonso) +0.15s; 3 Oliver Clarke (M Sport/Tonykart); 4 Angus Fender (Jade Karts/Gold); 5 Shane White (Litchfield Motorsport/Tonykart); 6 Harry McQuillan (Protrain/Tonykart). HW Fender (x2). FL Greetham 44.60s (52.67mph). P Fender. S 14. Final two (17 laps) 1 Clarke; 2 Fender +0.10s; 3 White; 4 McQuillan; 5 Ethan Pitt

(Jade Karts/Gold); 6 Ewan Long (Privateer/Compkart). FL McQuillan 44.80s (52.43mph). Senior X30 (18 laps) 1 Josh Collings (Dan Holland Racing/Alonso); 2 Matt Davies (Privateer/Tonykart) +2.78s; 3 Scott Mackrell (Coles Racing/Tonykart); 4 Matthew Hirst (KR Sport/Kosmic); 5 Brett Ward (MLC/Mach 1); 6 Euan Wilson (SB Racing/Alonso). HW Collings (x2). FL Davies 43.83s (53.60mph). P Collings. S 13. Final two (18 laps) 1 Collings; 2 Davies +4.35s; 3 Jack Partridge (Melliosport/Gold); 4 Ward; 5 Mackrell; 6 Hirst. FL Collings 44.08s (53.29mph).

Photos: JMS Photographic, kartpix.net

ROAD RALLY ROUND-UP

Mark 'GT' Roberts/Dylan Jenkins held off a late charge from Ian 'Dude' Roberts/Gwawr Hughes to win the Eagle Road Rally on Saturday night.

The latter crew had been over two minutes behind at the petrol halt, which was taken at two-thirds distance. However, they narrowed the gap to just six seconds at the Finish, but just missed out on the win.

Kevin Davies/Dale Bowen had been in second place at Petrol but retired in the second half. Dale Furniss/Nick Bloxham were also non-finishers due to a broken exhaust on their Volkswagen Golf.

It was a tough event with just 31 of the 72 starters making the finish.

With the winners of the first four rounds of the HRCR Championship absent, Howard Warren/Iain Tullie took a clear win on round five, the Hughes Historic on Sunday.

The event was run in memory of clerk of the course Andy Gibson, who had died in the week leading up to the rally.

Results

Eagle Road Rally Organiser: Newtown & District Auto Club When: June 4/5 Where: Mid-Wales Championships: WAMC, ANWCC & AWMMC Route: 110 miles Starters: 72

1 Mark 'GT' Roberts/Dylan Jenkins (VW Golf GTI) 12m58s; 2 Ian 'Dude' Roberts/Gwawr Hughes (VW Golf GTI) +6s; 3 Reian Jones/Cadog Davies (Seat Ibiza); 4 Mark Lennox/Ian Beamond (Ford Escort); 5 Justin Jones/Dafydd Evans (Ford Escort); 6 Alwyn Passant/Denny Harris (Subaru Impreza); 7 Alun Horn/Annie Green (Ford Escort); 8 George Williams/Richard Crozier (Ford Escort); 9 Steve Knibbs/Gerwyn Barry (Proton Satria); 10 Rhys McLoughlin/Enion Williams (Peugeot 205).

Class winners: Experts: Lennox/Beamond; Semi-Experts: Richard Williams/David Price (Ford Sierra); Novices: Craig James/Rhys Griffiths (Peugeot 106 GTI).

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HISTORICS

'Hartfields will do Peking-Paris in Mini'
Record attempt, below



Photos: Paul Lawrence

DOWN THE PUB WITH

JULIAN THOMAS

Age: 47 Lives: Buckingham
E-type sensation

He raced once in FF1600

"I tried racing when I was 21 and bought a Formula Ford Royale RP33M and entered one race. I qualified second to last and took the leaders out as they lapped me and wrote the car off. I thought 'no talent, no money, I'll stick to electronics.'"

VBOX is his company

"I'm an electronics and computer geek. I began selling products into the motor sport industry and I spent so many days at tracks that I decided I'd got to give it another go. I'd done some karting and my salesman at the time was quicker than me and I wanted to work out why. That was what started VBOX, the data-logger system."

He races in the Fun Cup

"I started in the Fun Cup, which is just fantastic. It has got a tremendous range of drivers in it and it is relatively affordable. But I've always loved classic cars and my dad had classic cars so we used to go to Silverstone to watch them."

The E-type arrived in time for 2015

"The moment I could almost afford it, and convinced my long-suffering wife Jane, I bought a Jaguar E-type. That was for the start of last season. I bought the car from Jeremy Welch and last year was about getting used to the car and it took me a while to adjust from a Fun Cup Beetle, with a single-seater format, paddle-shift and 130bhp to a 380bhp E-type running on cross-ply tyres. It was very eye-opening."

He now races both cars

"The E-type suits my driving style as I like no grip! I'm still racing in the Fun Cup for my sixth season and I've won it four years in a row. The E-type fits around that, so we're doing a variety of races and there is no lack of races you can enter with the E-type."

He has a classic Aston

"I tracked down my dad's old Aston Martin DB6, which I helped him restore. My mum had to sell it when dad died 25 years ago. Last year a friend of mine asked me what car I'd buy if I could and I said it would be my dad's old car. So I Googled it just to show him and it was in a Bonham's auction two days later by pure coincidence and I just had to bid for it."



Thomas is an E-type ace

R.A.C. RALLY GETS OUTLINE FORMAT

Historic rally set to get bigger, better and harder when it returns in '17



R.A.C. will run over four days

By Paul Lawrence

Plans are now developing for the return of a bigger and better Roger Albert Clark Rally in 2017.

The R.A.C. was cancelled for both 2015 and this year amid a lack of entries after crews were disappointed with the compact route on offer.

Event manager Colin Heppenstall has given details of

early plans for the expanded rally, which will be longer and tougher than previous editions, with a provisional date of November 9-12, 2017.

