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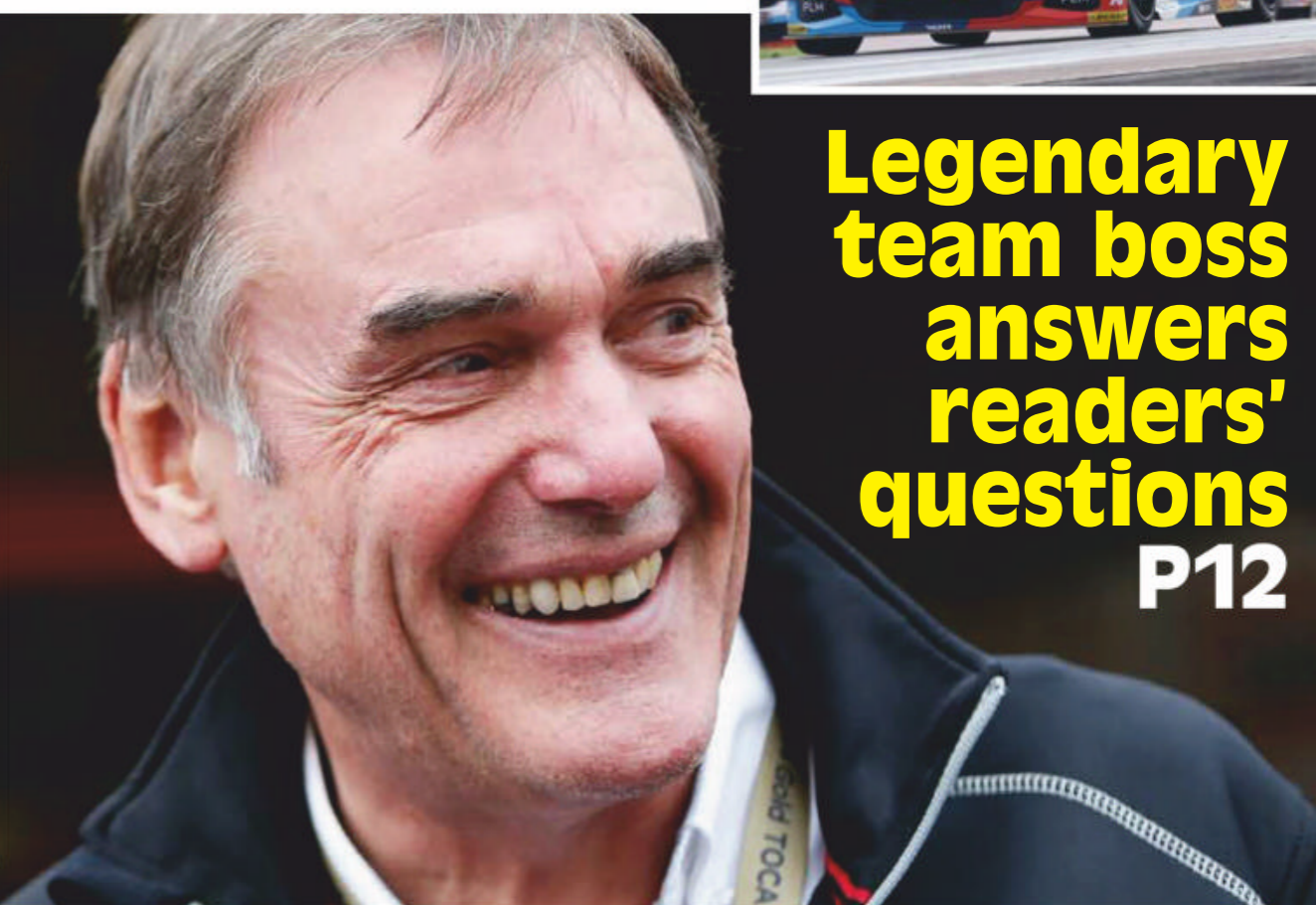
EXCLUSIVE: DICK BENNETTS

The brainpower behind a host of future stars



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS



Legendary team boss answers readers' questions P12

■ JULY 22 2020 ■ EVERY WEDNESDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

West Sussex circuit's half-century-old lap record set to go in "once-in-a-lifetime" October event

'FASTEST EVER' GOODWOOD PROMISED THIS AUTUMN



More modern cars will hit Goodwood

By Graham Keillor

The Goodwood circuit's lap record, stood for 55 years, is set to fall at 'Speedweek', the venue's only 2020 motorsport event, taking place on October 16-18.

The one-off Speedweek will incorporate Goodwood's usual three events, the Members' Meeting, Festival of Speed and Revival that were all called off this year due to Covid-19. And, unusually, at Speedweek modern cars will compete on the Goodwood circuit, meaning a new benchmark is likely to be set. Fans can watch the event free online.

The Duke of Richmond said: "Speedweek will be a once-in-a-lifetime occasion – the fastest, most exciting and spectacular event we have ever staged."

Full feature page 5

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

READERS' POLL

WE UNCOVER THE UK'S FINEST RALLY STAGES

Which home-grown tests are the toughest? P16



TRACK TEST



HAVING BIG FUN IN A SMALL PACKAGE

Insight into the new CityCar Cup p22

FORMULA 1

WORLD CHAMPION GETS BACK TO THE TOP

Briton leads the points after Hungarian glory P4



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COMMENT

Photo: Motorsport Images



The last time that world champion Lewis Hamilton appeared at Goodwood was 2014

MAKING THE BEST OF THINGS

There have been many things that have been ripped away from motorsport fans in the light of the coronavirus pandemic. The start of the normal national season, for one. But also events such as Wales Rally GB have been deleted from the 2020 roster, and it looked like the three major Goodwood showpieces – the Members' Meeting, the Festival of Speed and the Revival – would also be snatched away for this season.

However, some clever thinking by the bosses of the West Sussex track seems set to give fans – although having to watch via a live stream – something very different and very welcome to enjoy. Speedweek is a combination of all the best bits of all three of its top-line meetings and, with more modern cars allowed, it could be one of the most spectacular yet. The news that the Speedweek event will take place in October might not be the trackside extravaganzas that we are used to, but it will go some way towards slaking that thirst and it is yet another example of the imaginative thinking of the venue's top brass.

In the Motorsport News readers' question-and-answer seat this week is WSR team boss Dick Bennetts. His contribution to motorsport in this country cannot be underestimated. The roster of world champions he has worked with – in both tin-tops and single-seaters – is incredible and his continuing passion to get his team to perform at the very forefront of national motorsport is a lesson to so many people. And yet, despite the bright lights and decorations his career has given him, he remains as humble and as passionate about what he does as when he first started out nearly five decades ago.

Elsewhere, our rally guru Luke Barry, with some input from our followers on social media, helps pick out the most challenging tests in rallying on the British Isles. We have pitched some of the most appealing tests on these islands against each other, and come up with our favourite eight. Multiple champion David Bogie and co-driver John Rowan are your guides.

British Touring Car Championship winner Rob Austin was our guide for our favourite bits of each race track which we published recently but, this week, we sent him to Croft to get to grips with an exciting new series from the BRSCC, the CityCar Cup. Read his thoughts on page 22.



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MOTORSPORT NEWS

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World champion utterly unstoppable at the Hungaroring



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West Sussex venue set for record-breaking lap times for October event



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Setting the perfect stage for rallying

We pick out the finest tests for rally drivers from an exclusive poll



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Track test: the new CityCar Cup

RACING NEWS

IN BRIEF

Shwartzman's F2 glory
Prema Racing's Robert Shwartzman at the Hungaroring last weekend won his second successive Formula 2 feature race, seizing the lead with an alternative tyre strategy. The sprint race was even more dramatic due to tyre wear, as HiTech's Luca Ghiotto held on to win ahead of Virtuosi Racing's charging Callum Irott who had stopped to change rubber.

F3 wins shared in Hungary
ART Grand Prix's Theo Pourchaire won Hungary's red-flag-interrupted Formula 3 feature race, profiting after front-row pair Alexander Smolyar and Logan Sargeant collided at the first turn. Trident's David Beckmann inherited victory in a wet sprint race after MP Motorsport's winner on the road Bent Viscaal picked up two separate five-second penalties.

Penske at the double
Team Penske claimed both wins in Iowa's IndyCar double header. First Simon Pagenaud, having started last of the 23 runners due to a fuel pressure problem in qualifying, rose to win race one with a strategy of running longer before pitting. Reigning champion Josef Newgarden dominated the second race from pole.

Bird joins Jaguar in FE
Formula E race winner Sam Bird will leave Envision Virgin Racing at the end of the season to join Jaguar for 2020-21, partnering Mitch Evans. Bird said: "I am very proud to be driving for an iconic British brand". Bird's replacement at Envision Virgin Racing is reigning Super Formula champion Nick Cassidy.

Newey joins DTM grid
Harrison Newey, son of designer Adrian, will race in DTM this season with WRT Audi. Ex-IndyCar driver Ed Jones was set for the drive, but got stranded by travel restrictions. Newey was a replacement for Jones in DTM's pre-season test, and the 21-year-old will now make his DTM debut at the early-August Spa-Francorchamps season-opener.

Legge injured in crash
Katherine Legge has broken her left leg in a Paul Ricard testing crash before the European Le Mans Series season-opener. Legge crashed at the Signes corner and subsequently had surgery on her leg. Legge said on Instagram: "My leg is healing fast. I started physio already! I'll be back before you know it."

Win for Harper
Daniel Harper claimed victory as part of the BMW Junior Team in the Nurburgring Endurance Series. Harper, 19, drove a BMW M240i for two different teams across the weekend's two races, and won the second race in the CUP5 class for FK Performance driving alongside Neil Verhagen and Max Hesse.



World champ was on form in Hungary

HAMILTON LEAPS TO TABLE TOP WITH RECORD-BREAKING HUNGARY WIN

Mercedes man crushes the opposition with start-to-finish masterclass

By Graham Keilloh

Lewis Hamilton leapt to the top of the Formula 1 drivers' table at the Hungarian Grand Prix by taking his second dominant grand prix win in a row.

Not even a damp Hungaroring at the start could halt Hamilton in his Mercedes, as he led from pole and rapidly stretched clear; he was 3.1 seconds ahead after one lap. Soon everyone switched to slicks on the drying track and Hamilton continued to dominate, being 10s

clear after 13 laps. He even had a late pitstop to claim the extra point for fastest lap.

It was his 86th win, just five short of Michael Schumacher's record, from his 90th pole. He also equalled Schumacher's record of eight wins at a single venue.

The other star of the show was runner-up Max Verstappen. His participation looked unlikely after sliding into the barriers on the reconnaissance lap, damaging his front suspension and removing his front wing. A frantic effort by the Red Bull team – completing the

work in a fraction of the usual time – got his car repaired with seconds to spare. And Verstappen made good on it with a brilliant first couple of corners to get up to third place having started seventh. He soon passed Lance Stroll's Racing Point for second.

Hamilton's team-mate and title rival Valtteri Bottas had a frustrating race. He fell to sixth on lap one after a curious start wherein he moved before the lights – not triggering the sensors to earn a penalty – then having checked his momentum was

swamped off the line. His recovery drive got him to third place in Verstappen's wake, an extra pitstop not giving him the pace to get by.

Results

1 Lewis Hamilton (Mercedes-Benz) 1h36m12.473s; 2 Max Verstappen (Red Bull-Honda) +8.702s; 3 Valtteri Bottas (Mercedes-Benz); 4 Lance Stroll (Racing Point-Mercedes); 5 Alexander Albon (Red Bull-Honda); 6 Sebastian Vettel (Ferrari); 7 Sergio Perez (Racing Point-Mercedes); 8 Daniel Ricciardo (Renault); 9 Carlos Sainz Jr (McLaren-Renault); 10 Kevin Magnussen (Haas-Ferrari)

Next race: Great Britain August 2



Fans will be collected in special village areas at Le Mans

'FAN VILLAGES' FOR LE MANS SPECTATORS

Spectators at this year's delayed Le Mans 24 Hours will be hosted in fan 'villages' each accommodating up to 5000 people, in order to limit contact and movement amid Covid-19.

Organiser the Automobile Club de l'Ouest confirmed in late June it aims to admit a limited number of spectators to this year's endurance classic, scheduled for September 19-20. Now it has confirmed it will split its circuit enclosure into a number of colour-coded villages.

Each village will be strictly self-contained, offer a view of the track and of a big screen as well as

have eateries, entertainment and parking. Some will have grandstands and camping pitches. Face masks are compulsory for anyone aged over 11. Spectators may arrive at the circuit from 0800hrs on the Thursday before the race while campsites will be open from 1400hrs on the Wednesday.

An updated 60-car entry list has confirmed that Ginetta will run a single LMP1 car at this year's Le Mans, rather than the initially intended two. The reduction means the 2020 event's LMP1 field is set to match 2017's record six-car low.

WILLIAMS TO FIELD AN UNCHANGED DRIVER LINE-UP INTO 2021

Williams will continue with the same line-up into the 2021 season after rookie Nicholas Latifi and George Russell were confirmed as its drivers.

Russell, who is a Mercedes contracted driver, had a deal to the end of 2021 with the Silver Arrows, but it was agreed last week that he will remain with the British team. Latifi, who has impressed in the three races so far, will also stay aboard.

Russell said: "I signed a three-year deal with Williams and I'll be staying there for 2021, to build on last year and hopefully what this year turns out to be. I'm here,



Briton Russell will remain

I'll be giving everything I've got for Williams this year and into next year, and let's see what that holds after that."

Russell has impressed by making into the second qualifying session for the last two grands prix in a row.

Audi could remain in DTM with GT3 rules

Audi could continue in DTM if the category chooses GT3 cars as its future spec.

Audi confirmed in April it will end its DTM stint after 2020. Upgraded GT3 cars is understood to be an option for DTM's future, and Audi in this scenario could participate with its prolific R8 LMS racer. Audi also is co-owner of DTM's

organiser ITR, and the manufacturer recently did not rule out remaining in DTM.

Audi's motorsport boss Dieter Gass told Autosport: "At first sight, it is of course difficult to imagine staying on board [at ITR] just as a member, but that depends on what the platform will do in the future. This is the discussion we are having now."

Vettel links to Racing Point grow stronger

Speculation has heightened that Sebastian Vettel could switch to the Racing Point team – which will rebrand as Aston Martin next season – after the German said he is assessing opportunities.

Vettel will end his six-season spell with Ferrari at the end of this season and is looking around for an alternative. Vettel and team head Otmar Szafnauer have both refused to rule out an alliance.

Speaking in Hungary, Vettel said: "Everyone is talking about Racing Point. The first two races have been impressive, but when it comes to myself there is no news, nothing that has changed within a week. Vettel: hope



Vettel: hope

"There are two ways to look at it. [I have to see] which seats are there and which there are not – and for that I probably have too little information in terms of what are people's contracts."

OBITUARY

Ron Tauranac 1925-2020

MN is sad to report that legendary designer and engineer Ron Tauranac passed away last week aged 95. Tauranac is best known for co-founding the Brabham team with Jack Brabham, lending the 'T' to Brabham cars' famous 'BT' prefix. He took Formula 1 world championship doubles in 1966 and 1967 before selling the team to Bernie Ecclestone in 1972.

