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MOTORSPORT NEWS

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RICCIARDO SHOCK!



AUSSIE SWITCHES TO RENAULT P3

Britons caught up in middle of rampant silly season



YOUNG LIONS FIGHT FOR F1 DREAM



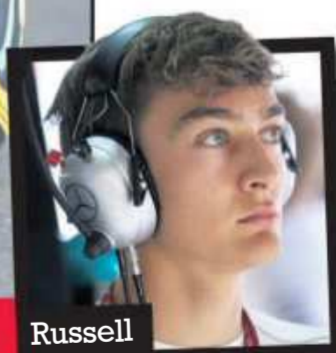
By Jack Benyon

British hopefuls Lando Norris and George Russell are facing a battle to force their way into Formula 1 in 2019, as the driver market silly season has been kicked into top gear this week.

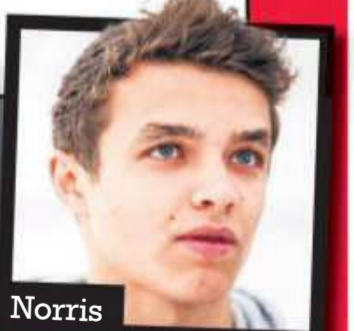
The uncertainty over the future of Force India – which has been placed into administration – and Daniel Ricciardo's shock move to Renault has paved the way for the busiest off-season in recent history in Formula 1.

Russell – who is leading the Formula 2 championship ahead of Norris – said: “There are a lot of drivers potentially moving around in F1, it's like a domino effect and I'm further down the line.”

Full story P2-3



Russell



Norris

PLUS RIVALS COULD BLOCK FORCE INDIA RESCUE P4

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MOTORSPORT NEWS

ASTON RIPS UP BRANDS HATCH



BRITISH GT ACTION FROM KENT P20

MN REWRITES RALLY GB ROUTE



HOW WE'D SHAKE-UP THE SHOWPIECE P22



MOTORSPORT NEWS ISSUE MJ3141 AUGUST 8 2018

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GB ROUTE**



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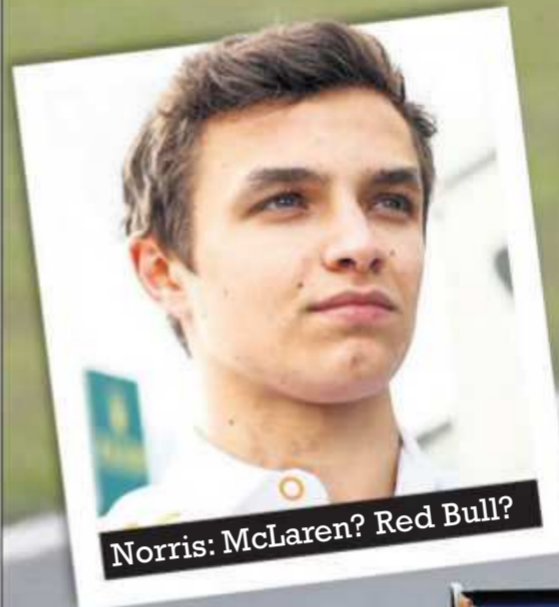
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Force India administration to shake

**BRITISH
FOR**



By Jack Benyon

Young British hopefuls Lando Norris and George Russell are facing a battle to secure a Formula 1 seat in 2019, with Force India's administration woe and Daniel Ricciardo's Renault switch set to disrupt the driver market.

Russell – a Mercedes junior who has also tested for Force India – and McLaren reserve Norris sit first and second in the Formula 2 championship past the halfway point of the season, and both were testing last week for their respective teams and have been since 2017 (*see right for times*).

Russell, 20, would have been a potential option for Force India, as his fellow Mercedes junior

Esteban Ocon had been in advanced talks with Renault, potentially vacating a seat for Russell to take. But with Ricciardo signing for Renault, that closed the door on Frenchman Ocon. With Renault no longer an option, he could stay with Force India or fill another seat that could block Russell's promotion.

Williams has emerged as a potential destination for Russell. The British outfit runs Mercedes engines and looks set to use its gearboxes next year too. With rumours that Lance Stroll's father is looking to invest in Force India, with Stroll moving to the team, that could open up another option for the 20-year-old Russell.