"The outline is a four-day format offering between 200 and 225 stage miles using forest districts around the country, with stages of a length to challenge the competitors," said Heppenstall. "It is hoped that forest districts in Wales,

Yorkshire, Kielder and the Scottish Borders will be used. It is our intention to make this event open to all vehicle types and it will be available on both subjective route notes and maps."

Heppenstall added that initial plans for a 100-mile event in Kielder this November have been shelved, but said that the positive response to that event had been a factor in the planned return of the multi-day rally.

However, the financial outcome of cancelling the 2015 rally has been a major factor in the decision process.

"The cancellation of the 2015 rally cost £16,000 and the Roger Albert Clark Rally Motor Club needs time to consolidate its finances, not only for the championships and event it is promoting in 2016 but also for the future in 2017 and beyond," said Heppenstall.

Original Costin Nathan sports prototype set to go under the hammer



Costin needs restoration

The original works prototype Costin Nathan sports-racing car will be offered for sale at Chateau Impney next month after spending 45 years in storage.

First seen at the 1966 Racing Car Show, the car was a joint venture between racer-constructor Roger Nathan and aerodynamicist

Frank Costin. It uses a central plywood monocoque tub with steel subframes and an aluminium body.

Nathan raced the car in 1966 with a Hillman Imp engine and scored class wins including at the Coupe de Paris at Montlhery. It was sold at the end of the season to

help fund a Le Mans entry and was bought by GM Horsley who entered it in 1967 for Chris Meek.

However, unreliability dogged the project and eventually Horsley put it into storage until his death. Now, his family have put it up for auction with H&H and it has a guide price of £25,000 to £30,000.

Peking to Paris endurance rally gets underway

One of the greatest motor sporting challenges will start from the Great Wall of China on Sunday when the sixth Peking to Paris Motor Challenge begins an 8500-mile rally.

A total of 110 competitors will cross 11 countries including the Gobi Desert, Russia and Belarus before finishing in Paris on July 17.

With 50 pre-1942 cars in the

Vintageant class and 60 in the pre-1977 Classic class, it is a record entry for the remarkable Endurance Rally Association event.

Leading the entry is the oldest competitor, Gerry Crown, 84, from Australia in his 1974 Leyland P74. Crown has competed in all five revivals of the epic adventure and won the Classic category in 2013.



Vintage cars face a tough test

Jacobs developing rare Fiat 124 racer

Experienced racer Ian Jacobs has developed a rare Fiat 124 Spider for use in the Historic Road Sports Championship.

Jacobs, who has raced and won in a wide variety of cars including single-seaters, bought the Fiat at Christmas as a project. "It had sat unused for 12 years as a road car," he said.

It was finished just in time for a debut run at Silverstone last month when teething problems included windscreen wiper failure in heavy rain, gearbox issues and a sticking throttle.

Jacobs also says that the handling needs some work but hopes it will be competitive.



Fiat 124 is getting faster

IN BRIEF

Clark's Lotus runs
The ex-Jim Clark Lotus 21 Grand Prix car will be one of the stars of this weekend's Cholmondeley Power and Speed. Clark's car was involved in the accident with Wolfgang von Trips in the 1961 Italian Grand Prix. After many years in the Donington Collection, the 1500cc Coventry Climax-powered car is back in action with Tony Best and will run in the speed event in Cheshire.

Mk2 man back

After an absence of two years, Dick Slaughter returned to rallying on the Severn Valley Stages in the Ford Escort Mk2 more recently used by his son James. Partnered by Tim Sayer, they had a good run in the dusty conditions and narrowly missed winning Category K. BRC contender James ran his Ford Fiesta R5 in the modern event.

Deeside Festival

A new event this summer will aim to bring a little of the Goodwood Festival of Speed to the north of Scotland. The Deeside Speed Festival will run on Sunday August 21 in the grounds of Kincardine Castle, 20 miles west of Aberdeen. The demonstration hillclimb event will use the main drive to the castle, which has never previously hosted motor sport.

Double 12 sprint

The Brooklands Double 12 event (June 18/19) will include a VSCC Sprint on the Mercedes-Benz World circuit on the Saturday. A round of the new VSCC Speed Championship, it will also include an invitation class for 1950s sports cars. Driving tests and a concours also feature on the event that celebrates the heritage of Brooklands.

Hartfields' test

Paul and Chris Hartfield will tackle the Peking to Paris in a 1972 1300cc Austin Mini. It will be the first time a Mini has tackled the 36-day rally and the car is a late replacement for their pre-war Packard, which was not ready in time. The Hartfields bought it from Owen Turner, who had prepared it for long-distance rallies.

Graham's return

Ernie Graham tackled his first rally for six months when he drove his Ford Escort Mk1 on the Severn Valley Stages. The BRC campaign for his son Will has been the recent focus for the former FIA European Historic champion and he will only compete on selected events this season. Partnered by Robin Kellard, they missed Category 2 victory by three seconds.

Cree's Mini run

Terry Cree and Richard Shores made a late change of car for the Severn Valley Stages and wheeled Cree's Mini Cooper out for their second rally of the season. Cree had intended to run his BMW 2002 but an on-going delay on the supply of engine parts forced the switch and they won their class using an engine borrowed from Clive King.



Cree and Shores' Mini magic

Photo: Mick Walker



Two US-built racing specials from the early post-war period have arrived in the UK for a summer programme of racing. Owner Rob Manson raced the Baldwin Mercury Special (right) and Marcus Bicknell piloted the Streets Manning Special (left).

SPORTING SCENE

Photos: Colin Casserley, Hal Ridge

SPRINT REPORT

Calder clings on despite more misfire problems

British Sprint Championship

By Paul Parker

Organiser: British Sprint Championship When: June 4/5
Where: Pembrey Starters: 114

Colin Calder survived a serious misfire, to claim British Sprint Championship victory at Pembrey last Saturday.

But neither he nor his daughter Heather could fend off John Graham in their stuttering car as the Welsh action concluded on Sunday.