Tauranac, who was born in England but raised in Australia, was also behind the Ralt chassis concern which had success in Formula 3, Formula 2 and Formula Atlantic and in so doing helped launch the careers of many drivers including Ayrton Senna.

Tauranac's family confirmed that he passed away peacefully in his sleep. A family statement said: "Active, healthy, and independent until the end, he felt the need to constantly achieve something and always had the next goal in mind. He led an extraordinary life. We are both incredibly proud of what he achieved and deeply saddened by his loss."

Tauranac is survived by daughters Jann and Julie. Messages of condolences can be sent to rontauranac@gmail.com.



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HALF CENTURY OLD GOODWOOD LAP RECORD SET TO FALL AT "EXTREME" AUTUMN EVENT

Speedweek showdown for West Sussex track could be the scene of a new benchmark

Photo: Jakob Ebrey



Engines will fire up at Goodwood

By Paul Lawrence

The Goodwood circuit lap record, which has stood for more than half a century, is under threat at the venue's only 2020 motorsport event, taking place this October.

Details of the one-off Goodwood 'Speedweek' on October 16-18 have been unveiled and the event will incorporate elements from Goodwood's usual annual events: the Members' Meeting, the Festival of Speed and the historic Revival race meeting. The event will include races, a rally stage and a timed sprint involving modern cars held on the Goodwood race track.

Speedweek will be held behind closed doors but fans will be able to watch the action free on interactive broadcasts. Plus organisers promise that the absence of circuit spectators gives more freedom for faster on-track action.

A Goodwood statement said: "Without spectators present, the action can be faster, more extreme and even more spectacular than ever. Modern cars have never competed at Goodwood, so the speeds they achieve will be unlike anything previously seen at the venue. The official Goodwood lap record has stood for 55 years, and, with modern cars never likely to return, it's entirely possible that the times recorded at Speedweek will remain unsurpassed for the next 55."

The Duke of Richmond said: "Having taken the heart-breaking decision not to hold the Festival of Speed and Revival this year, we were determined to find a way of bringing motorsport to Goodwood in 2020. Speedweek will be a once-in-a-lifetime occasion – the fastest, most exciting and spectacular event we have ever staged."

HODGKISS ADDED TO BRITISH F4 LINE-UP WITH JHR

Fiesta Junior and Ginetta Junior graduate Nat Hodgkiss has been added to the 2020 British Formula 4 grid to complete a part season with JHR Developments.

Hodgkiss said: "I want to be in the upper part of the grid this year, I think it is possible

with the positive feedback from the tests and the team.

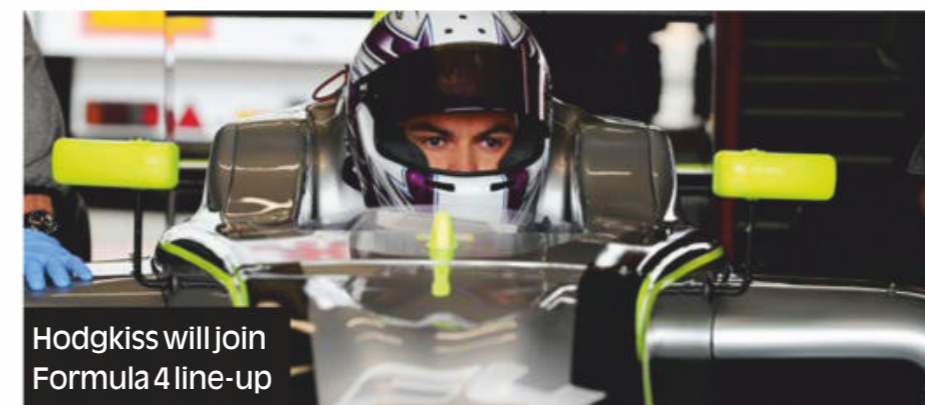
"Getting used to the slicks and the amount of power the car has, coupled with the prominent downforce aspects of the car, has been a steep learning curve, but I feel I'm getting more comfortable in the

car with every test."

In common with other categories on the TOCA package, F4 has had to reduce its track time later this year due to the limited daylight hours. It will only run two races at Croft's October round, with the usual reversed-grid race dropped.

The championship has also revised its prize money for 2020.

The £10,000 for the first driver to win all three races in a weekend has been redirected to F4's scholarship, as in its previous form it had only been won twice ever.



Hodgkiss will join Formula 4 line-up



JRM had aimed to run a Bentley in British GT in 2020



Success: the GT pairing

FLETCHER AND PLOWMAN WITHDRAW FROM 2020 BRITISH GT SEASON

Reigning GT4 Pro Am champions Kelvin Fletcher and Martin Plowman will not compete in the 2020 British GT championship as their JRM Racing team has withdrawn due to Covid's impacts.

Plowman and Emmerdale actor Fletcher won the crown last year in an Aston Martin Vantage with Beechdean AMR and intended to step up to GT3 in a JRM Bentley this year. Fletcher said in a video published by the team: "We are

gutted, but we do have valid reasons for this tough decision. We feel under the current situation in the UK and across the globe and the subsequent effect on people's lives it just doesn't sit right with us to go racing."

Plowman added: "With no fans and sponsors at the circuit there will be a huge void. So out of respect to those people that have been affected and the impact on the racing experience we have

decided to withdraw our entry."

The team is now working on returning in 2021 and may race in 2020's season-closing Silverstone 500.

Luke Sedzikowski and Dave Whitmore meanwhile will race a Century Motorsport-prepared BMW M4 GT4 in selected British GT rounds this year. Sedzikowski's CV includes being a British junior champion hovercraft racer.

HITECH'S USHIJIMA 'NO EXPECTATIONS' WITH BRITISH F3 MOVE

Reece Ushijima insists he has no expectations as he switches to BRDC British Formula 3 for 2020 with Hitech GP, after a recent flying start to his car racing career.

Karting graduate Ushijima in late 2019 raced in Northern Formula Ford's season-closing Anglesey round and immediately bagged pole position as well as second and third place finishes. Then in MRF Challenge over the winter Ushijima scored in every race and twice set fastest lap. The 17-year-old American is now the first signing for the famous Hitech team that is expanding into British F3 this year. The team's second driver will be announced shortly.

Ushijima told Motorsport News: "I don't really have any expectations for myself at the moment, I'm not trying to put too much pressure on myself. I'm enjoying the transition to cars and all the effort that I'm putting in is paying off as well, not trying to sound too arrogant!"

Ushijima originally intended to drive in Formula Renault Eurocup with M2 Competition this year, but had to withdraw amid Covid travel restrictions.

Meanwhile British F4 race winner Carter Williams and Formula Ford graduate Max Marzorati will both complete part campaigns in British F3 this season with JHR Developments.



Ushijima has joined Hitech

COLLARD AND MITCHELL JOIN BARWELL GTWCE LINE-UP

British Touring Car Championship race winner Rob Collard and promising endurance competitor Sandy Mitchell have joined Barwell Motorsport's driving line-up for the 2020 GT World Challenge Europe season.

The pair will join double Blancpain Am Cup champion Leo Machitski sharing a Lamborghini Huracan Evo GT3. Machitski has won the Am Cup for the past two seasons, in the category known then as Blancpain Endurance, alongside Adrian Amstutz. A sister Barwell 2020 Silver Cup entry

of Frederik Schandorff, Alex MacDowall and Patrick Kujala had already been confirmed. The GTWCE season gets underway at Imola this weekend.

The trio will also be joined by Collard's 23-year-old son Ricky for the Spa 24-Hour race in October. Rob and 20-year-old Mitchell will also compete as a pair for Barwell in this year's British GT championship.

Mitchell said: "Last year we took a stunning Silver Cup victory in the Spa 24 Hours. It would be fantastic if we could go one step further this season and win the race outright."



Collard will tackle World GT



Mitchell has winning aim

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RACING NEWS

BTCC CHANGE FOR NOVICE IN CITYCAR CUP SCHOLARSHIP

Race-winning Trade Price Racing start tie-up with new low-cost category



Trade Price Cars Racing is a frontrunning BTCC team



The CityCar Cup machine will run full colours

By Matt James

The Trade Price Racing British Touring Car Championship team is behind a new scholarship which will give a racing novice the chance to take part in a full season of the CityCar Cup in 2020.

The race-winning tin-top team is headed by Dan Kirby, and he has put up the offer of a fully-funded car, licence and equipment for a driver who will be selected from entries and go through a series of tests including an examination of their driving ability and their media abilities. The prize will include driver tuition and an insight into the workings of the BTCC team.

The CityCar Cup, which will kick off on August 1-2 at Cadwell Park as a division within the ClubSport Endurance category, is a multi-marque competition aimed at racing

newcomers. The cars featured on the grid will be Citroen C1s, Toyota Aygos and Peugeot 107s. The machines will be strictly controlled and it will have its own, standalone 20-minute races in 2021 at seven British Racing and Sports Car Club meetings.

Kirby, a racer himself, said he has long been a fan of entry-level categories. "I know what it is like to begin your on-track journey and I know how daunting it can be. The CityCar Cup is a brilliant concept and it appealed to me straight away. We want to be able to help someone who is at the start of their journey and provide all the support they need to become a fully rounded racer."

For details of how to enter the selection process, see the BTCC section of tradepricecars.com. For MN's exclusive track test of the new CityCar Cup machines, see page 22.

TWIGGER RACES TOMCAT "ONE LAST TIME" IN DAD TRIBUTE

MG Cup competitor Kayleigh Twigger raced her dad Chris's Rover 220 Tomcat Turbo for a sentimental one final time at the MG Car Club's recent Donington Park meeting, with the car up for sale as Chris can no longer race it due to motor neurone disease.

Chris participated in three MG Cup rounds last year in the Tomcat. "Tomcats are my dad's everything," Kayleigh said. "He pushed me to start racing so I thought it was only fair, he said 'well you race it one last time', so I've done it. It's an ex-Dunlop [Rover Turbo Cup championship] car, one of the original cars."

Chris's livery and name remained on the car at Donington with Kayleigh's added for the day, and the usual 'TWIG 1' number plate was replaced with 'DAD 1'. And Kayleigh, despite dropping out of race one with driveshaft failure, took a third place finish overall in race two.



MOSS LANDMARK VICTORY MARKED AT AINTREE

The late Sir Stirling Moss's first grand prix win was remembered at Aintree last week, 65 years to the day since the famous 1955 British Grand Prix victory. The race, on July 16, was the first Formula 1 round held at the Liverpool track and Moss, beating his Mercedes team-mate Juan Manuel Fangio, became the first Briton to win his home grand prix. To mark the anniversary Rick Hall completed three laps in the Maserati 250F that Moss took to victory at Monaco in 1956.

MARTIN SHORT'S SON MAKES DEBUT IN TITLE-WINNING ROVER 216

Morgan Short, son of racing legend Martin, raced in the MG Car Club's recent MG Cup round at Donington Park in a championship-winning Rover 216 GTi built by his dad.

Martin built the car three decades ago for Chris Berry, and Berry's team-mate Spencer Baker in it won the 216 GTi championship in the car's only year of competition. The 216 hadn't raced in

29 years or run at all in a decade.

Morgan said: "It's a bulletproof Honda engine so we haven't done any overhauls or changed anything major, just cleaned it up and put some new tyres on and it's been pretty much ready to go."

It was only Morgan's third-ever race and was a self-admitted step-up after a couple of C1 outings. Berry was also in attendance to witness his old car on track. Morgan took a double pole in

class and twice started eighth overall. He took a third in class in the opener and a fourth in race two. Martin said: "I was looking at the bottom of the timing screen to find him and was absolutely gobsmacked because at one point he was P5 overall. That just blew me away."

Morgan intends to complete the MG Cup season as well as have 750 Motor Club and Classic Sports Car Club outings in the car.



Morgan Short (c) is clearly a chip off the old block...



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RALLY NEWS

BREEN TARGETS A ROUTE BACK INTO WORLD RALLY CHAMPIONSHIP

Irishman has his sights on top-flight Hyundai team return with European outings

Photos: mcklein-imagedatabase.com



Breen will be aiming for Italian success



The Irishman will handle one of Hyundai's R5 machines

By Graham Lister

Craig Breen will start a summer behind the wheel in Rome on Friday – and hopes to end up back in the World Rally Championship in Estonia in September.

Breen is in Italy this week for the delayed opening round of the European Rally Championship, Rally di Roma Capitale, the first of three consecutive events in a Hyundai i20 R5.

Following Rome, Breen will contest Rally Alba, also in Italy, on August 1-2, before returning to ERC duty on Rally Liepaja in Latvia on August 14-16.

Breen is then set to join Hyundai's factory line-up for

Rally Estonia (September 4-6), an event he has tackled three times in the past, including last year when he drove a Hyundai i20 Coupe WRC for the first time.

First time in Rome

Breen and co-driver Paul Nagle will make their Rally di Roma Capitale debuts this week on the back of a test last Monday.

"I've tried to watch as many onboards as I can, trying to understand the characteristics of the event," Breen told Motorsport News. "It's difficult because drivers try to keep their onboards a secret as much as possible, including myself, so it's not so easy to get them. But it's just about trying to get a

broad view of the event and get an idea of the character and some things to try at the test to be in the best shape possible."

Development work

Breen's European Rally Championship programme is backed by MRF Tyres, with the Indian firm reliant on the Irishman and Finn Emil Lindholm for feedback during an extensive development phase over recent months.

Thirty-year-old Breen admits chasing a sixth ERC win is far from his mind.

"It's my interest to get the best result possible and that's the reason why we've entered the rally and entered the

CALENDAR

Breen's summer schedule

DATE	VENUE
Jul 24-26	Rally di Roma Capitale (Italy)
Aug 1-2	Rally di Alba (Italy)
Aug 14-16	Rally Liepaja (Latvia)
Sep 4-6	Rally Estonia*

*Breen's participation subject to confirmation

championship," Breen said. "But the absolutely primary focus is on developing the tyre and making it as competitive as possible. It will be a perfect opportunity to put a stopwatch on the tyre [performance] and see where we are in comparison with our competitors.

"It will definitely give us a lot of data going forward."

Estonia calling?

While Breen insists "nothing has been decided" regarding his Rally Estonia outing, Motorsport News understands his inclusion in Hyundai's line-up alongside world champion and home hero Ott Tanak and Belgian Thierry Neuville is a formality.

"It's a rally that would definitely work in our favour," said Breen. "I do have a good bit of experience of doing the event so I'd be hoping we'd be able to put up a good fight and obviously we'd have a good position compared to everybody else.

"Another advantage is when I normally get into a World Rally Car it's on the back of these guys doing six or seven rallies.

Fortunately, this time, they've only done Mexico since my last event [in Sweden] so I will have that card up my sleeve."

Latvia lessons

Assuming Breen does get Hyundai's call for Estonia, he will bring recent high-speed gravel experience to the squad with Rally Liepaja taking place three weeks previously. Liepaja shares a number of similarities with Rally Estonia.

"I'll be fresh on fast open stages," said Breen. "Estonia is a rally where we could do a lot of good things. Even last year, in the older spec car, we did quite a good job and set some good stage times [finishing fifth overall]."

UNIQUE STAGE FORMAT FOR EUROPEAN RALLY CHAMPIONSHIP SEASON OPENER

As well as hosting the first FIA international-level event since the easing of lockdown restrictions, this week's Rally di Roma Capitale will be the first event to run the same special stage more than twice.