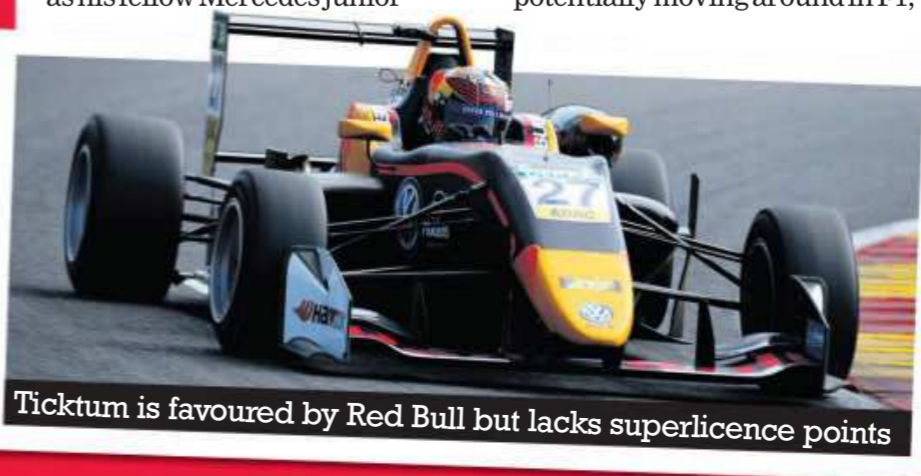
"At the moment, because I'm in F2, and there are a lot of drivers potentially moving around in F1,

it's like a domino effect and I'm further down the line," Russell told MN. "I feel like with what we are doing in F2, we're making the opportunities for ourselves. I feel like we have a fair chance, there's no reason why we shouldn't be given that opportunity [in F1], if we keep performing."

"I think the more we keep performing, like with the wins over the [F2] triple-header, it's forcing my name into the shop window and making Formula 1 teams realise 'we should be looking at this guy'."

"From that side of things, that's in my control. I have to keep being quickest, keep taking opportunities and keep my name out there. I can't rely on everyone else to settle. I need to make it happen for myself. I'll just keep doing what I'm doing on track and the rest will come."

Norris, 18, has an equally unclear driver shuffle hindering him. Fernando Alonso could leave F1 to go to IndyCar or sportscars, while Stoffel Vandoorne could be dropped from McLaren, or could move to another team. McLaren team boss Zak Brown has



HEADLINE NEWS

Photos: LAT

things up for Norris and Russell in seat jostle

JUNIORS FIGHT 2019 F1 SEATS



Russell: Force India fate key

confirmed he would be interested in Carlos Sainz, who is out of a drive at Renault, and that could be another driver Norris may have to contend with for a 2019 seat.

Red Bull remains interested in Norris and approached McLaren earlier this season to loan him to Toro Rosso in place of Brendon Hartley. But Red Bull's approach was rebuffed.

Speaking at the Hungaroring test last week, Norris confirmed that he could spend another season outside of Formula 1, as long as he was getting regular free practice appearances with McLaren to stay sharp and ready for 2020 in F1.

"Obviously it would be very nice to be in F1," said Norris, "but at the same time, staying with McLaren, maybe it's better to say I want to be doing FPs if there is a confirmation of a season in 2020 [in F1]. Maybe that's a better opportunity and a better situation to be in. Until everyone starts making decisions, I don't really know."

When asked if he could see himself driving for someone other than McLaren, he said:

"I don't think that's necessarily the way to go.

"Ideally I'll be with McLaren next year, that's the perfect situation. But it's not up to me to decide, it's up to the bosses and Fernando and whoever makes all the decisions.

"I just have to focus on Formula 2, doing the best job I can do in that, hopefully winning, and having good days like today and yesterday [at the Hungary test] just to try and persuade it my way. Until then, I just have to keep my head down."

Another Briton who has been linked with an F1 seat is Dan Ticktum. He is second in the

European Formula 3 standings, just one point behind series leader Marcus Armstrong. He undertakes key simulator work for Red Bull and the 19-year-old is highly rated by the squad.

But momentum behind him replacing Hartley at Toro Rosso has waned due to the fact Ticktum is unlikely to earn enough superlicence points to allow him to race in F1 unless the FIA changes the superlicence rules for a championship or one-off race like Macau. That is unlikely – especially for one driver only – but not impossible.