For the Calders, their times were a significant number of seconds away from their best in ideal conditions. On Saturday, Colin snatched the victory from Graham with Heather Calder in third spot.

On Sunday, the top two changed places with just 0.1s between them.

In fourth spot on both days was Terry Holmes. His car had overcome a misfire from Snetterton two weeks before. His co-driver Graham Porrett benefited too, with times and positions enhancing as the weekend progressed.

Matt Hiram outpaced Steve Broughton on the opening day in the works SBD-Dallara F3 car for fifth but slipped behind on Sunday.

Results

Saturday: 1 Colin Calder (3.5 Gould-NME GR55) 90.11s; 2 John Graham (2.8 Gould-NME GR55C) 90.28s; 3 Heather Calder (3.5 Gould-NME GR55); 4 Terry Holmes (3.5 Lola Tegra-Judd); 5 Matt Hiram (2.0 SBD Dallara F3); 6 Steve Broughton (2.0 SBD Dallara F3); 7 Steve Miles (2.0 Van Diemen RF96); 8 Dave Cutcliffe (1.3t Van Diemen 93M); 9 Matt Carter (1.4 Radical PR6); 10 Graham Porrett (3.5 Lola Tegra Judd).

Sunday: 1 Graham 88.68s; 2 C Calder 88.78s; 3 H Calder; 4 Holmes; 5 Miles; 6 Broughton; 7 Hiram; 8 Porrett; 9 Carter; 10 Jim Belt (Juno TR400-Jaguar).

Points: 1 Holmes 58pts; 2 Graham 55; 3 Miles 49; 4 Hiram 47; 5 C Calder 46; 6 H Calder and Broughton 42.

SCOTT KICKSTARTS EURO ASSAULT



Scott will return for Norwegian round

By Hal Ridge

Albatec Racing team owner Andy Scott will return to the driving seat when he contests this weekend's round of the FIA European Rallycross Championship in Hell, Norway.

Despite the squad running

2015 title rivals Jerome Grosset-Janin and Tommy Rustad at the opening round of the series in Belgium last month, Scott missed out on the event due to a supply of parts issue for the team's third Peugeot 208.

"I can't wait to get back for my first competitive outing of the year. Hell is one of my favourite

tracks so what better place to start my 2016 campaign," said Scott. "It's been a busy start to the season for the team, competing in British, French and European championships, and I was disappointed to miss the opening round but delighted that we've now finished the third car.

"With three cars in the Albatec camp in Norway, it would be great to have all three in the final."

Also making his first European appearance of the season at the event will be former British Rallycross champion Ollie O'Donovan, who will race the Ford Fiesta

Supercar he used in 2015, the car having undergone a full rebuild following a substantial roll at the final round of the European series in Italy last season.

O'Donovan became the first Irish driver to ever make a European championship Supercar final when he took part in Norway last year.

COVENTRY MOTO FEST

Monsters light up Coventry

Coventry Motofest

By Mark McLachlan

The second Coventry MotoFest took place last weekend, with the city's unique ring road circuit playing host to an array of two and four-wheel machines and racing stars.

The appearance of the £1.8 million, 800bhp, all-carbonfibre Aston Martin Vulcan supercar proved one of the highlights as it powered its way around the 1.5-mile ring road course in its first appearance on a UK public road.

Driven by sportscar racer Peter Dumbreck, the Vulcan performed start-line burn-outs.

Further star cars included the 1964 Monte Carlo Rally-winning Mini Cooper S, brought to Motofest by the British Motor Museum, which also supplied the BRM Gas Turbine racer to run on the circuit.

The competition car section of the event featured appearances from James Grint in a Peugeot



Aston's car was a star

208 RX supercar plus a pair of Renaults; a Clio Cup car and a Zoe e-rally car.

Donington Park eased the way for monster vehicles from the British Truck Racing Championship to take part for the first time too.

Away from the main circuit, Motofest's new second short track oval provided a home for Gymkhana cars, drift cars and stock cars.

There was also a selection of vehicles from the Aston Martin Owners' Club and the Jaguar Heritage Trust with an Aston Martin V8 saloon and 1952 Jaguar XK120 among the highlights of the parade.

James Noble, Coventry Motofest Festival director, said: "It's been our biggest and best ever Coventry Motofest, with

around 125,000 visitors over the two days enjoying the action on the main ring road circuit and the other entertainment provided as part of the festival.

"The Aston Martin Vulcan was one of the star attractions of the weekend and it was wonderful to see the excitement and interest it created on and off the circuit.

"The racing trucks, the motorbikes and the new short track oval with the drift and Gymkhana cars all proved really popular and the crowds really embraced the event and seemed to enjoy every aspect of it.

"As organisers these are exciting times for Coventry Motofest and we look forward staging another even bigger and better event next year to again showcase the city's motoring heritage."

BriSCA F1 REPORT



Dan Johnson: a big hit

Harrison (2) takes the lead

Harrison avoids the destruction to beat Wainman Jr

BriSCA F1

By Colin Casserley

Organiser: Coventry Racing Club When: June 4
Where: Coventry Stadium Starters: 57

Coventry Stadium has been hosting stock car meetings since 1954. It is doubtful if there has been one as destructive as last Saturday night's meeting.

There were five stoppages, three rollovers and only nine of the 36 starters were running at the drop of the chequered flag. And to cap it off a great dice for the lead in the closing stages was concluded as Paul Harrison barged his way passed Frankie Wainman Jr to take his second final win of the season.

Luke Dennis grabbed the

early lead and held onto the top spot despite a couple of early-race cautions.

Dennis was battling with Will Yarrow for the lead when behind him, James Morris slammed into the wall and turned his machine over.

On the ensuing restart Rob Speak, Wainman Jr, Joe Booth and Harrison muscled their way into the top four spots. A titanic battle raged for a few laps before the quartet all thundered into the turn three wall with Speak and Booth both ending up inverted.

Wainman Jr took the green for the final restart with Harrison in pursuit. But with a handful of laps remaining Harrison made his move and nudged Wainman Jr wide to take a race-winning lead he wouldn't lose.