Previously, European championship-level events and above could only use a stage in the same configuration a maximum of two times, although the use of superspecial stages remained unrestricted.

However, to help rally organisers reduce the cost of running events amid the Covid-

19 pandemic, the FIA has allowed organisers to schedule the same stage three times.

On Rally di Roma Capitale this week, Sunday's second leg will feature three stages each run on three occasions.

Irish ERC driver Craig Breen has experience of the triple usage stages from his homeland and has his reservations.

"Anything that can help the events is a good thing because all the administration makes everything very complicated and expensive," said Breen. "But in Ireland the roads can get

extremely dirty on the last run and I would expect it to be quite similar in this situation."

Alexey Lukyanuk, the 2018 ERC champion, said: "Normally it changes dramatically after the first 20-30 cars on the first pass, so it will be more or less consistent, I hope. After all, Rome is not a rally where you can cut so much [the corners] like you can in Germany or Spain. I see no big stress. For rally drivers it's really interesting and exciting to drive new roads and more different stages but we understand the

situation and these measures are necessary in this season."

Eighty-seven crews have entered the event with 56 of those registered for ERC points, including 26 across the two ERC Junior championship categories.

Last week, organiser Motorsport Italia confirmed the rally would run without spectators due to government restrictions remaining in place. ERC promoter Eurosport Events and the Italian ASN are working on plans to provide significant live streaming of stages to encourage fans to stay at home.



This is how Callum Devine's Motorsport Ireland Rally Academy Hyundai i20 R5 will look when he contests Rally di Roma Capitale for the first time from Friday. Devine is registered for ERC1 Junior points alongside co-driver Brian Hoy. He said: "As far as I can see it's quite smooth Tarmac, some broken Tarmac at times, which will probably suit us maybe a little bit more. ERC1 Junior is our priority. But there are a lot of quick drivers in ERC1 Junior."



Ingram's year is in doubt

CHAMPION INGRAM'S PLANS UNCERTAIN AS TOKSPORT WITHDRAWS ENTRIES FROM RALLY DI ROMA CAPITALE

Chris Ingram's European Rally Championship title defence is on hold after Toksport, the Germany-based Turkish team he has driven for since 2018, decided against entering this week's Rally di Roma Capitale.

Toksport had been due to run Skoda Fabia R5s for Ingram and Norwegian Eyvind Brynildsen in Italy. However, due to

uncertainty caused by Covid-19, Toksport has elected to sit out Rome with a Rally Liepaja entry under consideration but not yet confirmed.

"With Toksport we are still keen to go back to the ERC and do as many rounds as possible," said Manchester-based Ingram. "But we're not ready in terms of budget and testing so we decided

the best thing to do would be to give ourselves more time to get restarted.

"It's a big shame to miss Rome, it's one of my favourite events and one of the best events. But if you're going to go there you need to do it properly or not at all. It's a tough event and the level is very high. The favourites for the rally, drivers like [Andrea] Crugnola,

are already testing and doing rallies. I have not driven since Rally Hungary [last November] and we can't do things by halves."

Entries for Rally Liepaja close on July 30 and with the 2020 ERC season unlikely to include more than six events, missing the Latvia event would all but end Ingram's hopes of winning a second consecutive

European championship crown.

Asked whether this would lead to a change of focus to the world championship, in which Toksport also competes, Ingram, 26, said: "[After the] next couple of weeks we'll know the score. There's a chance we could end up doing a selection of events from both championships."



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RALLY NEWS

COMPACT ROUTE FOR RALLY GERMANY

Rally Germany is set to be run entirely within the Baumholder military complex over two days only (October 17-18) as organisers work to keep the event on the 2020 WRC calendar.

Motorsport News understands that mass-gathering restrictions in the country, which will remain in force until the end of October, are preventing the traditional format from being followed.

But although the use of Baumholder will allow a limited number of tickets to be sold, the revenue generated will be significantly down on previous years, leading to concerns over the event's financial viability, according to a Motorsport News source in Germany.

Meanwhile, the German motorsport governing body, the DMSB, has axed this season's national rally championship, the DRM.

It follows the refusal of a number of event organisers to take on the responsibility of running rallies amid uncertainty they can go ahead due to Covid-19.

ICONIC MONTE START SCRAPPED AMID NEW FORMAT FOR 2021

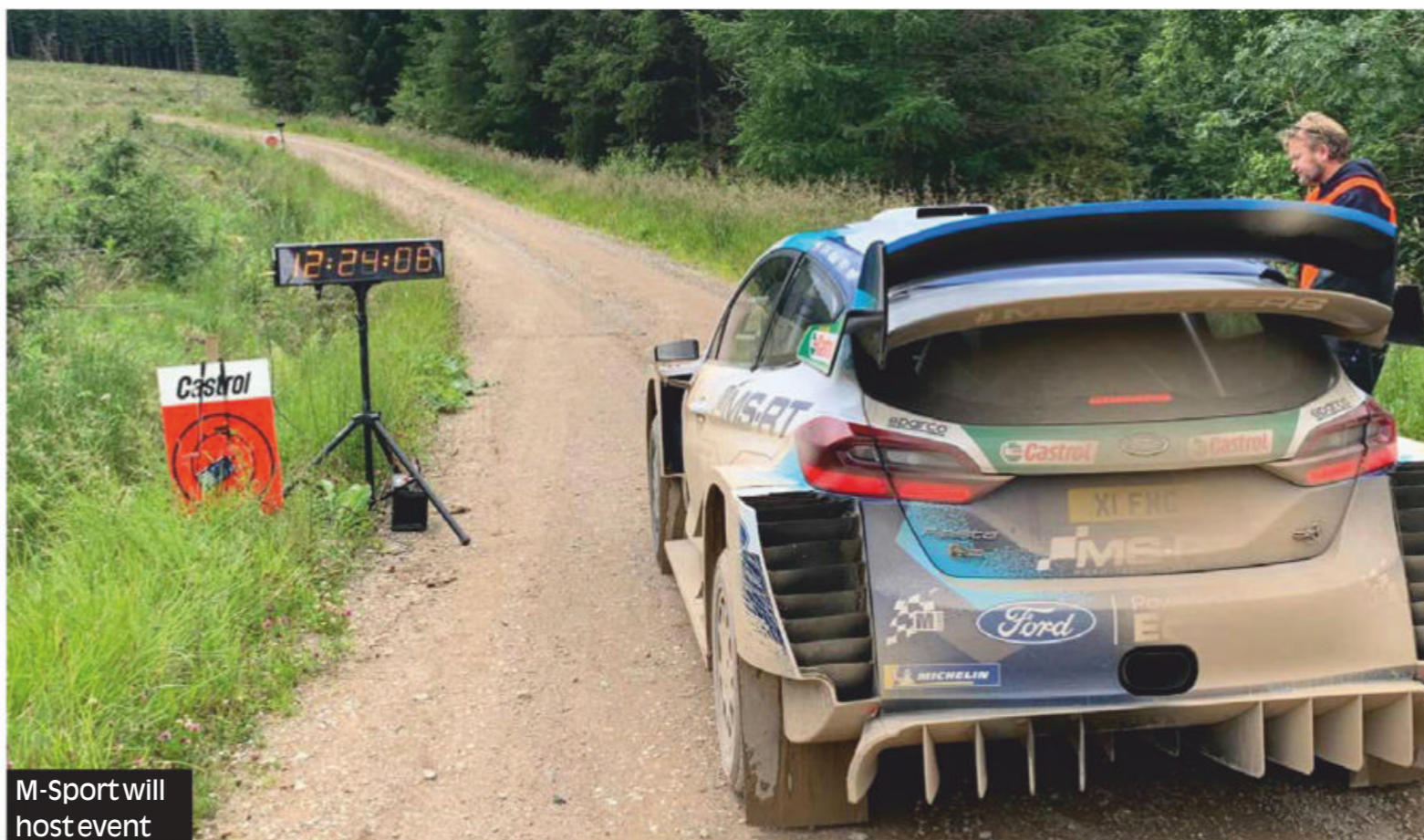
Monte-Carlo Rally organisers have made wholesale changes to the route of the planned opening round of the 2021 World Rally Championship.

They have ditched the traditional ceremonial start in the principality as part of an itinerary that's 85% different compared with 2020.

The first full leg on Friday January 22, following Thursday's two night stages, is made up of three all-new tests run twice, while the final leg on Sunday January 24 includes a revamped route.

Gap continues as the event's hub with the main service park, shakedown – which moves from a Wednesday to the morning of Thursday January 21 – and the first three legs running out of the city, which also hosts the ceremonial start.

However, the rally's relocation to Monaco on Saturday afternoon ahead of Sunday's closing leg within the Col de Turini, remains unaltered.



M-Sport will host event

Hats off for ground-breaking rally

It's not often you can say that there are no losers in a certain situation, but it really is difficult to pinpoint the drawbacks with the M-Sport Return to Rally Stages. OK, spectators can't come and enjoy the action which is a crying shame, but a media package should hopefully fill that void as best it can.

Having spoken to Rich Millener last week, I'm impressed with M-Sport's commitment to the cause. Cynics will point out UK rallying is a huge source of income for the firm, which it is, but M-Sport doesn't have to be investing its time in trying to fight rallying's battle on a national level when it has the WRC on its plate too.

The event kicks off in a month. I can't wait to see the line-up of Focus and Fiesta WRCS, Fiesta R5s and R2s battle it out on what will be an event to remember.



Luke Barry

MILLENER: M-SPORT WANTS TO CREATE A BLUEPRINT TO INSPIRE OTHER ORGANISERS

Cumbrian firm aims to spark national rallying back into life with special one-off event

By Luke Barry

M-Sport is organising the M-Sport Return to Rally Stages on August 22 in a bid to reinvigorate the UK rallying industry as well as to inspire other event organisers, according to team principal Rich Millener.

Last week it was confirmed that M-Sport would be organising a six-stage event in Greystoke forest in collaboration with West

Cumbria and Eden Valley Motor Clubs. Forty-five entries will be permitted and will open this week, exclusively for M-Sport-manufactured cars. Socially distanced time controls, electronic management of documentation will also be adopted for the first time on an event.

Millener told Motorsport News that M-Sport was "concerned" by the original return to competition guidelines from Motorsport UK and was keen to get involved in helping

rallying in the UK resume, including filming an explainer video two weeks ago on how rallies can now run.

"Certainly if I was a volunteer, I would be questioning whether I'd really want to be trying to organise a rally at the moment," Millener said. "But it isn't as hard as it seems. On the flipside we were equally worried about how many of our customers, as in private preparation companies, have got no work.

"We've got to keep pushing

otherwise if we sit back and wait, this [pandemic] isn't going to go away, certainly not in the short-term, so we've got to find ways to do what we can in the safest way possible and that's why we worked with Motorsport UK and that's why we're in this position now where we're able to go and organise an event. Our hope is that other event organisers think 'well they managed it so we can manage it' and we'll see some more events this year."

No spectators will be permitted, but a media package is being worked on to deliver content to fans of what will be a one-off event.

A pre-event recce will also be implemented for the first time ever at a single-venue event, with pacenotes available to purchase from former M-Sport co-driver Craig Parry.

M-Sport says works entries are on the agenda but they would not be at the expense of M-Sport's customers with the event designed as a thank you to them.

RALLYCROSS RX2 CATEGORY TO BE DECIDED ON SOLE RACING WEEKEND

The RX2 International Series, which usually supports the World Rallycross Championship, will instead be held over a single weekend this September.

The move was made when there was "no suitable schedule

for RX2 on the revised 2020 World RX calendar."

The 2020 RX2 title will be decided at RallyX Nordic's Danish double-header on September 4-6. The champion will claim a prize drive in a single round of the new FIA

Junior eRX series next year, the FIA's new electric category that will replace RX2 on the World RX support bill. The test car for the new Junior eRX series was revealed for the first time at Holjes in Sweden this month. Series boss Jan-Erik Steen

said: "There is a lot of prestige in being crowned the last RX2 champion before the series' exciting electric transition in 2021, and we want to give competitors a chance to fight for that title and the incredible prize drive that accompanies it."

LYNCH TO MIX CAMPAIGNS IN TWO DIFFERENT CARS

Motorsport UK British Supernational Rallycross title winner Tony Lynch will compete in a dual campaign this year in the Retro Rallycross division and the BTRDA Clubmans series.

The 2016 champion will race the Toyota MR2 he introduced last season in the Retro division within the 5 Nations British RX package, and he will also handle his title-winning Ford Ka in the BTRDA contest.

Lynch's own Team Geriatric squad will prepare and run the MR2, while the original creator of the Ford Ka, Paul Waldron Motorsport, will run the spaceframe machine in the Clubmans series.

Lynch said: "Deciding whether to race or not this season has been a tough decision to make and it originally looked like we wouldn't be able to compete as a team because of the fact that Team Geriatric by its very nature has many older members [amid the health crisis]."

"While Paul will still help running the Ka for me, it's great that we are now in a position where Team Geriatric is able to compete with the Toyota."



The Blue Oval logo will be seen on the side of the all-electric Ford Fiesta rallycross car

STARD ELECTRIC PROJECT GAINS FORD WORKS BACKING

The STARD rallycross team's new electric Ford Fiesta racer's customer programme will have backing from Ford Performance, the squad has announced.

The car took the first victory for an electric car in rallycross, with owner and driver Manfred Stohl at Kakucs in Hungary at the wheel of the ERX2 model 10 days ago. The programme, which STARD describes as "world's first road-car based electric motorsport customer programme," is aimed at delivering cars into the new Projekt E electric support category to the World Rallycross Championship, for which STARD is the kit

developer and producer.

It also says its high voltage systems have passed the necessary FIA tests and can theoretically, subject to each national motorsporting authority's electric directives, be run in a variety of disciplines.

The ready-to-race Ford Fiesta ERX2s are priced at €374,000. STARD's customer effort is the first active electric rallycross programme to have official manufacturer involvement.

Ford Performance Motorsports global director, Mark Rushbrook, said: "We are happy to support STARD with this project and it will be exciting to see how this develops going forward."

McGONIGLE EXCITED TO DRIVE HIS FIESTA R5 AGAIN

Donegal driver had planned Ypres trip for 2021, but will head there for the first time this year instead

Photos: Jakob Ebrey, John Madden Photography.



Fiesta: McGonigle's favourite car

By Luke Barry

Irish Tarmac ace Joe McGonigle considered an entry into this weekend's Rally di Roma Capitale but instead will head to Ypres and potentially Wexford with his Ford Fiesta R5 Mk2.

Unlike compatriots Pauric Duffy and Cathan McCourt who will compete in Rome, McGonigle couldn't justify the expense of an ERC round, instead selecting "the biggest Tarmac rally in Europe" in Ypres.

McGonigle told Motorsport News it's been "heart-breaking" to have seen his car sat still since February's Galway International Rally so he's keen to get back into competition.

He said: "The plan at the start

of the year was to do the Tarmac [championship] this year, learn the new car and get used to it, and then go and do a couple of rallies like Ypres next year so the whole thing has kind of been turned on its head now."

Although McGonigle has only driven the Fiesta on six competitive stages, he already feels it's "the best-handling car I've driven."