Additional reporting: Scott Mitchell

Ricciardo's move to Renault creates more silly season havoc

As if Force India's plight was not enough to give the F1 driver market a kick in the backside, Daniel Ricciardo's shock announcement that he will move to Renault for the 2019 Formula 1 season certainly did.

Red Bull was taken by surprise as the 29-year-old Australian – who had been expected to stay at the team alongside Max Verstappen – told it he would leave, 10 years after becoming a Red Bull junior.

"[It's] by far the toughest decision I've made in my racing career – but 29 years living on this Earth, it was actually one of the toughest life decisions I've made," said Ricciardo during a social media message. "I was on

the junior programme in 2008, [I have] some amazing memories from there, things that I'll always be grateful for and I'll never forget that ride.

"Personally I felt it was a time now where it was good for me to move on and have a fresh start somewhere else. I think it will be healthy for me."

Red Bull has thanked Ricciardo for his service, and now faces a vacuum as a regular threat for grand prix wins exits the team. It has two obvious options in Pierre Gasly, who is impressing in the Red Bull feeder team Toro Rosso this year, taking a notable fourth in Bahrain.

The other option is Carlos Sainz, who delivered at Toro Rosso

and has since been on loan from Red Bull to Renault from mid-way through last season. Part of the deal is that Red Bull can bring back Sainz if it wants to put him in the F1 car.

Gasly is believed to be the most likely option to replace Ricciardo.



Ricciardo (l) in for Sainz (r)

TESTING TIMES

Date: July 31-August 2 Location: Hungaroring

POS	DRIVER	TEAM	TIME
1	George Russell	Mercedes	1m15.575s
2	Antonio Giovinazzi	Ferrari	1m15.648s
3	Kimi Raikkonen	Ferrari	1m15.649s
4	Jake Dennis	Red Bull-Renault	1m17.012s
5	Antonio Giovinazzi	Sauber-Ferrari	1m17.558s
6	Nikita Mazepin	Force India-Mercedes	1m17.748s
7	Marcus Ericsson	Sauber-Ferrari	1m18.155s
8	Robert Kubica	Williams-Mercedes	1m18.451s
9	Lando Norris	McLaren-Honda	1m18.472s
10	Artem Markelov	Renault	1m18.496s

RACING NEWS

Photos: LAT

F1 ROUND-UP

Lauda's surgery

Niki Lauda is said to be making good progress after a lung transplant last week, according to one of the doctors who operated on the three-time Formula 1 world champion in Vienna. Lauda underwent surgery after falling ill while on holiday in Ibiza. Dr Walter Klepetko, who is the hospital's head of thoracic surgery, told Austrian broadcaster ORF that "everything is currently going very well and we are very satisfied". He added that the operation was in no way related to Lauda's fiery accident at the Nurburgring in 1976.

Stewards questioned

Haas team boss Gunther Steiner believes Formula 1's stewards are influenced by the prior reputations and standing of the drivers and teams they deal with, despite efforts to remain impartial. Haas drivers have had several run-ins with F1 officials recently, including when Kevin Magnussen was penalised for driving into Pierre Gasly in Azerbaijan and when Romain Grosjean was hit for triggering a pile-up on the first lap in Spain. "Sometimes we don't help ourselves to put ourselves in this position," said Steiner. "But if there is a decision to be taken, I still think that who you are counts for what the outcome is. It should all be without a name."

Vandoorne happier

Stoffel Vandoorne says his performance in the Hungarian Grand Prix is "a good sign that everything is back to normal" after a miserable recent run of form. Vandoorne has endured a difficult second season in F1 so far, scoring just eight points to McLaren team-mate Fernando Alonso's 44 and failing to escape Q1 at every race since June's Canadian GP. But after a change of chassis ahead of Hungary, he was on course for a ninth place until his gearbox failed. "This weekend was a good sign that everything is back to normal," Vandoorne said. "From a personal side it felt good. We showed the pace was back to where it's been [in the past]."

Renault's Bell tolls

Bob Bell is switching from his role as Renault's chief technical officer to a part-time position as a technical advisor to the French manufacturer. Bell rejoined Renault at the start of 2016, having worked with the team as technical director – a stint that included its 2005-06 title-winning seasons – before leaving in late '10 and having spells as Mercedes' technical director and then as a consultant for Manor. He was re-recruited and tasked with establishing Renault's technical structure for its works team's return to the F1 grid in 2016, but will now assume the role of Renault Sport Racing technical advisor on a part-time basis.