Harrison said: "The car was mint, I won last week and the car was good when the track dried out, and the same thing happened this week. I got messed around in the early stages and lost some time, but after that it was a case of just saying 'hold tight, get through the carnage' and I knew I would be in with a shout at the end. It turned out good for me."

Second placed Wainman Jr said: "That was some race: there were some really big hits and it was a case of just getting through it. It bodes well for the World Final in September. If that is anything like tonight then it will be memorable."

Result

1 Paul Harrison; 2 Frankie Wainman Jr; 3 Will Hunter; 4 Lee Fairhurst; 5 Billy Johnson; 6 Ben Hurdman; 7 Mal Brown; 8 Bob Griffin; 9 Karl Hawkins; no other finishers.



Trucks were a big draw

NATIONAL HOT RODS

FISKE AND WALLER-BARRETT WIN BIG

Hot Rods: Foxhall Heath

By Graham Brown

Organiser: Spedeworth When: May 30 Where: Foxhall Raceway, Ipswich Starters: 27

Danny Fiske may have bounced back from a disqualification to win the final and Colin Gomm might have won both heats, but the interest at Foxhall centred on the battles for the minor places between Shane Bland and Carl Waller-Barrett, as the pair slugged out this year's Hot Rod points championship.

It all came down to a drag race on the last lap of the last race of the season to decide it, with Waller-Barrett getting the nod.

Gomm had plonked his Mercedes on the front of the grid and ripped away at the off in heat one, building a big gap.

Lee Pepper overhauled Ivan Grayson for second while in the pack, Waller-Barrett overtook Bland to claw his way towards a vital few points. But they were all interrupted by a yellow flag seven laps from home when Colin Smith hit the wall, an incident that led to Fiske getting disqualified.

The hiatus didn't bother Gomm, who cleared off to win at the restart. But in terms of the crucial points places,

Waller-Barrett took 13th with Bland two places behind in 15th. Taking dropped scores taken into account, it put the pair dead level.

Heat two followed a similar pattern with Gomm marching away. It came down to Grayson and Pepper to dispute second, their dice ending when they clashed. Grayson spun and was then handed a penalty for causing the fracas.

Gomm was left to take the win, this time with a quarter-lap margin over Pepper. Both Bland and Waller-Barrett finished out of the points-paying places.

Pepper underlined in the final what Gomm had proved in the heats: the outside pole slot was giving a better launch into the first corner. Pepper's 206cc hacked into turn one first with Gomm, Jack Blood and Aaron Dew jostling behind.

Further back, Waller-Barrett had started well, only to get overtaken by Bland as they battled the traffic around 15th and 16th spots.

Up front, Blood launched a spirited attack on Pepper's lead before going ahead for good exiting turn two. Pepper then got embroiled in a scrap with Aaron Dew and Fiske, who swiftly got the better of it to go after the leader.

With the finish coming up, Blood started carving through the backmarkers with Fiske now right behind and piling on the pressure.

It told when leader Blood banged one of the backmarkers wide at turn three, an impact which would get him demoted down the places to give Fiske the win.

All eyes then switched back to the other placemen charging through the finish... and then came Bland and Waller-Barrett blasting out of the final bend side by side to cross the line in a virtual dead heat.

Adding to the drama, Waller-Barrett's transponder failed on the last lap, leaving it down to the scorer to judge who'd got over the line first. They were unanimous in declaring Waller-Barrett ninth and thus champion by a single point from Bland.

Results

Heat one: 1 Colin Gomm (Mercedes SLK); 2 Lee Pepper (Peugeot 206cc); 3 Ivan Grayson (Vauxhall Tigra); 4 Martin Heath (Tigra); 5 Shaun Taylor (Tigra); 6 Steve Dudman (Tigra); 7 Aaron Dew (Tigra); 8 Kym Weaver (Tigra). Heat two: 1 C Gomm; 2 Pepper; 3 Alastair Lowe (Tigra); 4 Paul Gomm (Tigra); 5 Danny Fiske (Tigra); 6 Dave Garrett (Tigra); 7 Dew; 8 Jack Blood (Tigra). Final: 1 Fiske; 2 Dew; 3 Blood; 4 Pepper; 5 Weaver; 6 Chris Haird (Tigra); 7 Rob McDonald (Tigra); 8 Dick Hillard (Tigra); 9 Carl Waller-Barrett (Tigra); 10 Shane Bland (Tigra). Final English National points standings: 1 Waller-Barrett 525pts; 2 Bland 524; 3 Blood and Weaver 494; 5 McDonald and Fiske 476.



The deciding moment of the season – Waller-Barrett (162) pips Bland to the finish line



Fiske won the final after penalties were applied

BRITISH HILLCLIMB



Menzies took second twice

Scott Moran now has 142 British Hillclimb victories

MORAN KEEN TO BUILD ON EARLY WORK

British Hillclimb Championship

By Eddie Walder

Organiser: Midland Automobile Club When: June 4/5 Where: Shelsley Walsh, nr Worcester Starters: 160

Scott Moran consolidated his British Hillclimb Championship lead with a pair of wins at the historic motorsport venue as a massive crowd lined the theatrical track.

The top three in each shoot-out were also the top three qualifiers, the top three best times of the day and top three in the championship standings.

Wallace Menzies and Trevor Willis finished second and third but they could do nothing about the rampant Moran, who now has a career 142 British round wins under his belt.

Willis had a moment in Q2 when his car's engine cover came off. The aero disturbance made the run difficult and he was outqualified by Menzies.

"Trevor must have thought he had it each time but he knows I'll always try to sneak in at the end," Moran said afterwards.

Moran now has a 21-point lead but admitted that the position could change at any time and that he needs to build all the points he can as early as possible.

Dave Uren is still in fourth place overall in his tiny turbocharged Force PC. Although he took fourth

in the first encounter, his engine suffered a major failure after the finish in the second qualifying run and he was unable to start in the final round of the day. He has one week to replace the engine before the next rounds at Loton Park.