He added: "The way it feels to drive reminds me of the 2012 Skoda [Fabia] S2000. You always felt like you couldn't crash, no matter what happened or what was going on and the Fiesta [gives] the same feeling. Keith Cronin apparently said the same thing, no matter what you do it feels like you can go faster, so that's a good sign for a car."

IN BRIEF

Creighton's Roman plan

William Creighton is looking forward to a "completely new adventure" on this weekend's Rally di Roma Capitale, but won't contest further ERC rounds. He told MN: "I knew that whenever we put in an entry for the championship, that's what everybody would be thinking, that we're doing the full championship [but] it's not on the radar at all. If all we do is Rome [this year] I'll be quite happy considering what the season was looking like."

Irish calendar firmed up

The Wexford Rally (September 5-6), the Carrick on Suir Rally (October 11) and the Killarney Historic Rally (November 28) along with a new four-round rally sprint championship at Mondello Park headline the revamped Irish rally calendar. The Donegal Harvest Rally (October 10) and Fastnet Rally (October 25) were both canned in order to not jeopardise the goodwill from residents along the rally route.

Rally time trial trouble

Despite optimism that the Jersey Rally on October 9-10 would go ahead, it's now looking increasingly unlikely. That's because an extra layer of legislation has been imposed due to Covid-19, restricting the attendance of outdoor public events. Both the Forest Experience (August 1) and the Sweet Lamb Rally Time Trial (August 9) in Wales have been postponed for a similar reason too. However, a test day will still run for five to 10 cars on August 1 while Sweet Lamb organisers are evaluating a new date.



Jersey Rally might not run

ELSMORE STAYING PATIENT WITH RALLYING COMEBACK

Nik Elsmore's return to rallying after a five-year absence has been prolonged by Covid-19, but he's electing to not dwell on the negatives.

Elsmore's Mitsubishi E9 is now ready to rally having undergone a rebuild in recent months and he went testing with the car last weekend.

"I keep saying to myself I've

waited 10 years, what's another six months, or a year?" Elsmore told MN. "I'm trying not to look at it in a negative way. I've had longer to spend on the car [and] really enjoyed my time doing it."

Elsmore added that entering a championship "is not really on my radar" with

the emphasis instead on pure enjoyment.

"David Bogie, I like his approach. He's done a lot of rallying, a lot of championships, and now he just drives whichever car he fancies. He's probably having a lot more fun now than he did when we were battling it out in the Evo Challenge days."



Experience will count for juniors



Elsmore is a fan of David Bogie's approach to rallies

JBRC DRIVERS STILL UP FOR YPRES

Junior BRC contenders Brian Brady, Eddie Lewis and Rupert Flynn have all entered the Ypres Rally this year despite the cancellation of the British championship.

Brady is keen to learn the stages and through the Motorsport Ireland Rally Academy has been picking up tips from last year's winners Craig Breen and Paul Nagle.

Brady told MN: "If I was to do the British championship again next year at least I'll have a year's experience out there because it's totally different terrain. It was like going to the Cambrian there, we didn't know what

to expect."

Lewis meanwhile has bought the Rally4 kit for his Fiesta and will test it in a few weeks. He said: "Most things were already booked and organised so was just a matter of changing everything to the new date, [it's] always been one we've wanted to do."

Despite initially entering the rally, neither William Creighton nor Finlay Retson will contest the event. Creighton confirmed: "With it being in October it could be a tricky, tricky rally and it's not part of any championship. There'd be other rallies I'd say that we may look at that would be more beneficial."

SET-UP ADVICE SESSIONS OFFERED TO MNCRC

The Motorsport News Circuit Rally Championship has partnered with CSG Motorsport to provide competitors with full geometry and suspension set-up sessions throughout the season.

All competitors that don't use a preparation company are eligible to get the help, with one

competitor to be drawn out of a hat before each round. The driver drawn can then redeem their award in exchange for set-up, to be done on an event.

Rob Hughes (pictured) of CSG Motorsport will also reserve one extra prize to be handed to a driver who he feels will benefit from the help.

Championship co-ordinator Darren Spann said: "The experience and professionalism of CSG will be a great asset for the clubman competitors to have access to and further underlines our commitment to ensuring the championship caters for all. I really can't wait for the new season to begin."



MNCRC is continuing to cater for the clubman

FEATURE



DICK BENNETTS: ENGINEERING GENIUS WHO HAS WORKED WITH THE VERY BEST

Matt James puts the Motorsport News readers' questions to the West Surrey Racing guru and national racing treasure who has created some of racing's finest champions

There isn't enough space, within these four pages, to write down all the drivers that West Surrey Racing boss Dick Bennetts has worked with. From Niki Lauda and Ayrton Senna to British Touring Car Championship king Colin Turkington, the roll call reads like a who's who of motor racing stardom.

The analytical Kiwi, known for his meticulous attention to detail, has been at the forefront for four decades and has been a multiple title winner in single-seaters and in tin-tops too. From a grounding with Ron Dennis at McLaren to landing the British Formula 3 crown with Senna, Bennetts has experienced the highest highs that the sport has to offer.

He took time out of the flat-out Team BMW BTCC preparations for the hectic 2020 season, which will blast off with four rounds in five weekends in August, to ponder the Motorsport News readers'

questions. As is to be expected, he answers each one comprehensively.

Question: "How did you first become involved in motorsport?"

Richard Smith
Via Twitter

MN: Also, what was the journey that brought you to the UK?

Dick Bennetts: "I was working for a company in Auckland in New Zealand called Performance Developments Ltd. I had moved up from my home town of Dunedin because there was not much motorsport where I came from. I really enjoyed it in Auckland, and then I met this chap David Oxtan. He was the Formula Ford champion and his prize for winning the title was a trip to England to take part in the Formula Ford World Cup in 1972, which was at Brands Hatch on the Grand Prix track. We came over six months earlier to check out which would be the best chassis to use. We went around all the other circuits to scope out the opposition and work out how the other drivers raced. We worked out who you could trust and

who you couldn't trust. We had a bit to learn about the set-up too, because in New Zealand, Formula Ford cars were racing on slick tyres but over here they were on Firestone Torino tyres. I had done a little bit of work with David on his engine back home and he offered me the chance to come and help him. My original plan was for a two-year working holiday and I am still here. . .

"We arrived here a week before the 1972 British Grand Prix at Brands Hatch. We said we must go and see the grand prix. We knew a lot of people at McLaren, and they told us that we would never get in and we were wasting our time. Oxo and I headed off down to Brands, found a back way into the circuit, climbed up a hoarding and watched the race from there.

"My first job in the UK was with Racing Services Engines in Strawberry Vale in Twickenham. We often used to have to go home in the winter because the Thames would rise and flood out the workshop. Then I went to the March works Formula 2 team in 1975. After that, I linked up with Fred Opert to run the

BMW Formula 2 car and I managed cars in what was the Tasman series then, so I got to go home. I carried on working with Fred Opert and we won the Tasman title twice with Keke Rosberg driving. There were five consecutive weekends with two races each – it is a bit like the TRS [Toyota Racing Series] is now. That was what they called Formula Atlantic in America, but it was known as Formula Pacific in Australia and New Zealand."

MN: What was Keke Rosberg like to work with?

DB: "He was fun, although he could be a pain at times too. In the left-front corner of my toolbox, I had to have his packet of cigarettes for him. As soon as he got out of the car, he was straight on the smokes. "I liked Fred Opert a lot but I was just doing too much. I was doing all the organising of the European Formula 2 programme, plus Fred learnt I could do race engines and so he flew me to New Jersey to rebuild all of his Atlantic engines. I told him I could only do so much. Ron Dennis then approached me and I moved to Project Four

Racing for 1978 and I accepted that job."

Question: "What was it like working with Ron Dennis?"

John Charles
Via email

DB: "I ran the Formula 2 cars for him in 1978, and then in 1979, we assembled the 24 BMW M1 Procars. That was all done down in Woking. We had just finished building them all and Ron said that he wanted one more. I said no, I'd had enough because I had been working stupid hours a day. He persuaded me to make one more, and he said that we were going to run it but he was very secretive about who the driver was. He wouldn't tell me. We did virtually an all-nighter to finish the car. We went to Silverstone to test it and this helicopter comes in and out pops Niki Lauda. Then I realised that all of the work had been worth it. We won it with him, and I was the team manager and engineer.

"In 1980, we started with the BMW M1 Procar again, but with Hans Stuck driving, but we stopped halfway through

Photos: Motorsport Images, Jakob Ebrey



WSR has ruled the roost in the BTCC with Colin Turkington



Senna stunned with Macau glory



Ayrton Senna and Dick Bennetts (right) ruled Formula 3 in 1983

the year because of finance. Then Ron switched me over to the Formula 3 team but I had done about six weeks with the team designing the first carbonfibre-tubbed Formula 1 car, the MP4/1, the John Barnard-designed one in the meantime. It was all brand new stuff.”

MN: And Ron? What was he like?

DB: “I worked with him for three years, and I never had any problems with him at all, although I know some people did. He could be hard work, but he had the same targets as me: he knew the cars had to look good and they had to be reliable, the workshop had to be tidy, etc. I was of a very similar mould to him which is probably why we got on so well. The problem was the guys in the workshop—they kept forgetting that Ron was so busy setting up the Formula 1 team. He didn’t have the time to spend with everybody, but I appreciated that. The guys wouldn’t go and see him and they always used to send me, because they thought I was his mate. I wasn’t his mate, but I wasn’t afraid to tell him how it was and get any answers from him we needed.

“I remember that the old Formula 2 engines in those days were a bit fragile. With two races in a day, you had to do engine changes quickly if a motor let go. I looked at the cars and the water system on it and worked out that if we could alter it and bolt it on the back of the chassis, it would take 20 minutes off the length of time it took to change an engine. I went to Ron, brought him down to the workshop and showed him what we wanted to do, and he just said ‘do it’. He was very straightforward in that way. I think he spent about one minute looking at it! He was very easy to work with.

“When he went into Formula 1, he asked me to be the manager of the test team. I said no. I used to share a flat with some guys from McLaren so I knew: the guys who are on the test team put in more hours than anyone in the race team. They are rebuilding and developing the car all the time, and then the race team will come and nick the car if one of theirs got damaged. I said ‘thanks, but no thanks’. Ron asked me what I was going to do, but I honestly had no idea at that time.”

MN: It was quite a big step to start your own team then?

DB: “We had been running Stefan Johansson. Project Four Racing had won the title in 1979 with a March, but for 1980, even though we started with a March, I thought a Ralt chassis was worth looking at. I had seen what Rob Wilson was doing with one and so I figured it was a pretty good car. We jumped in Ron’s Porsche and went to the Ralt place in Byfleet. Ron came out and told me I had got what I wanted, which was the Ralt—I was a bit taken aback. I had only suggested we went to look at it, not actually do a deal there and then!

“It was embarrassing to begin with. We were down at Goodwood with the March and the Ralt doing testing. We couldn’t get the Ralt RT3 going quicker than the March. Stefan and I would have a laugh about who was going to go and tell Ron that we couldn’t get the new chassis to work.

“I got fed up one day running it with the Ralt set-up and we made some massive changes. We stiffened it right up. It was a

proper ground-effect car. In the end, we got it working and Stefan won the title. At the end of the season, Ron told me to sell the car and Jonathan Palmer, and his mentor Mike Cox of West Surrey Engineering, got in touch. We took it to Goodwood and Stefan did a benchmark time, and then Jonathan, who had never driven an F3 car before, got in and was as fast as Stefan. He did a great job. Mike Cox bought the car, but they had only ever run a Formula Ford 1600. Jonathan Palmer rang me a few weeks later and said that they had lost their way with it a bit. They had lost some pace. I got them to bring the car back to Project Four, and I gave them a list of things to do and things not to do. I reset the car up with them and I went down to Goodwood. JP actually went quicker than we had ever been before, and I knew he was good. I took Mike Cox to one side and I told him, although it wasn’t my problem, he had already spent quite a bit of money on the car and he needed to get someone who knew what they were doing to run it otherwise they had wasted their money.

They had already engineered it backwards in term of set-up.

“He asked me what I was doing and asked me if I would be interested. I said I was committed to go back to New Zealand and run David Oxton over the winter, so I want to do that. I was coming back mid-February, and then I went straight to West Surrey Engineering. We set it up from 12,000 miles away—the workshop close to Shepperton, the trucks, everything.”

MN: How did it come about that you took the West Surrey Racing name then?

DB: “For the first year, we ran under the West Surrey Engineering banner. We then changed it to West Surrey Racing the year after. I ran the show, but others looked after all of the finances for me. In 1981, Mike Cox promoted West Surrey Engineering on the car with Palmer, but when we ran Enrique Mansilla in 1982, we had a full sponsor so the West Surrey name came off and it was at that point we changed the name. Cox stayed as a silent partner up until 1991. Then I took over the whole show. We moved to Lower

continued on page 14

FEATURE



Roland Ratzenberger drove with Bennetts in the 1987 F3 season



Hakkinen (c) took the F3 crown in 1990 with WSR



Bennetts, Allan McNish and James Hunt in 1989



WSR returned to single-seaters with Matt Halliday A1 GP in 2005-'06

Sunbury and then did things slightly differently from then on."

Question: "Why did you switch from Formula 3 to the British Touring Car Championship in the mid 1990s. Also, how did you end up with the works Ford contract for 1996?"

Adam Stokes
Via Facebook

DB: "I was getting a bit bored with Formula 3, because all of our five champions were in Ralt cars. We switched to Reynard because [Ralt boss] Ron Tauranac had sold out and the 1992 Ralt RT36 was an Andy Thorby-designed car. It was very tricky, it looked like a Formula 1 car and it would have been very difficult to work on. I had a hunch that it would not be competitive, and it wasn't. We did a deal with Reynard and ran that, and then the all-conquering Dallara came in and we could see the writing on the wall. It changed the whole game. Luckily we had Marlboro on board as a sponsor and they paid for us to switch to a Dallara too."

"The Dallara was such a good car out of the box – usually I could always find bits on the Ralt and make it faster, that challenge was gone with the Dallara. The engineering challenge was gone. You could go to Dallara, get one within 24 hours and be out on the race track winning. All the information they gave you about the aerodynamic balance and all sorts was a whole new level. It took some of the joy out of it for me."

"In 1995, a Kiwi contact of mine, Paul

Rasidich, was driving a Ford Mondeo in the British Touring Car Championship for Andy Rouse. He rang me and told me they were falling behind. Rouse wasn't into all the computer-aided design that was coming into the BTCC at that time. He said come to Brands and have a look and he introduced me to the main guys at Ford. We got chatting and they rang me and asked me if I would like to be involved. There was a hiccup though: for year one, we were just supposed to run the car. Reynard had been supposed to build them but Ford left the decision so long that Reynard said no, they couldn't do it in time for 1996 but they could do it for 1997. We were stuck: we had a works Ford deal but no cars! We flew out to Germany and we got two Mondeos from Schubel Motorsport. They had been running a different drivetrain, and we had to make them front-wheel drive. It was a dreadful car and it was so unreliable. We were sat in the workshop in the early hours of the morning and I was thinking: 'I left Formula 3 for this!?' Then in 1997, the Reynard car was not much better. It used a lot of high-tech stuff, but it kept breaking down. They had never built a touring car before so they must have done a good sales pitch to Ford, but we were the ones who were left trying to make it work on the track. Then, behind closed doors, we got the nod to build a new car for 1998 ourselves. We got our shells from Belgium and we started building up our own car but then the deal went to Prodrive. They did the dirty on us, and we were left high and dry.