THREE TEAMS SET TO HAMPER FORCE INDIA F1 OUTFIT'S SALE

At least five potential buyers emerge, but rival squads are unhappy



Force India was put in administration last month

By Adam Cooper

The efforts of Force India administrator FRP Advisory to sell the team could be compromised by opposition from three rival squads.

Under the terms of the Concorde Agreement, a team emerging from administration is regarded as a new entity. It can then only retain the commercial rights accrued by the original team if all other entrants agree.

After a meeting in Budapest last month about Force India's situation, McLaren, Renault and Williams did not sign an agreement, at least for the time being, despite some urgent

canvassing from F1 CEO Chase Carey on Force India's behalf.

All three are keen to make a point to F1's owners about the increasing power of the alliances around Mercedes and Ferrari. There's a shared concern that Force India is being lined up by Mercedes boss Toto Wolff to become a 'B-team', and that will only increase the power base of F1's two major manufacturers. Although Williams is aligned with Mercedes as a customer, it has insisted teams should be independent constructors.

If Force India is not guaranteed to receive the income it was originally due, the team's value to potential

purchasers will be much lower, and the uncertainty could derail plans for a quick sale.

Meanwhile, Rich Energy, the British company rejected by Force India earlier this year, still claims it can buy the team. However, William Storey of Rich Energy told Motorsport.tv it was a "Machiavellian" game.

He said his consortium, which he claims is backed by "four sterling billionaires" reported to include West Ham United Football Club owners David Sullivan and David Gold, had a contract to buy the team in May but was held back by lawyers on the team's side.

Storey would not "specifically outline what our plans are" but

said Rich Energy would "be in Formula 1 sooner or later".

"We've got the money to do so, the business model and the reasons to do it," he said. "Having spent six months working on Force India we're not going to relinquish that overnight."

While Storey claims his group is "more than capable of buying the team and are certainly ready to do so", there are believed to be four serious parties also interested in Force India.

Lawrence Stroll, the father of Williams driver Lance, is considered an extremely serious candidate. Another person who has been linked is Russian billionaire Dmitry Mazepin, the father of GP3

race winner and Force India development driver Nikita.

Two American consortiums have been tipped as well – one involving IndyCar team boss Michael Andretti and his driver Alexander Rossi's father Pieter; and one that includes ex-baseball franchise boss Jeff Moorad.

Force India's chief operating officer Otmar Szafnauer says the team will be able to bring updates to its car as soon as its ownership situation becomes clearer. The team has had update designs ready for production but because of its financial squeeze it has been unable to introduce them to its car in recent weeks.

Extra reporting by Scott Mitchell

Vettel: Ferrari has "a lot of potential to unleash" after the F1 summer break

Sebastian Vettel promises Ferrari has "a lot of potential to unleash" when the Formula 1 season resumes after the summer break.

The four-time world champion trails Mercedes' Lewis Hamilton by 24 points after last month's Hungarian Grand Prix, while Ferrari has a 10-point deficit in the constructors' standings.

Ferrari has made strong progress with its car and engine as the season

has developed and Vettel should be leading the championship, but he crashed while leading last month's German Grand Prix, which allowed Hamilton to steal an unlikely victory.

Both teams will be introducing what should be their final engine upgrades of the season at either the Belgian or Italian GPs after the break.

Vettel said: "As we've seen this year, the pendulum seems to swing once

this side, once that side. If it's like this, consistency is the key. I didn't do myself a favour [in Germany] but it's part of racing, stuff happens.

"This year has shown so far that our car is more efficient, our car is stronger and still has a lot of potential to unleash.

"I'm quite confident with what's sitting in the pipeline that we can improve. It should be an exciting second part of the year."



Vettel confident ahead of run-in

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**'Adam and Haigh
take a crucial win'**

British GT report, p20



Photos: Jakob Ebrey, LAT



Collard still feeling effects of 2017 crash

RICKY COLLARD TO REPLACE HIS FATHER

Ricky Collard will make his British Touring Car Championship race debut in a WSR BMW 125i M Sport at Rockingham this weekend deputising for his father Rob, who has been ruled out of the next two meetings on medical grounds.

Rob Collard, who is 13th in this year's points and has taken one victory, suffered an accident in the opening race at Snetterton at the end of July and then a more sizeable shunt in race two, ruling him out for the weekend.