Car-sharing Sean Gould and Eynon Price, in the works Gould, continued their successful season but Gould himself suffered a moment at Ess Approach in round 10 that had the crowd gasping. A scoring time eluded him.

The track proved difficult and was quite dusty in the warm conditions. Andrew Henson destroyed his classic Pilbeam MP62 after The Crossing in a dramatic shunt, but the delay was quite short and Henson fortunately walked away unhurt but shocked.

Paul Haimes' turbocharged Gould has had a troubled two-year gestation but it finally performed faultlessly for his best day since he won the Leaders title in his former Dallara nearly 10 years ago.

Will Hall tamed his Force-AER for a fifth and fourth but the factory manager was still dissatisfied with his weekend. The cause of the annoyance may be Richard Spedding, who was joint highest-scoring unblown 1600cc competitor with Gould. He still holds fifth overall, a solitary point ahead of Hall with Ed Hollier also a successful 1600 driver.

Lee Griffiths made one of his

occasional run-off appearances in the first encounter but failed to score and later crashed at the Esses in the second run.

Championship co-sponsor Graham Wynn clipped the bank at Top Ess in round nine and failed to score as a result.

Colin Satchell consolidated his lead in the class-based Hillclimb Leaders Championship with victory in each run in his Peugeot.

Results

Round nine: 1 Scott Moran (3.5 Gould-NME GR61X) 23.45s; 2 Wallace Menzies (3.5 Gould-NME GR65) 23.53s; 3 Trevor Willis (3.2 OMS-RPE 28) 23.78s; 4 Dave Uren (1.3t Force-Suzuki PC) 24.03s; 5 Will Hall (2.0 Force-AER/Xtec WH) 24.04s; 6 Sean Gould (1.6 Gould-Suzuki GR59) 25.26s; 7 Eynon Price (1.6 Gould-Suzuki GR59) 25.29s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor) 25.48s; 9 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 25.59s; 10 Paul Haimes (1.3t Gould-Suzuki GR59) 25.65s; 11 Lee Griffiths (1.3s OMS-Suzuki 25) 26.40s; 12 Graham Wynn (3.5 Gould-Cosworth GR65) 26.43s.

Round 10: 1 Moran 23.26s; 2 Menzies 23.43s; 3 Willis 23.71s; 4 Hall 24.53s; 5 Haimes 24.89s; 6 Spedding 25.15s; 7 Wynn 25.52s; 8 Price 25.57s; 9 Hollier 25.60s; 10 Simon Marsh 26.02s; 11 Gould 29.96; DNS Uren. Class winners: Bruce Aitken (1.6 Citroen Saxo VTS) 40.93s; Richard Brant (2.0 Renault Clio 172) 35.76s; Roy Standley (2.3t Mitsubishi Lancer E5) 31.62s; Dave Warburton (2.5 Caterham-Duratec) 30.39s; Mike West (2.0 Westfield Seiw) 37.45s; Andrew Russell (1.1 Ginetta G15) 34.82s; Colin Satchell (2.0 Peugeot 205) 31.00s; Mike Turpin (2.2s Vauxhall VX220) 30.57s; Ash Mason (1.3s Westfield SE) 28.63s Record; Allan McDonald (2.4t Morris Mini Evo) 29.15s; Karl Schollar (Spectre-Suzuki Mk7) 31.30s; David Tatham (0.6 Terrin M) 21.29s; Steve Marr (1.1 PCD-Suzuki Saxon) 26.57s; Ben Tranter (1.6 Vector TF93K FF) 32.20s; Hollier 25.20s; Tim Davies (2.0 Pilbeam-Millington MP88) 26.75s; Uren 24.26s; Willis 23.63s.

Points after round 10/34: 1 Moran 99pts; 2 Willis 78; 3 Menzies 51; 4 Uren 46; 5 Spedding 37; 6 Hall 36; 7 Hollier 34; 8 Gould 25; 9 Wynn 21; 10 Jason Mourant 19.

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MN SAYS...

Subaru is a good news story

The Japanese firm's maiden victory is good for tin-top racing

It has been quite a ride for Subaru in the British Touring Car Championship already this season. From the late arrival of cars, all-nighters in Team BMR's workshops to the conflagration for James Cole's example at Donington Park, there have been plenty of speed bumps.

But Colin Turkington's victory at Oulton Park last weekend has shown that it has all been worthwhile. One of the most impressive things was that the Northern Irishman won from pole, and then even managed to grab a second place with 75kg of success ballast aboard in race two.

Turkington became the eighth different winner of the season in Cheshire, and then Sam Tordoff made it nine when he took his BMW to glory – and the championship lead – in the second event. That shows just how competitive the BTCC has become this season, and that goes to underline the efforts that have been put in by the boys at BMR.

One of the most exciting things about this programme is the potential it has to open the eyes of rallying fans to the BTCC. There are plenty of brand-loyal folk out there, and now they have something new to shout about. That's good for everyone.

Matt James, Deputy Editor (Twitter: @MattJMNews)



LETTERS



Motorsport News, June 1

Lewis's fine line

The poor standard of F1 stewarding was highlighted once again at the recent Monaco GP.

The classification of 'racing incident' is used far too often and far too easily. A genuine racing incident is when no party can be blamed. Lewis Hamilton has been benefiting from a great lack of will from stewards: not in the last couple of races but over the last number of years. Yet he always goes unpunished. Why? Other drivers have been given penalties but he seems immune.

Back in 2008, when he drove into the back of a stationary Kimi Raikkonen who was waiting at the end of the pit lane closed due to the red light, Robert Kubica was alongside him. There was no penalty.

Lewis drove into Jenson Button, his own team-mate, in Canada and again there no penalty.

He forcefully shoved Felipe Massa off the track at Silverstone in 2013 to gain a place and there was no penalty. Along with countless other occasions where he has forced rivals off the track to pass.

**Austin Rushworth
Lincolnshire**

Evans is wrong

Get down from the soap box David Evans – you have it so wrong (MN, June 1).