But my old friend Ron Tauranac put us in touch with Honda, which had been run by Prodrive, and we took over that programme."

Question: "If you were to change anything about WSR, what would it be?"

Sharon Milburn
Via Facebook

DB: "I would work hard on getting more commercial sponsors on board. I have always traded on the fact that getting results on track would be enough to get us sponsors – but it doesn't always work that way. If we change one thing, it would be that."

MN: It has been heart-breaking for you, because when you won the title in 2009, you lost your headline sponsor in RAC. Then, when you won it in 2014, you again lost your main backer, eBay Motors...

DB: "I joke with Colin Turkington, we never carry number one on the car because every time we've won it we couldn't keep him on."

Question: "What is your most memorable moment in BTCC?"

Sharon Milburn
Via Facebook

DB: "There are so many, there is not one that stands out. Probably the first championship, which we took back in 2009, was the most special. Colin Turkington won that in a truly epic race in the finale at Brands Hatch. I have a photo of that in my office. Some people have said that we can only win when you have

got Colin, but Andrew Jordan was only a few points away last season despite not scoring at all at Donington Park, and Sam Tordoff missed out by two points in 2016 too. It is not all about Colin."

MN: What would be your most memorable moment in Formula 3, too?

DB: "Probably the first Macau Grand Prix win with Ayrton Senna in 1983. That was the first time that everyone had been to Macau in Formula 3, which had taken over from Formula Atlantic as the main category. All the leading French, British, Italian and German teams were there. It was a strong field."

"Ayrton, the poor bugger, had been testing a Formula 1 car at Paul Ricard while everyone else had been out to Macau a week earlier getting used to the humidity and walking the track to try and learn it. Ayrton didn't arrive in Hong Kong until the Wednesday night, and the first practice was on Thursday. He was knackered. He had never seen the track. To win that one, both heats, was a real highlight. And we won it two years later with Mauricio Gugelmin in 1985. Mauricio was a fabulous driver: he didn't have the outright pace of Ayrton, but as a test driver, he was incredible."

Question: "If you weren't in motorsport what would your second choice of career be?"

Sharon Milburn
Via Facebook

DB: "I actually, when I was young, I looked at being an architect. I love drawing and sketching things. I actually

applied for a job as an architect, but because I was a lazy at school and always reading motorsport magazines rather than studying, I didn't get it. I was sitting in classes like French and thinking 'why do I need to learn French? I am 12000 miles away!' I narrowly failed my exams. A lot of my mates failed and went back to school to do it again, but my parents said I had to go out and earn a living. I applied to the architect and they were impressed with my drawings, but they said they couldn't take me on because I didn't have my exams. I came out of there and three doors down from the architect place, I saw I sign for an automotive engineer wanted. I knocked on the door and got the job. Engineering was my second choice of career."

Question: "Was there a driver who you thought would be an F1 world champion, who had all the attributes, but never got the breaks?"

The Hard Compound
Via Twitter

DB: "Maybe Allan McNish, I rated him. We should have won the championship with him in 1989 but we lost it in a court case after what was a tumultuous year. We won the protest, but lost the championship – it was a very complicated situation."

Question: "Has running sportscars ever appealed to you?"

Chris Philips
Via email

DB: "A little bit but not a lot because



The WSR BMW 125i M Sport was a winner



The WSR team has been the benchmark in the BTCC in recent years



Another champ through the doors: Nigel Mansell and Dick Bennetts

endurance racing, to me, is not of interest. If they were 30-minute races or an hour, then maybe. When we were running the MG Sport and Racing programme in the British Touring Car Championship, I went to Le Mans in 2001 as a guest. It was a beautiful-looking Lola. It was quite good to have a few drinks and walk around. But the money people were spending to win that one race was amazing, but it seemed to me that it was all about the reliability of the cars. OK, they all have professional drivers but the luck factor seemed to override the engineering skills. A 30-minute race to me is fine."

Question: "What is your favourite race track in the world?"

Emma Facey

Via email

DB: "I'd say Macau. It is such a unique circuit with a real engineering challenge behind it. It has a long straight so can't run too much downforce, but then you want the downforce for the twisty sections up the top."

Question: "Will there be a Dick Bennetts book?"

Chris Phillips

Via Twitter

DB: "I have people ask me, and one recently. But who would read it? I am just a bloke who works away and does my job. There probably will be a book – there are some funny things that have happened but I am not sure all of them should go into print!"



First BTCC title was in 2009 with Turkington

FEATURE

THE BEST RALLY STAGES IN THE UK AND IRELAND

Motorsport News took to social media to decide the best point-to-point routes in rallying in the UK and Ireland. Here's what the public came up with. **Luke Barry**, with help from David Bogie and John Rowan



The Donegal Rally is one of the most popular events

The full shortlist: Twiglees, Gartly Moor, Castle O'er, Calgary Bay, Errochty, Ae, Drummond Hill, Abbey St Bathans, Loch Ard – Scotland. Bewshaugh, Dalby, Grizedale – England. Sweet Lamb Hafren, Myherin, Penmachno, Dyfnant, Dyfi, Alwen, Radnor, Halfway, Route 60 – Wales. Torr Head, Glendun, Hamilton's Folly – Northern Ireland. Ballaghbeama, Atlantic Drive, High Glen, Molls Gap, Healy Pass, Knockalla, Ring – Republic of Ireland. Druidale, Baldwins, Andreas – Isle of Man



No Kielder stages made it onto the final list

It's no secret that the UK and Ireland boasts some of the finest forest and closed-road rally stages anywhere in the world. From the deep Welsh forests and killer Kielder complex to the narrow Tarmac lanes of the Isle of Man and demanding roads of Ireland, UK competitors are spoilt for choice when it comes to great rally stages. But which tests are just that bit better than the rest?

After successfully picking out the greatest racing circuit corners (see June 24 issue), Motorsport News decided to do the same for the rally stages, selecting 32 in total and whittling that selection down to



MN's expert: Bogie

eight via a public vote. The results may surprise a few, particularly in light of settling a common fan debate regarding the future destination of Britain's World Rally Championship round.

We've enlisted the help of five-time Scottish and 2011 British Rally champion David Bogie – and his right-hand man John Rowan – to talk us through the unique challenges that your selection of stages present.

SWEET LAMB HAFREN, MID WALES



The Sweet Lamb watersplash is iconic

MN says: Rally stages don't come much more famous than Sweet Lamb Hafren. The Sweet Lamb bowl is one of the most revered spots to watch a rally car in the UK, offering sublime views of a technical section including two tricky jumps and two watersplashes. It's an extremely popular venue for testing too, meaning it is well known to competitors. And, don't forget, it holds painful memories for the world's best, with Ott Tanak's Toyota Yaris WRC grinding to an agonising halt here last year. As for the Hafren section, Mr Bogie has some tips...

David Bogie's expert view: "Sweet Lamb is an iconic venue. The amount of spectators that they cram into Sweet Lamb is incredible. It makes for a great atmosphere. As a driver, it's an enjoyable stage to drive but it's maybe not my favourite, [but] that atmosphere that makes it. Usually you'll have the helicopter following you through the Sweet Lamb complex as you can see quite a lot of the car in a short space of time. Into Hafren and there's so many corners [and] it certainly rewards accurate pacenotes. For example, a four-right note, I would have a 'long' and then I'd have a 'very long' but it's actually knowing where that corner opens up to hit that apex. I would take more time to describe the length of the corner than certainly other stages, try and maximise when you can let the car come out and use all the road where the corner would open up. That's where the time is to be gained, from carrying your speed through these corners and hitting the apex exactly where you need to hit it, that's where you could be carrying an extra say 10mph down the next straight and if you can carry 10mph down a straight it's amazing how the time can reward you or cost you."

WHAT IS AVAXHOME?

AVAXHOME-

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recent software, latest music releases.

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Cheap constant access to piping hot media

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Photos: Jakob Ebrey, Clive Wasson, Martin Walsh

ATLANTIC DRIVE, DONEGAL

MN says: Deceptive is probably the most effective way to describe Atlantic Drive. As its name suggests, the stage loops around the Rosguill peninsula in the Atlantic in north-west Ireland, just north of the village of Downings. There's little room to breathe as corners are continually thrown in the path of drivers as the stage snakes through the narrow Irish moorland countryside, with grip often at a premium. Precision is therefore key, adding impetus onto the pre-event recce to note down the countless corners correctly. As the stage progresses, it trickles onto higher ground and beside the hilltops before heading back down towards sea level and picking up in pace, creating a true undulating challenge. Asphalt tests don't get more satisfying to crack than this one.

David Bogie's expert view: "The stage is just relentless, it's corner after corner, very, very tricky. There are a lot of corners that will tighten, a lot of blind corners over crests and it would be very easy to get caught out on Atlantic Drive. However I would still rate that up there with my favourite stages. It rewards the brave. You would never focus on the view [when driving] but the views surrounding it are beautiful. It certainly makes for an enjoyable recce, but obviously when you're focused on the road it's very much tunnel vision and you don't get much of a chance to look out to the gorgeous views."



Atlantic Drive throws many corners at the competitors

HIGH GLEN, DONEGAL



High Glen shifts character throughout the stage

MN says: In truth, the entire Donegal International Rally would have deserved a place in this list, but what is it that makes High Glen special? Put simply, it's the perfect encapsulation of the nature of the Donegal stages. Fast; flowing; tight and twisty, High Glen has it all. Heading through the bumpy moorlands, into a village and under the cover of trees at various points, there's simply no let up as it carves its way through the Irish scenery. Traditionally held on the Sunday, this stage has had the honour of closing out the event in recent years. After reading MN, head over to YouTube and search for Rob Duggan's effort in 2018. He set the fastest time in his Ford Fiesta R5.

David Bogie's expert view: "My pace has always been good on High Glen. Previously it wasn't one of my favourites, but certainly when you're driving the stage it is a fantastic, fantastic stage. We've set quickest modified times across High Glen. It's very much a stage of two halves. Depending on which way they run the stage, one half is very much a moorland road which is a brilliant road and the next half is through the trees and there's a lot of corners that will tighten on you, double tighten on you, and it really rewards the lines again on apex and hitting these apexes, carrying your speed. It can be quite greasy below the trees so you get a lot more sideways and the car moving, but predominantly being a gravel driver, I don't mind the car moving and that's probably one of the reasons the stage has suited me in the past. It's challenging regardless of what you're driving. Every time I come out of High Glen I think 'bloody hell what a fantastic piece of road' so it's one of those that stand out."

FEATURE

MOLLS GAP, KILLARNEY

MN says: The sight, and perhaps most pertinently the sound, of a modified Ford Escort Mk2 attacking Molls Gap should be one of the world's seven wonders. If you have any friends who don't understand your obsession with rallying, then this is where to take them. The Molls Gap mountain pass itself is a well-known part of the Ring of Kerry tourist route, but is best enjoyed at competition speeds. Part of both Rally of the Lakes and the Killarney Historic Rally, this stage is one of those ones that the drivers always target to tackle and then to ultimately conquer during their careers. And as a personal favourite of Jimmy McRae, it's hard to argue with the inclusion of Molls Gap on this list.

David Bogie's expert view: "I've been up the Gap twice on the Killarney Historic Rally. Obviously they use it on Rally of the Lakes [too] which is a rally I've never done but certainly doing it in the historic, it's an iconic one. So, so high speed. Again, a wide road and it's all about your racing lines, where you position the car, making sure you're using all of the road. But it's certainly a road that will reward the brave however it is a very, very specialised stage. You can put lots of information into your pacenotes but having a great memory going into a stage like that, as the likes of Robert Duggan have shown in the past, then there's some serious, serious time to be gained. It would be fair to say almost that the rally's won and lost on the Gap. If you have a good time there and take time out of your competitors, in the other stages there's not so much to be gained so it is very much a make or break. The Gap is only a couple of miles outside of Killarney town so in historic it's the first stage you go into, so from leaving the start, heading to the Gap you're there in no time and you need to make sure you try and get as much heat into the tyres, heat into the brakes before going in there to get the best feel for what the car's doing. Each time you do the stage, I think you get quicker and quicker."



The views on Molls Gap are simply stunning

HEALY PASS, KILLARNEY



Healy Pass needs to be treated with respect

MN says: Beauty is in the eye of the beholder, but just like Molls Gap, it's impossible to argue against the Healy Pass being considered as one of the most picturesque rally stages anywhere in the world. The Healy Pass is a common tourist route and spans cross-country from county Cork to county Kerry, taking in the Cahal Mountains. And on Rally of the Lakes weekend, this beautiful stretch is off limits to tourists and closed off instead for rally drivers to attack it with all their vigour. The series of switchback hairpins a couple of miles into the stage are simply heavenly, demanding utter concentration from a driver and providing some spectacular viewing opportunities. For more flavour, check out Michael Fassbender's recent series from last year's Rally of the Lakes on Vero. Bogie however has never done this stage, so instead it's up to his co-driver Rowan to give us an insight from inside the car.

John Rowan's expert view: "I've done this stage a few times and it's another great test. It starts with a smooth section climbing up a mountain, but the higher you climb the surface changes and starts to get a bit bumpier. The middle part of the stage is where you find the downhill hairpins and this is what the stage is most known for. The scenery is incredible but you don't have too much time to be gazing out the window. The road needs to be treated with respect as a lot of corners tighten and your tyres are in for a tough time. After the hairpins, the stage opens back up again and gets very fast towards the finish."

KNOCKALLA, DONEGAL

MN says: Knockalla is a truly special test for the competitors to tackle but also is a must for spectators and definitely photographers with its coastal views. The looping hairpins at the start of the stage are iconic and force drivers to adopt their inner racing driver and absolutely nail their lines. With the double-width section negotiated, the test heads inland with narrower roads throwing up a different but no less demanding challenge. Another famous spot is a kicker jump over a hump-back bridge which generates some even more spectacular imagery. Even among such prestigious company, it's not hard to build a case for this being the best stage in the UK and Ireland. Bogie takes that belief one step further...

David Bogie's expert view: "Even before I got a chance to recce it I was excited about going to the Knockalla stage. We've had success there in the past, set quickest modified times and then we've been punished in the past. Last year, when we went off, it was on Knockalla [but] it's one of my favourite stages in the world. Just an iconic stage. Again, when you're

starting off at the beginning of the stage and you're looking up the hill, the excitement, the adrenaline that starts pumping through your body is incredible. [Like High Glen] it's almost a stage of two halves. You've got the beginning where you climb up through the hairpins up to the top of the hill before coming back down the other side. On the double-track road, it's about carrying your speed, using every single inch of the Tarmac that you can and the views are stunning. You look across into the Atlantic Ocean and the adrenaline that pumps through you as you're coming down the other side of Knockalla is incredible. It's so, so high speed and then you work your way along, turn off and you're into some very fast yet quite technical sections thereafter. Generally Knockalla has very good grip levels throughout, very abrasive, and if you can get a hard, slick tyre on a hot day it makes for a roller coaster ride. The high speed and high grip nature of the stages is what for me makes it one of the special ones. In fact, it's so special I even named a business after the stage, the Knockalla Cattle Company."