Collard, who had suffered concussion in a big accident at

Silverstone at the end of 2017, explained: "After my 2017 crash, I was cleared to return to racing earlier this year while remaining under close monitoring by the TOCA medical team.

"After reviewing the results of a concussion test with the medics at the track [following the incidents at Snetterton], it was ruled that I was unfit to participate in the special 'Diamond Double' race and that I should not race at Rockingham or Knockhill either.

"I'm absolutely gutted for Team BMW and I'd like to thank the

TOCA medical team for its professionalism and support."

Collard Jr has driven the rear-wheel-drive BTCC car twice in brief test sessions at Silverstone and Brands Hatch, but will go into this weekend's three races with limited track time.

Rob said: "He was meant to be on standby for BMW at the DTM races at Brands, too, but they have cleared him to do these races. There is a lot to learn, but I am going to be on hand throughout the weekend to offer all the pointers that I can."



Ricky (l) will make debut in place of Rob

QUICK LAPS THE FASTEST NEWS ROUND-UP

Shane van Gisbergen triumphed in an Australian Supercars showdown with Scott McLaughlin under spotlights at Sydney Motorsport Park last Saturday. Red Bull Holden driver van Gisbergen used a late safety car to his advantage



Supercars raced into Sydney night

and has trimmed McLaughlin's championship lead to 89 points...

Hendrick Motorsports driver Chase Elliott earned his first career NASCAR Cup series victory after surviving late-race pressure from reigning champion Martin Truex Jr at Watkins Glen last Sunday. Elliot was never more than one second clear of Truex during the final 15 laps of the 90-tour race before the latter ran out of fuel with two corners to go... **Ex-Formula 1 and Champ Car driver Christian Fittipaldi will retire from racing after next year's Daytona 24 Hours. The 47-year-old Brazilian, who made 40 grands prix starts and won two Champ Car races, will hang up his helmet following next year's IMSA SportsCar championship...**

The Manor Ginetta LMP1 team will miss

this month's Silverstone World Endurance Championship round after a late change of engine supplier. Ginetta has decided to abandon the Mecachrome single-turbo V6 that powered the pair of G60-LT-P1s on their race debut at the Le Mans 24 Hours WEC round in June in favour of the AER twin-turbo P60B unit... **Aston Martin Racing will field just two drivers in each of its GTE Pro class Vantage GTEs in the remaining 2018/19 World Endurance Championship rounds this year. Nicki Thiim and Marco Sorensen will drive the #95 second-generation Vantage GTE as a duo, while Maxime Martin and Alex Lynn will do likewise in the #97 at Silverstone, Fuji and Shanghai in October and November respectively...** Williams Formula 1 young driver Oliver

Rowland will return to the factory-backed Strakka Mercedes team for the Suzuka round of the Intercontinental GT Challenge later this month. The 25-year-old will drive one of two pro class Mercedes-AMG GT3s entered by the German manufacturer's full-time representative in the Suzuka 10 Hours on August 26 after making his debut with the team earlier this year... **Former Bentley factory driver Andy Meyrick has returned home after sustaining seven broken ribs and a broken vertebra in this year's Spa 24 Hours. The 32-year-old Briton spent six days in a Liege hospital following a crash in the Blancpain GT Series Endurance Cup round while driving a Team Parker Bentley Continental GT3 after colliding with a stationary car at the top of Eau Rouge.**

BTCC plans to add hybrid power for 2022 season

British Touring Car Championship bosses have begun investigations to add hybrid power to the series from the 2022 season after a period of development.

The championship's Technical Working Group (TWG), which comprises its technical chiefs and leading engineers from each team, held initial discussions about the move at Snetterton last weekend.

It was confirmed at the TWG that a specified hybrid unit would be fitted to all cars as an addition to their current drivetrain.

This will allow each car to have a reserve of supplementary hybrid power available during each race, which can then be used by drivers as part of their racing tactics. The detailed engineering aspects of the project will now begin, with finite technical decisions to be made over the coming 12 to 18 months.

Some current cars will be fitted with hybrid units during 2020/21 as part of the project's development programme.

BTCC series director Alan Gow said: "This concept was very welcomed at our recent TWG meeting and now the real work begins as to the technical implementation.