There is nothing wrong with the present World Rally Championship seeding system and you and Sebastien Ogier need to accept that and move on.

First as you acknowledge we've had four different winners so far this season – very entertaining for us punters watching Channel 5's excellent coverage. Without sellable telly, rallying is set to become more of a motorsporting irrelevance.

Running first on the road is undoubtedly a disadvantage – and someone is destined to suffer it. Running in championship order has the effect of closing the gap between the world's best drivers and those struggling to find of the sponsorship to take part.

To win the World Rally Championship a driver has to open the road no matter what your name. While I'm a big Sebastien Ogier fan, he needs to remember – other than road position – he enjoys every advantage and closely-fought events sell TV programmes.

**Steven Smith
Via email**

YOUR PICS



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

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



Jucy Rally Photography got this shot of Carl Harper and his Autotesting Vauxhall Nova



Scottish Mini Cooper fun, taken by Alex Ireland



Mattias Ekstrom at Lydden, taken by Ivan Clark



Lamborghini action by Neil Ormston



James Lomax watched British GT at Oulton Park



Can-Am, taken by Hugh Doran at Brands



Lydden rallycross drama, taken by Oliver O'Shea



Tim Hall's hillclimbing photograph



Justin Ward caught this F1 spill at Brands

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TV GUIDE



Vaidyanathan had a huge F3 accident

Leading our TV guide are highlights of some action at Oulton Park as the **British GT** circus came to town.

Starting with British F3, where the event will be remembered for the enormous crash between Ameya Vaidyanathan and Sisa Ngebulana with the former flying through the air in a huge shunt. Luckily, he was unhurt.

The British GT action is also on offer with a couple of sterling performances from Seb Morris at his local circuit yielded Bentley's first British GT win. Barwell's Lamborghini

also scored a first series win (Wednesday, 1130-1230hrs, Motors TV).

Finally from Oulton, the Ginetta GT5 Challenge produced more door banging action (Saturday, 1925-2000hrs, Motors TV).

Rally fans there's also a good offering on for you too. While Rally Sardinia will excite, the recent **Carlow Stages Rally** will enthrall (Thursday, 1100-1130hrs, BT Sport 2). There was a strong entry and Sam Moffett took an excellent win in R5 machinery despite a glut of World Rally Cars in the competition.

WRC ON TV



Italy will be on the TV

Rally Sardinia
BT Sport 1
Friday

■ **End of day review:**
2230-2300hrs

Saturday
■ **End of day review:**
2115-2345hrs

Sunday
■ **SS17:** 0800-0900hrs

■ **SS19 (powerstage):**
1100-1200hrs
■ **End of day review:**
2130-2200hrs

Motors TV
Friday
■ **End of day review:**
2235-2305hrs

Saturday
■ **End of day review:**
2235-2305hrs

Sunday
■ **End of day review:**
2235-2305hrs

Channel 5
■ **Review:** Tuesday,
1900-2000hrs

LIVE TV

World Touring Car Championship: Moscow

■ **Qualifying:** Saturday
1200-1330hrs Eurosport 2
■ **Races one and two:** Sunday
1000-1200hrs Eurosport 1

IndyCar Series: Texas

■ **Race:** Sunday 0130-0400hrs ESPN

World Rallycross: Norway

■ **Final:** Sunday 1300-1500hrs Quest

NASCAR Sprint Cup Series: Michigan

■ **Race:** Sunday 1800-2130hrs
Premier Sports TV



IndyCars will battle at Texas

LIVE F1 TV

Canadian Grand Prix Sky Sports F1 HD coverage

■ **Drivers' press conference:**
Thursday 1600-1630hrs
FP1: Thursday 1445-1650hrs
FP2: Thursday 1845-2000hrs
Team principals' press conference:
Thursday 2100-2130hrs
The F1 Show live: Thursday
2130-2200hrs
FP3: Saturday 1445-1615hrs
Qualifying: Saturday 1700-1945hrs
Race: Sunday 1830-2130hrs
Highlights: Monday 0000-0100hrs

Canadian Grand Prix Channel 4 HD coverage (highlights)

Qualifying: Saturday 2200-2335hrs
Race: Sunday 2230-0030hrs



Hamilton: Canadian GP hope

LISTINGS

RACING SATURDAY/SUNDAY

■ **Silverstone, Northants**

British GT meeting: European GT4, BRDC F3, Ginetta GT5, VW Racing Cup, Ginetta Racing Drivers' Club, AMOC Intermarque, 50s Sports Cars **Starts** Saturday, racing from 1350 (qualifying from 0900hrs) Sunday, racing from 1000 (qualifying from 0900hrs)
Admission £16 **Web** silverstone.co.uk **Contact** 08704 588260

■ **Brands Hatch, Kent**

American Speedfest: NASCAR Euro Series, V8s, FF1600, Intermarque, Allcomers, Track Day Trophy, Formula 5000 **Starts** Saturday, racing from 1210hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 1000hrs)
Admission adult £23, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Thruxton, Hants**

Truck meeting: Classic FF1600, Caterham Graduate, Sports 2000 Duratec, Sports 2000 Pinto, Sports 2000 Historic, Pickup Trucks, Kumho BMW, Hyundai Coupe **Starts** Saturday, racing from 1315hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 0900hrs)
Admission adult £19, under 12 free **Web** barc.net **Contact** 01264 882200

■ **Snetterton, Norfolk**

BRSCC meeting: BMW Compact Cup, Ford Fiesta Junior, Fun Cup, Touring Greats/TC63 Touring Cars, HRDC Academy, HRDC A Series **Starts** Saturday, racing from 1155hrs (qualifying from 0900hrs) Sunday, racing from 1125hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Rockingham, Northants**