Knockalla is a huge hit among drivers and fans

HAMILTON'S FOLLY, ULSTER



The Hamilton's Folly jump is tricky to master

MN says: There are a number of different criteria a rally stage has to hit to make it iconic. Hamilton's Folly is one of those stages that obliterates all of them. A typical Northern Irish rally stage with its various 'yumps' and hedgerows lurking to punish any misjudgement, it has been used on both the Ulster and Circuit of Ireland Rallies in the past for generations. Its most famous spot is the jump just before a tricky 'square right' junction, which naturally is a hotspot for spectators. And as Bogie explains, it's an incredibly tricky section to get right with the driver having to consider their approach upon entry to the jump. Do they keep it pinned and simply pray the car survives, or back off and accept they could be haemorrhaging time to their rivals?

David Bogie's expert view: "It's [a] pretty bumpy [stage] which obviously makes it tricky. A lot of jumps and compressions, generally a nice grip level throughout the stage and it's obviously

made famous by the iconic Hamilton's Folly jump which is a hard jump to get right. It's about finding that sweet speed to go over it, because if you go too fast it can be very sore on the car and obviously risks doing damage however it's easy not to go fast enough which I've done in the past. I've seen drivers go over it and get way too much air and do damage to the car so there's that caution to approach the jump with, but it's one of the great ones, one of the good stages. Certainly in the north [of Ireland] it would be one of my favourite stages. On the likes of Knockalla you want a harder set-up, the stability of the car through the fast stuff, you don't want the car to start rolling away from you or understeering. On a bumpier stage like Hamilton's Folly, you'd definitely go a little bit softer on the suspension just to cope with the bumps and the choppiness so you don't get that feeling of the car's too pitchy or too nervous. You want the car to soak those bumps up."

RING, WEST CORK

MN says: West Cork is the only place to be on the weekend of St Patrick's Day. That's not just because the Irish know how to celebrate their patron saint, but also because it's West Cork Rally weekend. This rally's prominence is rising given its inclusion in the British Rally Championship calendar from 2019, but it was already a classic of the Irish Tarmac season. Ring is the jewel in the West Cork's crown. Starting just outside of host town Clonakilty, the stage hugs the coastline before trickling into the village of Ring and heading back in-land for an even more intense challenge. As Bogie has only ever driven the stage once, he didn't feel comfortable giving us the expert's view so he's

passed the baton back to Rowan. And when you're done reading Rowan's thoughts, looking up the onboard from Keith Cronin on this stage in 2016 when he was driving a Citroen DS3 R5 is a must.

John Rowan's expert view: "Ring is usually the first stage of the rally and it has everything. You start on the main road by the sea and it's all about nailing the racing line on cold tyres which is not a great mix, only the best will get this right. After the village section the stage becomes more narrow with lots of fast sections, and at that time of year running water can be an issue. It's a stage that requires total commitment so any slight hesitation can cost you greatly against the clock."



March weather and cold tyres make Ring tough

RACING REPORTS

Photos: Mick Walker, Richard Styles

DONINGTON PARK: HISTORIC MASTERS FESTIVAL BY PAUL LAWRENCE

JULY 18-19


Cantillon was a double winner

CANTILLON STEALS THE HISTORIC F1 SHOW IN DONINGTON BATTLES

Two wins for the Williams FW07C of Mike Cantillon topped two excellent Masters Historic Formula 1 races at Donington Park but Cantillon had to race hard in the two races.

A lack of European visitors kept several grids lower than usual and a dozen cars lined up for the Historic F1 races. But despite the modest field, both races were first class as a virtuoso performance from Michael Lyons kept his Hesketh 308 at the head of the action for many laps.

In both cases, the ground-effect cars of Cantillon and Steve Hartley (McLaren MP4) hunted the older car mercilessly and there was an air of inevitability about the way that Lyons was finally pushed aside. In the second race, with the top four finishers reversed on the grid, Lyons made hay while Steve Brooks (Lotus 81) held Cantillon and Hartley at bay over the early laps. Once finally past Lyons, Cantillon could never relax as Hartley maintained

a spirited challenge.

Jonathan Mitchell had his second winning Sunday on the bounce in his Chevron B19, this time in the hour-long Masters Historic Sports Car race. In the early laps, Mitchell ran third as Tom Bradshaw (Chevron B19) and Gary Pearson (Lola T70 Mk3B) disputed the lead.

Pearson powered ahead but hit gearbox problems heading over the startline and retired the Lola. Instead of sweeping ahead, Bradshaw was peeling off into the pits with a misfire at the same moment, which left Mitchell with a commanding lead.

Saturday's HGPCA European season-opening race got the only rain of the weekend with a fairly wet track which started to dry again in the closing stages.

But that made little difference to Will Nuthall who started his Cooper T53 from the pitlane after a plug lead came loose. Nuthall was last into Redgate but romped up the order to take over from Sam Wilson in his Lotus

20/22, newly converted back to F1 trim with a 1500cc twin-cam engine.

The Historic Touring Car race was a cracker as three Mustangs disputed the lead. From the start, Nigel Greensall charged into the lead in David Gooding's car as Craig Davies and Steve Soper gave chase. A safety car as the pit window approached caused drama and Davies had to go round again after stopping too soon.

Gooding emerged from the stop with a 27s lead but was hunted down by Davies after Henry Mann, who relayed Soper, rattled into retirement. Davies duly swept ahead and Gooding then lost a couple of places with a moment at the chicane, but not before an impressive drive considering his limited experience.

Gary Pearson (E-type) aced the Gentleman Drivers race while Shaun Lynn and Steve Tandy shared the Endurance Legends spoils and Tom Bell and Joe Ferguson won the Pre '66 Mini races.

RACE WINNERS

HGPCA race

Will Nuthall (Cooper T53)

Masters Historic F1

Race 1: Mike Cantillon (Williams FW07C)

Race 2: Cantillon

Gentleman Drivers GT

Gary Pearson (E-type)

Masters Historic Sports

Jonathan Mitchell (Chevron B19)

Masters Endurance Legends

Race 1: Shaun Lynn (BR01)

Race 2: Steve Tandy (Lola B12-60)

Masters Historic Touring Cars

Craig Davies (Ford Mustang)

Masters Pre '66 Minis

Race 1: Tom Bell

Race 2: Joe Ferguson



Mitchell took the spoils in the Historic Sports Cars

SNETTERTON: 750MC BY JASON NOBLE

JULY 18-19

MORGAN LEAVES IT LATE FOR STOCK HATCH GLORY

Ryan Morgan took home the honours from the 750 Motor Club's top race of the weekend at Snetterton, winning a tense final-lap duel in Classic Stock Hatches with Lee Scott thanks to his efforts keeping the throttle pinned out of Murrays while rallycrossing on the grass in his Ford Fiesta.

That followed a nailbiting earlier race in which Pip Hammond (Vauxhall Nova) braved it out in a three-wide scrum at Wilson to overcome Scott and Citroen driver Andrew Thorpe in a race shortened by Terry Roughton flipping his Citroen onto its roof.

In Formula Vee, James Harridge opened the season with two wins, the highlight coming from a 17th-to-first stormer in race two which he was almost denied when leaking oil meant a black and orange flag seemed inevitable.

But he was saved when Richard Rainbow stopped 11 minutes in to the

15-minute race and brought out a red flag, ending the race early.

Race one of the Locosts was a fraught 0.02-second victory for Geoff Peek who denied Martin West at the line. The decisive move proved to be his late-braking into Brundle dicing with West, David Mason and Thomas Gadd to seal the deal.

Peek found himself in an equally sweaty encounter in race two, this time with Murray Shepherd as the pair traded the lead multiple times.

But Shepherd's final move proved to be the clincher – he swept past Peek at Brundle shortly before a safety car came out to the end to cover a handful of cars which stopped down the Bentley Straight.

Paul Cook and Aaron Cooke scrapped for honours in the Toyota MR2s, Cooke seizing the invitation from Cook's clumsy approach to Wilson on lap three for the champagne.



Ryan Polley was a double winner in the Clio 182 series

RACE WINNERS

Locost

Championship

Race 1: Geoff Peek (Locost)

Races 2 and 3: Murray Shepherd (Locost)

Formula Vee

Championship

Races 1 & 2: James Harridge (Maverick Vee)

Toyota MR2

Championship

Race 1: Aaron Cooke (Toyota MR2 Mk2)

Race 2: Nick Williamson (Toyota MR2 Mk2)

Bikesports Championship & Sports 1000

Race 1:

Martin Brooks (Radical PR6)

Race 2: Josh Smith (Radical PR6)

Classic Stock

Hatch

Race 1: Pip Hammond (Vauxhall Nova GTE)

Race 2: Ryan Morgan (Ford Fiesta)

Alfa Romeo

Championship

Race 1: Barry McMahon (Alfa Romeo 156)

Race 2: Graham Seager (Alfa Romeo GTV)

Ma7da Series

Races 1 & 2:

Jonathan Lisseter

(Ma7da)

116 Trophy

Race 1: Samuel Carrington-Yates (BMW 116i)

Clio 182

Championship

Races 1 & 2: Ryan Polley (Clio 182)

MX-5 Cup

Races 1, 2 & 3:

Ben Short (Mazda MX-5)

Type-R Trophy

Races 1 and 2: Dan Thackeray (Honda Civic Type-R)

Sports Specials

Race 1: Andy Hiley (Chronos HR15)

Race 2: Paul Collingwood (Eclipse SM1)

OULTON PARK: BRSCC BY MARK PAULSON

JULY 18

MACLENNAN FEELS THE HEAT BUT HOLDS ON FOR NATIONAL FORMULA FORD WINS

Neil MacLennan resisted plenty of pressure and enjoyed a little fortune as he won the opening two rounds of the National Formula Ford Championship.

MacLennan had been overtaken by Rory Smith before getting the nod on countback when the opener was red-flagged. He then held off the train of Smith, Chris Middlehurst and Festival winner Jonathan Browne in race two. Peter Daly twice took Northern Championship honours

as the series combined to form a capacity grid.

The Touring Car Trophy and Volkswagen Racing Cup also shared a grid. Henry Neal, the only non-TCR-spec runner in TCT, outbraked Lewis Kent mid-race into Shell to win race one, before Kent made the most of a better getaway to clinch the second race, with Neal following him home. Having never previously been on the podium, VW Golf runner Richard Gilbert

twice topped the VW Cup section, leading a JM Racing 1-2 with Josh Coggan in the first, then resisting Ollie Brown later.

Ian Jones held off champion Steven Dailly to win the first BMW Compact Cup exchange of the season. But when the pair both went off in race two, Tom Griffiths came through to win from Ben Huntley.

Star of the Civic Cup field was Bruce Winfield, who dominated the opener from pole position

and was classified second from 15th on the grid in race two, which brought a first-time win for Morgan Bailey.

Mark Robinson and William Heslop shared success in the ST-XR Challenge, Robinson claiming the first after Heslop ran wide at Cascades. Dominique Mannsperger and Tom Cockerill won two entertaining tussles for novice drivers in the Caterham Academy.

RACE WINNERS

National Formula

Ford 1600

Races 1 & 2: Neil MacLennan (Spectrum 011C)

Northern Formula

Ford 1600

Races 1 & 2: Peter Daly (Van Diemen RF88)

Touring Car Trophy

Race 1: Henry Neal (Honda Civic Type R FK2)

Race 2: Lewis Kent (Hyundai i30 N TCR)

Volkswagen Racing Cup

Races 1 & 2: Richard Gilbert (VW Golf)

BMW Compact Cup

Race 1: Ian Jones

Race 2: Tom Griffiths

Civic Cup

Race 1: Bruce Winfield (EP3)

Race 2: Morgan Bailey (EP3)

ST-XR Challenge

Race 1: Mark Robinson (Ford Fiesta ST)

Race 2: William Heslop (Ford Fiesta ST)

Caterham

Academy

White: Dominique Mannsperger

Green: Tom Cockerill

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TRACK TEST



Austin joined the CityCar Cup official test session

SMALL REALLY IS BEAUTIFUL FOR NEW CITYCAR CUP

MN sent **Rob Austin** to find out more about the fresh British Racing and Sports Car Club category for 2020



The BTCC race winner thinks the cars will be perfect for the novice

I have always lived by the ethos that smaller is more beautiful. It is an outlook that has taken me far in life, and one of my proudest moments was talking my wife Lucy into that philosophy too. Anyhow, I have always been a fan of small race cars too, and the British Racing and Sports Car Club has come up with something to fill a real niche in British motorsport: the CityCar Cup.

I have run entries and competed myself in the endurance-based British Automobile Racing Club's Citroen C1 Challenge in recent seasons. The cars are a hoot: cheap to run and the smiles-per-hour return factor is fantastic. I know the pleasure these machines can bring but I was slightly cautious when I heard about the CityCar Cup. I thought that the BRSCC was trying to do some kind of copycat series.

The CityCar Cup is catering for the same base car, along with the very similar Toyota Aygo and the Peugeot 107 model. I imagined, initially, it would be challenge to the existing C1 series and that is always a worry because you end up with two diluted championships. But I was very wrong as I found out as I went to the pre-Cup test day at Croft last week.

The philosophy behind the CityCar Cup is very different. It is for drivers

taking their first steps on race tracks. There will be short, sharp 20-minute races for the competitors. The CityCar Cup races this year will just be run as part of existing ClubSport Endurance grid to get the ball rolling and for the organisers to get some experience under their belts for the four events that are planned in 2020, but it will be a seven-round standalone class for next year with two or three races at each. Organisers tell me that they have already had really good interest and they reckon there are 18 cars ready to go now. I think they will be disappointed if they don't have upwards of 20 cars on the grid next season.

Aiming the CityCar Cup at the person who hasn't yet got a race licence is a fantastic idea. It is interesting because entry-level national motorsport is, these days, something like a Mazda MX-5 Championship or one of the Caterham series. Although they are perceived as entry level, they are all extremely competitive and they have got big grids. It can be quite intimidating for someone who is hitting the track for the first time to be out there with those kinds of competitors.

It is the same situation in the BARC C1 endurance championship – I have run relatively inexperienced drivers who are going out in my cars for their first stint and they are just getting up to pace and are very aware that every other drivers are well on it and pushing

hard. There are some very experienced guys in that championship – and I will include British Touring Car Championship chief executive Alan Gow among them. So, looking at what the organisers of the CityCar Cup are doing with their series, I came away very impressed with the ethos behind it. I have an interest in the BARC C1 Challenge series but I don't think the CityCar Cup is a threat to that. It is a different thing with a different emphasis and a different pool of drivers.

Yes, it will use the Citroen C1 alongside the Peugeot 107 and Toyota Aygo base cars, and that is because they are such a good machines. They are all cheap and affordable, but the CityCar Cup bosses have taken a different approach in the way they build the race cars. The CityCar Cup machines feel like a little race car, whereas the endurance-spec C1s feel more like a road car with a rollcage bolted into it.

The CityCar Cup cars have lot more work done with the dampers and they are fitted with a stiffer spring rate. Also, it will use a track tyre rather than a road-going tyre. That makes a lot of difference to how the machine handles: it does feel like a well engineered little racer. There is less pitch and body roll than the endurance C1s and you can't slide it around as much. That means it feels like it is more solid, more like something you would expect to find on the race track. It is a different concept.