"But different to hybrid development within the likes of Formula 1, this certainly shouldn't – and won't – be an extreme technical exercise, but rather will be one which we will introduce within our NGTC technical regulations relatively seamlessly and very cost-effectively."

The new system is likely to use the extra energy as a 'push to pass' system and will not be a wholesale change to the hardware of the cars. It will be fitted alongside the current engines, rather than replacing existing technology.

"By incorporating hybrid [technology] it keeps the BTCC absolutely relevant to manufacturers, sponsors and the public, with the added benefit of further enhancing our great racing," Gow added.



Hybrid will be 'push to pass' form

Former BTCC racer Harrison makes comeback in a C1

Former National Saloon Car and BTCC Production class champion Simon Harrison had his first race for 13 years in the C1 Challenge at Snetterton last weekend.

In a successful career which started in Formula Ford 1600 in 1991, he took third in the 1993 Formula Vauxhall Junior Championship before racing a Peugeot in the BTCC in 1995.

He was National Saloon champion in 1999 with a Honda Integra, having won it previously in 1994, and was the Production class champion in the BTCC in 2001 with a Peugeot 306 GTi.

But after occasional outings in Asian touring cars and both European and World Touring Cars, he retired in 2005. Sharing the C1 with Production GTi racer Tim Hartland, the pair qualified seventh out of 53.

"My last race was in the World Touring Cars with a JAS Honda Accord in 2005 and this was the first time I have been back on a track since," he said.

"It was great but I thought the big end [of the engine] was on its way out at the end of qualifying as it rattled a lot. But we decided to start the race, keep going and see how it went."

After an early duel for sixth the pair continued in the top 10 and after nearly four hours of racing finally came home eighth.

Geddie to make BTCC return at the wheel of an AmDTuning.com MG to join Butcher

Scot Glynn Geddie will return to the British Touring Car Championship at Rockingham this weekend at the wheel of an AmDTuning.com MG6.

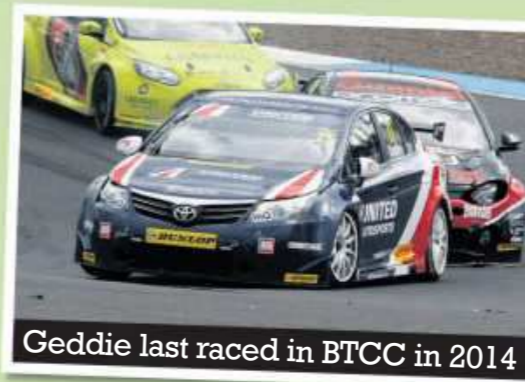
Geddie, the 2011 British GT champion, has previously taken part in a single-season of the BTCC in 2014 at the wheel of a United Autosports Toyota Avensis. He finished in the top 15 six times and

was 22nd in the points despite missing the final two meetings of the year.

The 28-year-old will take over the car that had been used over the opening half of the season by Tom Boardman and was used at Snetterton by Ant Whorton-Eales for 10th position in race two. Rory Butcher races the team's other MG6.

Team boss Shaun Hollamby said:

"We were put in touch with Glynn through Rory – the Scottish motor racing community is very tight-knit – and we are delighted to welcome him to the team. We have had some strong performances so far and Rory could have easily had a couple of top 10s if not for an alternator failure at Snetterton."



Geddie last raced in BTCC in 2014

RACING NEWS

Photos: Jakob Ebrey, LAT



A night race is being evaluated by British GT

BRITISH GT CONSIDERS A NIGHT RACE FOR 2019

Series also doesn't expect any GT2 entries for the start of season

By James Newbold

British GT is considering the addition of a night race to its calendar in 2019.

Championship manager Benjamin Franassovici believes that a night race would bring British GT into line with other SRO-run series including the Blancpain GT Series Endurance Cup, which has a six hour into-the-night race at Paul Ricard, and bring a different element to the category.

MN understands that Donington Park is the most likely venue for any proposed night race, although SRO will have to work through noise curfew loopholes before the concept becomes a reality.

"I'm always open to do something a little bit different, a one-off race where we do something quirky that stands

out from the rest," Franassovici told MN. "It's got to be doable, we have noise restrictions and stuff like this that need to be looked into, but it's something on my shortlist. If I can do it and if the teams are happy, we will look into that."