BRSCC meeting: FF1600, Formula Jedi, Caterham Academy, TVR, Open Sports, Honda Vtec, Deutsche Marques Cup, Toyota MR2, Nippon Challenge, Tricolore Trophy **Starts** Saturday, racing from 1225hrs (qualifying from 0900hrs) Sunday, racing from 1055hrs (qualifying from 0900hrs)
Admission £15 **Web** rockingham.co.uk **Contact** 0870 1660438

■ **Mondello Park, Ireland**

MEC meeting: Scottish Legends, Formula Vee, Formula Sheane, Stryker Sports cars, Touring Cars, SEATs, Historic Racing Cars, Fiesta Zetec, Fiesta ST, Global GT Lights, ASK Supercars, Legends **Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs) **Admission** adult Euro 15, child free **Web** mondello.ie



Rally action will be in Carlisle

SUNDAY

■ **Mallory Park, Leics**

750MC meeting: 500 F3, Fvee, 750 Formula, 750 Trophy, Classic Stock Hatch, Stock Hatch, Hot Hatch **Starts** racing from tba (qualifying from 0930hrs) **Admission** adult £12 **Web** mallorypark.co.uk **Contact** 01455 842931

RALLYING SATURDAY

■ **Carlisle, Cumbria**

DMACK Carlisle Stages **Starts** 0800hrs **Admission** free **Web** racrally.org/dmack-tyres-carlisle-stages

■ **Newry, Northern Ireland**

Modern Tyres Mourne Rally **Starts** 0930hrs **Admission** free **Web** nadmc.co.uk/

SUNDAY

■ **Caerwent, Monmouthshire**

Garth Tyre and Auto Services Midsummer Caerwent Rally **Starts** 0915hrs **Admission** TBA **Web** southwalesac.com

■ **Weeton Camp, Lancashire**

Keith Frecker Memorial Weeton Stages **Starts** tba **Admission** No spectators

■ **Portlaois, Republic of Ireland**

Laois Heartlands Mini Stages Rally **Starts** 0950hrs **Admission** Free **Web** facebook.com/laoisrally

SPORTING SCENE FRIDAY-SUNDAY

■ **Chomondeley Pageant of Power**

Start 0900hrs each day **Admission** adults £40 **Web** cpop.co.uk

SATURDAY

■ **Skegness Stadium**

BriSCAF1 **Starts** 1700hrs **Admission** tba **Web** brisca.com

SATURDAY/SUNDAY

■ **Loton Park, Shropshire**

British Hillclimb Championship **Starts** tba **Admission** tba **Web** britishhillclimb.co.uk

Correct at time of going to press, but please check with before travelling

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CAN LEWIS GET ON A ROLL?

FULL REPORT FROM THE CANADIAN GP



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11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-Handle Allen key set	£11.90	£14.28

ENGINE TOOLING

Ford Timing Tool Set, Pro **£59.90 £71.88**

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from **£58.00 £69.60**

Trackace in cardboard box	£58.00	£69.60
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Gunsen Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge **£67.27 £80.72**

Blackline digital caster/camber gauge, magnetic mount **£67.27 £80.72**

Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20" **£107.28 £128.74**

Turntables, 1.5ton each capacity **£139.80 £167.76**

Digital tyre pressure gauge **£3.80 £4.56**

Digital tyre depth gauge **£4.80 £5.76**

TESTING EQUIPMENT

Cylinder Leak Detector **£21.83 £26.80**

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90

LED LIGHTS

Rechargeable workshop light - 30 LED **£16.25 £19.50**

Rechargeable under bonnet light - 120 LED **£39.50 £47.40**

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Prices from **£39.50 £47.40**

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Cibie 'Oscar Style' Lamp **£39.00 £46.80**

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Genuine Cibie Super Oscar	£99.50	£119.40	
Pattern 'Oscar' lamp, E-marked	£39.00	£46.80	
Pattern 'Super Oscar' lamp, E-marked	£44.50	£53.40	
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

WELDERS - ARC, MIG & TIG

MIG 200 amp **£194.48 £233.38**

Arc welder, 200 amp	£93.29	£111.95
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450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece impact socket set, 1/2" drive	£15.64	£18.77
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170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

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0.9kw Portable generator	£82.42	£98.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.0kw Inverter/Generator (suitcase style)	£331.67	£398.00

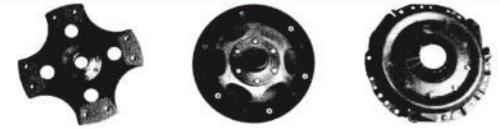
2.0 Ton Nascar Quick Jack **£141.25 £169.50**

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AUDI ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		
BMW M3 E30	£191.63	£149.97	£182.57
BMW M3 E36 3.0 LTR	£193.80	£179.25	£175.25
BMW M3 E36 3.2 LTR	£193.80	£179.25	£211.76
BMW MINI COOPER S 1.6 R53	KIT INCL FLYWHEEL FROM 634.72		
BMW MINI COOPER S 1.6 R56	KIT INCL FLYWHEEL FROM 735.23		
CATERHAM K SERIES	£149.52	£66.87	£153.96
CITROEN SAXO 1.6V VTS	£176.43	£121.35	£153.88
ESCORT RS 2000 MK 1,2	£183.02	£89.87	£169.25
ESCORT 1.6 MK 3,4,5	£204.01	£89.87	£169.25
ESCORT 1.6 TURBO 84-86	£152.38	£102.17	£146.58
ESCORT 1.6 TURBO 86-90	£204.62	£102.17	£146.58
ESCORT 1.8 XR3I ZETEC 130BHP	£204.36	£144.88	£200.35
FERRARI 355 CHALLENGE	£724.41	£261.87	
FIAT COUPE 2.0 16V TURBO	£481.96	£162.85	£213.47
FIESTA ST150	£204.01	£99.06	£169.25
PUMA 1.7 LTR 16V	£198.08	£89.87	£169.25
HONDA ACCORD TYPE R	£234.75	£150.00	£177.96
HONDA CIVIC B16A	£214.10	£89.87	£169.25
HONDA INTEGRA TYPE R	£214.10	£89.87	£169.25
HONDA K20A	£233.15	£89.87	£169.25
LANCIA INTEGRALE 8V	£220.67	£149.97	£182.57
LANCIA INTEGRALE 16V	£481.96	£162.85	£182.57
LOTUS ELISE 1.8	£165.08	£89.87	£169.25
MGF 1.8	£165.08	£89.87	£169.25
NISSAN SUNNY GTIR TURBO	£274.36	£133.01	£195.82
NISSAN SKYLINE GTS,GTR R32	£405.75	£173.49	£224.37
NISSAN SKYLINE GTR R33	£463.71	£184.16	£248.23
NISSAN SKYLINE GTR R34	£405.75	£184.16	£248.23
PEUGEOT 106 GTI 16V	£198.04	£121.35	£153.88
PEUGEOT 205 GTI 1.6,1.9	£201.59	£121.35	£153.88