Photos: Tony Todd



The Peugeot 107 is one of three choices



Austin says that the cars at set up to inspire a smooth driving style

TECH SPEC

CityCar Cup: One-litre, three-door models of the 2005-2013 Toyota Aygo, Peugeot 107 and Citroen C1
Engine: Completely standard 1KR-FE engine with series-controlled ECU remap
Build: Rollcage, SW Motorsports bespoke bolt-in full cage
Suspension: GAZ adjustable coil-overs all round with series control springs; series-controlled Powerflex Suspension bush kit
Tyres: Nankang NS-2R 165/50 R15 73V
Wheels: ATS Streetrallye 15-inch alloy wheels
Others: Series-controlled exhaust silencer

CALENDAR

CityCar Cup 2020	
TRACK	DATE
Cadwell Park	August 1-2
Anglesey International	August 22-23
Silverstone National	September 12-13
Donington National	October 17-18

"It is all about the smiles-per-hour you get"

Rob Austin

That has an added benefit which makes the cars a different proposition. On the endurance Citroen C1, because they are based on road, they pitched when you initially braked a lot more and the back wheels come off the ground. That triggers the anti-lock braking system because the rear wheels lock, obviously. You are riding on the ABS all the way into the corner. Because it is such a short car and it is pushed that far onto its nose, when the ABS kicks in, it makes it very unstable. What they have done with the Gaz-supplied damping on the CityCar Cup machines means that they have taken away that pitch that you get inherently. It is much more stable under brakes. It does feel like a lot flatter platform than the standard road car.

I drove all three and, from the drivers' seat, you wouldn't be able to tell which one you were in. They are all identical – exactly the same. On the day I tested the pocket rockets at Croft, one of the cars had a slightly different set-up on it so it reacted a bit differently, but they are the same essentially. You couldn't tell which one you were driving. I guess it will just be down to personal preference in which one you decided to race or prepare.

From the outside, I think it is a really good idea to have three different models and three different brands out there. Having run the Citroen C1s, I know that I can buy bits from a Peugeot or a Toyota if I need to and they will fit my

C1 perfectly. They are totally identical, and that means that the performance is identical too. To underline this in the CityCar Cup, all the cars will have a controlled engine map to make sure the competition is equal. The only thing different between the three race cars is the bumpers, the lights and the wings put around it.

The way the organisers have a range of options for the running of the cars is a real positive point too, because it is all about giving people the variety they want these days when they decide to take part in a particular series.

You can buy a kit for a CityCar Cup if you want, which is all the suspension bits and a bolt-in rollcage, which is supplied by SW Motorsport. For a bit more money, you can buy a complete kit, which includes your race seat, race-spec belts, fire extinguisher and all that kind of stuff. It will cost just under £7000. And they have already taken the plunge and built, I think, six cars ready to go. You can just buy a complete machine or rent one of them on an arrive-and-drive basis. That is really good, because it means it can attract competitors who have different levels of budget, and it also caters for those who don't mind getting their hands dirty and those who enjoy an engineering challenge. There is not very much you can do to the cars, which means that there is no point in chucking loads of cash at it and the field should remain



Familiar territory: Austin handled the CityCup C1

very tight in terms of lap time.

You can work on them yourself, which is a joy. They are not complicated cars, but I am not coming at it from a novice's point of view in terms of preparation. They are very simple though: if I can reshell one myself – and I am not a good mechanic – then anyone should be able to do that too (unfortunately a particularly bruising race at Silverstone two years ago meant I had to learn a lot more about rebuilding them than I ever really wanted to).

There is not a lot that goes wrong with the cars in my experience because it is such a good base car. In the 24-hour race we did at Rockingham a couple of years ago, there were more than 50 cars in the race and all of them saw the chequered flag at the end – even with BTCC hooligans like myself and Dan Welch behind the wheel.

In terms of its cost-effectiveness, you can't beat those cars that are going to form the grid of the CityCar Cup. The motor that is used in all three cars is a Toyota-developed engine that is just bulletproof. It is a well-built little car and you won't end up skint at the end of it. It really sounds like the ideal first step to me. I am impressed with the entire CityCar Cup concept and it has a justifiable place in the landscape of motorsport. Most importantly of all, in those cars, you just can't get out of them without a great big smile on your face. I certainly did. ■



The suspension design means the cars are stable



Working on the cars is a relatively simple job with no trick mechanics

THERE'S MORE!

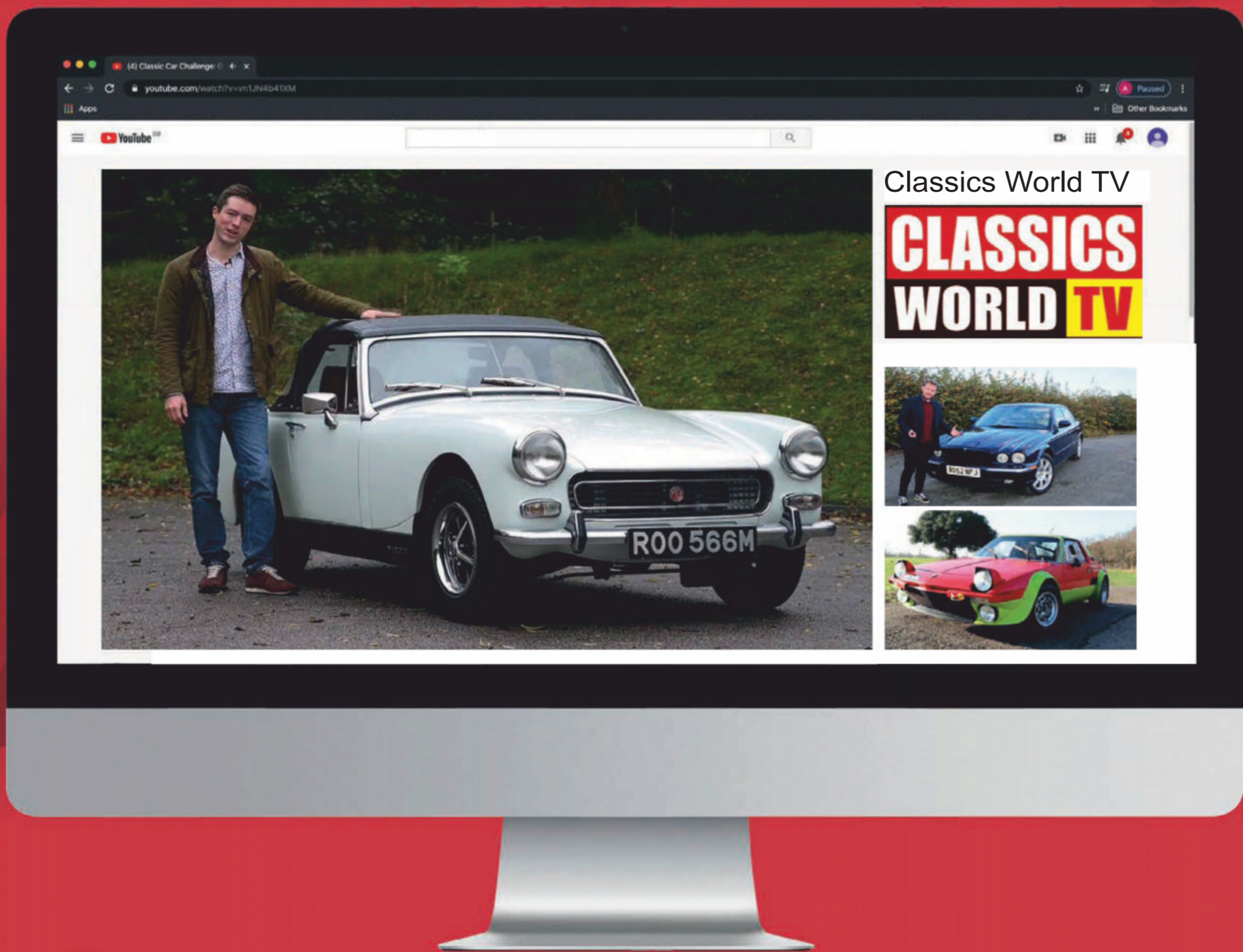
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WHAT'S ON

YOUTUBE GUIDE



Dixon has a never-give-up spirit

IndyCar legend Scott Dixon celebrates his 40th birthday today (Wednesday). He has five IndyCar titles, a total that only AJ Foyt can beat. And if Dixon's success can be attributed to one thing, it's that he never can be counted out.

He even prevailed in a vital race having been literally at the bottom of a multi-car wreck at the start. And this was with the latest of his title quintet on the line, in the 2018 season's penultimate round at the classic Portland road course.

Dixon emerged without damage, other than a mark on his nosecone. He was at the back while his championship rival Alexander Rossi was sitting pretty. Dixon also later picked up a pitlane speeding penalty. Yet somehow come the end he was smelling of roses.

It's condensed into three minutes at: youtube.com/watch?v=X49QUdVSMaO. There's a half-hour highlights package here: youtube.com/watch?v=NiP4Pk8mTEA. Or you can watch the race's two-hour entirety at: youtube.com/watch?v=3rsi6x3O8gc. You also can find all three by searching '2018 Portland IndyCar'.

Graham Keilloh

TV GUIDE

For the first time in three weeks there is no Formula 1 meeting this weekend to keep us occupied, but Sky Sports F1 on Wednesday has analysis of the Hungry round just passed, in **The Weekend Debrief** (2100hrs-2130hrs).

And come next week Sky F1 begins its build-up to the belated British Grand Prix, with **F1 Classic Races** showing highlights of some memorable British rounds from the 1980s. It starts on Monday with John Watson's win for McLaren in the 1981 event (2100hrs-2145hrs), followed by Nigel Mansell's dramatic 1986 victory over Williams team-mate Nelson Piquet (2145hrs to 2230hrs), also F1's final race at Brands Hatch.

The following day we get Mansell's even more dramatic Silverstone triumph over Piquet in 1987 (2100hrs-2145hrs) then it's Ayrton Senna's only British Grand Prix win in a sodden 1988 race (2145hrs-2225hrs). Rally Finland, scheduled for early next month, has become one of many Covid-19 cancellations. Fans get some recompense though with **WRC Review** on BT Sport 3 looking at last year's Finland event (Sunday, 0300hrs-0400hrs).

Crash fans get a blast of entertainment early on Friday, with **Crashes and Smashes** on ITV4 collating some big British Touring Car Championship prangs (0600hrs-0610hrs).

Graham Keilloh

LIVE TV

NASCAR Cup Series Kansas

■ Race: Friday, 0000hrs-0400hrs, Premier Sports 1

GT World Challenge Europe Imola

■ Race: Sunday, 1200hrs-1500hrs, Sky Sports F1

LISTINGS

SATURDAY-SUNDAY

■ **Brands Hatch, Kent MSVR meeting:** Ferrari Challenge, Ferrari Formula Classic Starts Saturday, racing from 1500hrs (qualifying from 0900hrs) Sunday, racing from 1500hrs (qualifying from 1000hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

SATURDAY

■ **Oulton Park, Cheshire MSVR meeting:** Clubmans, Focus Cup, Monoposto, Radical Challenge, Porsche Club Starts racing from 1050hrs (qualifying from 0830hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

SATURDAY

■ **Kirkistown, N Ireland 500MRCI meeting:** Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX5, Stryker Sportscars Starts racing from 1300hrs (qualifying from 0900hrs) No public access

SATURDAY-SUNDAY

■ **Thruxton, Hants CSCC meeting:** Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future

Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks Series Classic Starts Saturday, racing from 1130hrs (qualifying from 0855hrs) Sunday, racing from 1325hrs (qualifying from 0855hrs) No public access

SUNDAY

■ **Mallory Park, Leics 750MC meeting:** Caterham Graduates, 750 Formula, Historic 750 Formula, Hot Hatch Starts, racing from 1155hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

SUNDAY

■ **Cadwell Park, Lincs BRSCC/CMMC meeting:** Karts, Northern Sports/Saloons, Historic Formula 3, Modern Challenge/Modified Fords, Classic Cars/Classic Era Challenge, Sports/Saloons Starts racing from 1140hrs (qualifying from 0900hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Classic Jaguar D-type tackles the Chicane at Thruxton, photograph sent in by David Harbey



Gary Hill's shot of the down side of racing...



Dean Forward's McLaren, from Gary Hill



Chris Collier enjoyed a return to Snetterton



More from Chris Collier: dramatic flame-out



David Harbey's Porsche pic from Snetterton

NEXT WEEK



MATT NEAL: THE VIEW FROM THE TOP
Tin-top champ answers the MN readers' questions

OUT THURSDAY, JULY 30

*Details correct at time of going to press - we are all off to the Tide End Cottage in Teddington...



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Boot floor & battery box	-	£258
Boot floor rear repair	£30	-
Battery box	£31	£62
Door skin Mk3on - RH/LH	£44	£96
Door step, shaped - RH/LH	£16	£94
Floor panel front to rear	-	-
inc sill RH/LH	£89	£118
Front floor well - RH/LH	£28	-
Front panel '76on	£69	£208
Front panel to'76	£77	£208
Clubman front panel	-	£259



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Front wing - late	£62	£112
Front wing - Clubman	-	£126
Pocket closing plate	-	£16
Pocket filler	£7	£16
Rear floor well - RH/LH	£38	-
Rear valance all models	£20	£61
Rear valance closing assembly	£30	£43
Rear wheel arch	£68	£101
Screen corner repair	£18	-
Scuttle screen lower complete	£52	£149
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Sill outer 9" Mk3on - RH/LH	£28	-

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Largest stocks of Heritage Mini bodysHELLS in the World. Mk1, Mk4, SPi, MPi Sportspack & Clubman available.

Heritage Mini bodysHELLS From **£8954**

Our experts can prep & paint your body shell ready to build, or we can do the complete build for you...

Books & Manuals

Owners manual - '59-'69	£25
Mini workshop manual - '69-'01	£17
Tuning A Series 3rd edition	£23
Weber & SU carburettor manual	£17
Mini restoration manual	£30
Mini Cooper - Rally giants	£16
Ultimate Mini restoration manual	£40
Mini Essential buyers guide	£10
Anatomy of the classic Mini	£35
Mini Minor to Asia Minor	£16
1275 A-Series manual	£35
Anatomy of the Works Mini	£20
BMC competition secrets	£25



Subframes



Front - dry suspension type	£506
Front fully built, to '97	£2116
Front subframe mountings	From £4
Rear - dry suspension type	From £259
Rear - dry suspension type - POWDER COATED	From £281
Rear Mini Sportspack '97on	£475
Rear fully built to '97	£2188
Rear subframe fitting kit	From £32
Rear subframe trunion, rectangular or stepped	£25

Windscreens



Front Screens	Rear Screens
Clear	£41
Clear heated	£254
Tinted	£50
Tinted heated	£222
Top tinted	£48
Top tinted heated	£232
Rubber seal	From £10
Locking strip	£8
Clear	£121
Clear heated	£209
Mk1 clear	£155
Mk1 clear heated	£248
Rubber seal	£10
Locking strip tool	£13

Body Seals & Finisher Strips

Rear 1/4 glass seal - open	£9
Rear 1/4 glass seal - fixed	£11
Mk3 door seal	£17
Mk3 door inner chrome strip	£16
Door outer chrome strip	£20
Mk4 boot lid seal	£10
Mk4 bonnet drip rail	£8
Sill trim late - black	£9
Sill trim chrome deluxe	From £14
Roof gutter trim - black	£12

Hinges & Fittings

Door hinge set - external	£143
Door hinge set - internal	From £75
Door check strap	From £15
Door check arm assembly	£10
Bonnet hinge	£20
Boot hinges - pair	From £17

Carpet Sets

Standard black, red or grey	£29
Deluxe black, red or brown	£45
Newton Commercial	From £232
Sound insulation kit	£45

NEWTON Full range of classic interiors & trims available for all Minis.

Body Brightwork

Cooper 8 blade	£59
Cooper lamp holes	£111
Mk5 wavy classic	£92
11 blade chrome	£91
Grille side surrounds	£12
Grille top surround	£21
Mk1 Austin wavy	£101
Mk1 Austin Cooper	£102
Mk1 Morris Cooper	£86
Mustache surround	£100
Mustache ends	Each £12
Clips mustache ends	Each £1

Internal Bonnet Release	Complete Kit	£36
Grille Buttons	Chrome or Black Set	£11



Black	£51
O.E. spec stainless	£64
Chrome	£46
Chrome budget	£39
Stainless Mk1	£68
Stainless, door	Each Fr. £20
Black, door	Each £22
Chrome bullet	Each Fr. £33
Downton style	Each £22
Cooper - White	Pair £53
Cooper - Chrome	Each £33
Clip on classic	Each £22

Mk1 kit	£156
Mk1 kit & bumpers	£285
Mk2 override kit	From £58

Brightwork

S/S Headlamp peaks	£10
S/S Headlamp stoneguards	£11
Mk3 chrome no. plate lamp	£21
S/S Seam mouldings	Pair £26
Boot hinges - chrome	£13
Plain door handle scoops	£8
Alloy dip stick: blue, red, silver	£10
Aston style fuel cap	£19
Union Jack badge	£5
Cooper boot badge '96on	£13
GB boot badge	£5
Cooper S Mk3 bonnet badge	£25
Mk3 boot handle	£27

Wheel Arches

Special arches, black	£25
Chrome covers for special arches	£125
Monte Carlo style	£76
Sports pack style - glassfibre arches	£106
Group 2 glassfibre arches	£64
Group 2 race glassfibre arches	£69

Tools for the Job

Screen Lock strip tool	£13
Suspension cone tool	£30
Flywheel puller	£30
Socket flywheel/ Ball joint	£42
Sump plug socket	£9
Brake adjusting spanner	£11
Ball joint separator	£32
Grease gun	£32
Helicoil kit	From £30
Stud extractor set	£54
Oil filter removal tool	£25
Brake pipe flaring tool	£39
Eezibleed	£37



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Lamp Kits

Rover Cooper Lamp Kit (4 lamps, 4 brackets)

Full kit: 2 drive lamps & 2 fog lamps	£389
Full kit: 4 drive lamps	£389
Genuine lamps, fog or drive	Each From £68

Works Lamp Bar Kit

Lamp Bar, wiring, 2 Drive and 2 Fog lamps

Works lamp bar kit	£171
Works lamp bar	£66

Ignition

Ignition switch Mk4 on with 2 keys	£49
Ignition switch MPI with 2 keys	£70

Coils

Plug lead set	From £12
NGK spark plugs	From £3
Lucas sport coil	£34
Standard ballast coil	£58
MPI coil pack	£41

Distributors

23D4 Cooper S, 1275GT	From £49
25D4 - all Minis to '74	From £51
45D4 - all Mini '74-'80	From £38
59D4 - all Mini '80on	From £47
65DM4 electronic '84on	£96

Alternators & Starters

16/17ACR pre '80 NEW	£56
45 Amp '80-'85 exchange	£76
55 Amp '85-'96 exchange	£58
70 Amp '85-'96 inc SPI NEW	£72
MPI '97-'01 exchange	£107
Dynamo - NEW	£71
Starter Motors	
Pre engaged type - NEW	£83
Inertia type - NEW	£62

Wiring Looms

Mk1/2 Mini, Cooper & 'S'	From £190
Van/Traveller/Pick-up	From £230
Mk3 Mini, Cooper & 'S'	From £230
Mk4 2 or 3 clock	From £310

CV Joints Inner & Outer

Outer CV joint - Drum	£37
Outer CV joint - Disc	£41
Inner CV pot joint	£40
Rubber drive coupling	£31
Rubber boot kit outer CV	£5
Rubber boot kit inner CV pot joint	£5

Wheel Bearings

Front drum brake	£12
Front disc brake	£13
Rear	£13
TIMKEN front disc brake	£53
TIMKEN rear	£49

Swivel Hubs

Fully built standard hubs with...

ball joints & bearings	Each £122
Standard front hub	Each £58
Standard rear hub	Each £38

Drive Flanges

Drum brake type	Each £29
7.5" Disc type	Each £21
8.4" Disc type	Each £28

Suspension

ADJUSTA RIDE

Quick & Easy height adjustment. Replaces original trumpet & knuckle joint, without modification.

Front set	£48
Rear set	£66
Full Mini kit	£98

Shock Absorber Kits

Car set of Adjusta Rides & 4 shock absorbers.

Gmax shocker kit	£192
KYB Oil shocker kit	£147
KYB gas shocker kit	£184
Bilstein B4 shocker kit	£169

Shock Absorbers

KYB Oil shock absorbers	Each £18
KYB Gas shock absorbers	Each £35
Bilstein B4 Gas	Each £22
GMAX shock absorbers	Each £26

Suspension Parts

The ONLY genuine rubber cone

Rubber cone, genuine	£44
Top arm RH	£65
Top arm repair kit	£14
Bottom arm LH or RH	£41
Bottom arm bush	Each £2
Tie rod with bushes	Each £14
Tie rod bush, standard	£1
Radius arm, exchange	£139
Radius arm repair kit	£10
Top shocker mount RH or LH	£15
Ball joint kit (1 side)	£9
Knuckle joint	£5
Bump stops	From £4
Rebound buffer, front	£3

Brake Parts

Calipers - Each (RH/LH)

Caliper Cooper 'S' - 7.5"	£76
Caliper Mini '84on - 8.4"	£90
Caliper piston - Cooper 'S'	£8
Caliper piston - Mini '84on	£13
Caliper seal kit - Cooper 'S'	£6
Caliper seal kit - Mini '84on	£5

Master Cylinders

Cooper 'S'/GT - plastic reservoir	£48
Cooper 'S'/GT - tin reservoir	£81
Yellow tag Mini '85on	£78
Green tag Mini '89on servo	£89
Wheel cylinder	From £9
Brake hoses	From £5
Handbrake cables	From £6
Handbrake quadrant	Each £17

Brake Pads & Shoes

Mintex road 7.5" Cooper S	£21
EBC Green stuff pads 7.5" Cooper S	£39
Mintex road 8.4" discs	£12
EBC Green stuff 8.4" discs	£32
Mintex road 4 pot calipers	£15
EBC Green pads 4 pot calipers	£46
Mintex rear shoes	£14
Mintex front shoes	£15

Brake Disc & Drum

Disc Cooper S - 7.5"	Each £29
Disc Mini '84 on - 8.4"	Each £15
Drum standard	Each £13
Drum spacer type	Each £19

Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly	£713
8.4" '84on Disc brake assembly	£683
12" to 10" Disc brake conversion kit	£189

Cooling

Radiators

Alloy 2 core	From £115
Standard 3 core	£71
Mini SPI radiator	£130
Mini MPI radiator	£94
Expansion tank & cap - MPI	£84
Thermostats	From £3
Radiator caps (7-15lbs)	From £4

Fans/Belts

11 Blade plastic fan	£17
6 Blade steel fan, yellow	£46
Fan belts	From £4

Water Pumps

High capacity	£17
MPI water pump	£17

Heater Valves

Cylinder head mounted valve	£20
Inline valve ('90-'96)	£30
Inline valve MPI ('97on)	£30

Heater Matrix

Mk1 & 2 '59-'69	£82
Mk3 '70-'84	£59
Mk4 '84-'90	£52
Mk5 '91-'01	£65

Fuelling

Single SU Carbs

HS2, HS4, HIF44	Fr.£355
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Twin SU Carbs Kits

1 1/2" HS2	£1048
1 1/2" HS4	£1051

Service Kits

HS2/HS4	£38
HIF44	£40
Twin HS2/HS4	£59

Fuel Pumps

Mechanical	£30
Electrical	£73
Injection	£178

Oil & Filters

Castrol 4.5 ltr	£34
Millers classic 5 ltr	£26
Spin-on oil filter	From £5
Early oil filter element	£8
Standard air filter	£5
Injection air filter	£7

Standard Exhaust

Catalytic converter	£77
Single downpipe	£39
Injection downpipe	£53
998/1098/1275 Twin silencer	£66
Estate/Van/Pick-up Twin silencer	£72

Gaskets, Sets & Seals

Engine full set	From £11
Gearbox set - all Minis	£10
Head full set	From £11
Copper head gasket	From £11
Manifold gaskets	From £2

Reconditioned Engines

Over 50 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering and customer satisfaction.

Engines	Engine	+ Gearbox
998cc - A series, A+ & Cooper	£2718	£4089
1275cc - A series, A+	£2546	£3992
1275cc - Cooper Carb	£2621	£4078
1275cc - SPI and MPI	£2479	£3937
Surcharge from	£1260	£1800

+ = Engine and Gearbox
(all prices are exchange, we need your old units)

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A series rod & remote type gear change	£102
A+ rod type gear change	£103

Reconditioning Kits

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A+ rod change	£253

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Reground	From £299
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1275cc Slipper Standard Compression	£186
1275cc Slipper High Compression	£243

Engine Timing

Simplex set	£26
Duplex set	£35
Simplex chain only	£4
Duplex chain only	£7
Chain tensioner	£10
Tensioner bracket	£7

Oil Pumps

Slot drive 998cc or 1275cc	£17
Peg Drive 998cc	£17
Slot drive turbo	£41
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Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **E495.80** £594.96

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Spare side gears, 18 tooth each **E32.50** £39.00
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 Atlas CWP, 3.4, 3.7, 4.6, 5.1 **E251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather Pig's head only **E198.60** £238.32
E165.00 £198.00

Axle end stubs, R/H & L/H thread pair **E49.90** £59.88
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 Locking ring adjustment tool **E25.50** £30.60
 Caliper mount brackets, suit AP pair **E29.50** £35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts pair **E218.60** £262.32
 Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length) **E328.60** £394.38
 Flange to suit F/F hub kit **E49.50** £59.40

SPARES
 Studs each **E5.90** £7.08
 Seal pack pack **E13.90** £16.68
 Bearing, top quality each **E38.90** £46.68
 770mm '4340' halfshaft, 18 tooth each **E77.50** £93.00
 820mm '4340' halfshaft, 18 tooth each **E82.50** £99.00

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

266 x 21 'Forest' type discs pair **E159.00** £190.80
 FBL 002 disc bells pair **E51.00** £61.20
 Halfshaft flange, not F/F, suit std. axle each **E59.50** £71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit) **E395.80** £474.96
 Available 22 tooth (mates with std. halfshaft) **E395.80** £474.96
 Spare plate kit **E39.50** £47.40
 Spare side gears, 18 or 22 tooth (please state) **E32.50** £39.00
 English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 **E231.50** £277.80
 Spare side bearing, top quality **E19.90** £23.88
 Crush washer **E5.90** £7.08
 Crown wheel bearing **E9.90** £11.88
 Pinion bearing **E14.90** £17.88
 Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth **E443.80** £532.56
 English axle weld-on brace ring **E39.90** £47.88
 Special 10mm axle brace, English axle **E99.50** £119.40

SPARES
 Semi-floating hub assembly (less bearing) each **E144.40** £173.28
 Bearing '4340' **E48.90** £59.76
 Halfshaft, suit semi-floating kit **E77.50** £93.00
 Flange, not semi-floating, suit std. axle **E59.50** £71.40
 Flange, Group 1 type **E59.50** £71.40
 Brake disc, 265 x 10 each **E34.50** £41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **E324.00** £388.80
 Atlas axle, 16 spline **E354.00** £424.80
 Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **E399.00** £478.80
 Sierra 7"; Caterham **E399.00** £478.80
 Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **E399.00** £478.80
 Mazda MX5 (94-05) **E399.00** £478.80

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 5-speed bearing type gearlever **E40.50** £48.60
 5-speed quickshift conversion kit **E13.50** £16.20
 M10 ally 'Pro' gearknob **E14.90** £17.88
 M10 white or black nylon gearknob **E12.50** £15.00
 Propshaft, Type 9 - English or Atlas axle **E89.50** £107.40

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Wilwood brakes kit, 265x10, Powerlite caliper **E299.51** £359.41
 Wilwood brakes kit, 247x20, Midilite caliper **E468.49** £562.19
 Wilwood brakes kit, 285x21, Midilite caliper **E571.40** £685.68
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 RMD master cylinders from **E21.50** £25.80
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 8x13 **E87.50** £105.00
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Classic Ford wheels from
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 1.9" & 2.25" coil springs, 20,000 in stock! from **E15.90** £19.08
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 Helper spring adaptor, 2.25"-2.25" **E10.50** £12.60
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 Gaz, adjustable rear shocks each **E65.00** £78.00
 RH 2:9 ratio **E119.50** £143.40
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H/duty quick steering racks RH 2:4 ratio **E174.50** £209.40
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 Watts linkage kit **E199.50** £239.40
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X-Flow ally radiator **E179.60** £215.52
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Lockable fuel filler cap assembly **E49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **E62.34** £74.81



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 Bonnet pin kits, alloy **E7.00** £8.40
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M16 calipers to fit standard discs, pair **E89.00** £106.80
 M16 calipers to fit vented discs (no spacers needed), pair **E98.50** £118.20
 M16 caliper, shouldered bolts, set of 4 **E10.99** £13.19
 Group 1 vented discs (247x20), pair **E39.00** £46.80

M16 Calipers from
£89.00 £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
 Kit **E159.80** £191.76

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 Escort Mk1 front heated laminated screen (inc. rubber) **E198.60** £238.32
 Escort Mk2 front heated laminated screen (inc. rubber) **E198.60** £238.32
 Escort Mk1 front screen rubber **E24.92** £29.90
 Escort Mk1 rear screen rubber **E23.92** £28.70
 Escort Mk2 front screen rubber **E29.88** £34.90
 Escort Mk2 rear screen rubber **E29.88** £34.90
 Laser windscreen chip repair kit **E13.90** £16.68
 14" or 17" rear view mirror **E14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **E6.20** £7.44
 Bonnet rail bump stop, set of 4 **E10.90** £13.08
 Bonnet bump stop, centre-rear **E5.10** £6.12
 Wiring loom bulkhead grommet **E6.90** £8.28
 Bonnet release cable grommet **E5.20** £6.24
 Steering column bulkhead grommet **E7.20** £8.64
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 Spedo cable bulkhead grommet **E5.20** £6.24
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 Shock absorber top caps pair **E13.90** £16.68
 Rear bumper side plugs, set of 4 **E9.90** £11.88
 Oil line bulkhead grommet **E5.10** £6.12
 Brake servo rod bellows **E5.20** £6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

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