MODEL	Cover Assy	Organic Plate	Cerametallic Plate
PEUGEOT 206 2.0 LTR GTI	£227.61	£149.97	£195.36
PEUGEOT 306 2.0 LTR S16, GT16	£328.38	£89.87	£179.38
PORSCHE 911 2.4,2.7,3.0,3.2	£373.67	£190.40	£194.42
RENAULT 1.4 GT TURBO	£198.04	£121.36	£153.88
RENAULT CLIO 1.8,2.0 16 V	£198.04	£121.35	£153.88
RENAULT CLIO 172/182	£206.73	£89.87	£169.25
ROVER V8	£188.13	£120.21	£195.83
ROVER 220 2.0 LTR TURBO	£227.23	£149.97	£182.57
SEAT ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		
TOYOTA COROLLA GTI AE92 87-89	£173.90	£121.35	£153.88
TOYOTA COROLLA GTI AE92 89-91	£184.80	£89.87	£169.25
TOYOTA GT4 TURBO 88-96	£264.03	£151.39	£203.06
TOYOTA SUPRA 3.0 LTR	£414.10	£184.17	£211.63
VAUXHALL CORSA/NOVA 1.3,1.4 8V	£171.75	£91.48	£162.37
VAUXHALL CORSA/NOVA 1.4,1.6 16V	£201.39	£121.35	£153.88
VAUXHALL ASTRA 1.8,2.0 8V	£191.71	£89.87	£169.25
VAUXHALL ASTRA 1.8,2.0 16V 82-92	£188.84	£149.97	£182.57
VAUXHALL ASTRA 2.0 16V 92-98	£202.45	£149.97	£182.57
VAUXHALL 2.0 CALIBRA TURBO 92-96	£202.45	£149.97	£195.36
VW POLO G40,1.4,16V	£195.94	£121.35	£153.88
VW GOLF GTI 8V	£200.93	£175.92	£188.33
VW GOLF GTI 16 V	£200.93	£175.92	£188.33
VW 1.9 2.0 TDI ALL MODELS	TWIN MASS REPLACEMENT KIT FROM £850.75		

MODEL	Organic Plate	Cerametallic Plate
BMW MINI COOPER	£302.92	
BMW MINI COOPER S	£309.97	£361.54
ESCORT RS2000 MK 1 (PINTO)	£276.29	£351.34
ESCORT MK 3 RS1600 TURBO 85-2/86	£266.70	£375.45
ESCORT MK 3,4 RS1600 TURBO 3/86-7A	£266.70	£375.45
ESCORT MK5 16V ZETEC (105 BHP)	£358.93	£438.72
ESCORT MK5 16V ZETEC (130 BHP)	£358.93	£438.72
FOCUS ST/RS 2.5	KIT INCL FLYWHEEL FROM £829.16	
ESCORT COSWORTH	£334.62	£426.94
SIERRA COSWORTH 2WD	£329.89	£422.22
SIERRA RS COSWORTH 4x4	£334.62	£426.94
HONDA CIVIC B16A	£300.72	£397.46
HONDA INTEGRA TYPE R K20A	£356.37	£431.41
LOTUS ELISE 1.8	£239.14	
MGF 1.8,1.8	£239.14	£327.34
NISSAN EVO 4.5,6	£449.66	£528.94
NISSAN EVO 7,8,9	£460.20	£527.90
NISSAN 215mm TWIN PLATE	£1,218.40	£1,423.06
NISSAN SUNNY GTIR TURBO	£427.27	£482.58
NISSAN SUNNY GTI 2.0 16V	£259.09	
NISSAN SKYLINE GTR R32 90-94	£491.36	£538.19
NISSAN SKYLINE GTR R33 94-99	£671.80	£773.65
NISSAN 200SX 2.0 TURBO 94-	£401.08	£460.48
PEUGEOT 205 1.6,1.9 84-89	£320.69	
PEUGEOT 205 1.6,1.9 89-94	£331.26	
RENAULT R5 1.4 GT TURBO	£298.25	£349.48
ROVER V8/TRIUMPH TR8	£278.80	
SUBARU IMPREZA TURBO 230MM 93-	£405.55	£494.52
SUBARU IMPREZA TURBO WRX STI 02-	£511.90	£601.85
SUBARU TWIN 215mm PLATE	£1,247.62	£1,423.06
CELICA GT4 TURBO	£432.74	£486.48
ALTEZZA RS200,LEXUS IS200	£378.96	£409.76
COROLLA 1.6 GTI (AE92,AE101)	£280.94	£390.87
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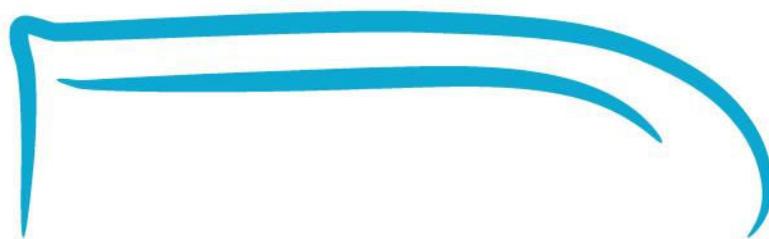
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