A provisional seven-round calendar for 2019 was announced at the Spa 24 Hours in July, with the June 22/23 weekend listed as TBC amid continued uncertainty surrounding the proposed sale of Rockingham, although it has not been discounted altogether.

Franassovici indicated that a proposed return to Thruxton for the first time since the pitlane debacle in 2008 would be unpopular with the majority of teams, and explained that Mondello Park would also be unsuitable for the latest generation of GT3 machinery.

"Mondello is a cute little track but I think our cars have maybe outgrown a track layout of that type," he explained. "It would be nice to go to a place like Mondello but I don't think it's quite suitable – something to not completely cross out, but maybe not ideal."

SRO also announced that a new GT2 concept for road-going machinery with more power and reduced aerodynamics would be trialled in British GT next year, but Franassovici added that 2019 will likely come too early for the class, with no cars currently in existence.

Sixteen entries are reserved for GT3 and GT2 cars, although SRO will likely admit GT2 entries on a one-off basis if it is deemed suitable for the race format, with concerns over whether the cars can contest a two-hour endurance format.



Thruxton GT return is unlikely

"I think next year is too early for it to happen because the cars won't be quite ready or delivered," Franassovici said.

"It's a great project, but I don't think the cars will be ready for next year and then we'll have to see how they can be part of our platform in British GT. Our successful format is sprint races, two hours and three hours, so those cars I don't think will be ready for that format."

Keen believes title bid is still alive despite DNF

Phil Keen believes his British GT championship challenge is not over, despite a costly retirement for his Barwell Motorsport Lamborghini Huracan at Brands Hatch that leaves him and team-mate Jon Minshaw facing a 17.5-point deficit with one round to go.

The pre-event championship leaders were battling for third when debris in the radiator caused the engine to overheat, although Keen and Minshaw were still classified in eighth due to a reduced entry.

The six points collected ensure they remain second, but need to win at Donington with new series leaders Jonny Adam and Flick Haigh (Optimum Motorsport) finishing fourth or lower.

However, Optimum's ongoing protest into the result of the first race at Snetterton, when the pair was hit with a post-race 30-second penalty in lieu of a drivethrough for contact with Andrew Howard's Beechdean Aston and lost 10 points, could also have implications for the championship. If the result is overturned, Adam/Haigh could afford to finish sixth and still win the title, regardless of where Keen/Minshaw finish.

"It's not over yet. I think if they win this appeal it's over, but you never know, let's see what happens," Keen said.

"Unfortunately we got some debris in the radiator, I kept going for as long as I could until it started to boil, so that's all we could do unfortunately. It's just standard Phil and Jon British GT luck!"

Meanwhile the second Barwell Lamborghini of Jonny Cocker and Sam de Haan took its best result of the season in second place, the first podium for de Haan in his maiden year of car racing.

"Sam has done an incredible job, it's easy to forget that this is his first year of racing," said Cocker, the 2004 British GT champion. "He's very intelligent, so you tell him to do something and he gets it done. I think in that company we've got here, [second] is a massive achievement."



Barwell duo had damaged radiator

MSV investigating after Martin hospitalised as concrete hits car

Aston Martin factory driver Maxime Martin has been released from hospital after a piece of concrete penetrated the windscreen of his Jetstream Aston Martin Vantage on the drivers' side during the Brands Hatch British GT event.

In a statement, MSV's group operations and engineering manager Giles Butterfield confirmed that the circuit is conducting an investigation following the incident, which required Martin to be assessed at the circuit's medical centre. He was then taken to Kings College Hospital in London for further

precautionary checks with an eye specialist. He was discharged on Sunday evening.

"It appears that a piece of concrete from behind the kerb at Hawthorns has cracked and failed during the event and was flicked up by a car in front of Maxime Martin, which then penetrated his windscreen to the driver's side of centre. Very thankfully Martin was not injured," said Butterfield.

"There was no sign of an issue during the pre-race track inspection of this section of the circuit and our investigations are continuing."



Martin (l) was taken to hospital for precautionary checks

Barnicoat takes record-equalling karting victory

GT regular Ben Barnicoat won his seventh MSA Kartmasters British Kart Grand Prix at PF International last weekend to equal the record set by Mike Simpson.

Barnicoat, a regular in British GT with McLaren, only confirmed his entry with Mick Barrett Racing at the last minute when his British GT team-mate Adam Balon parted ways with Track-Club after numerous technical problems and decided to skip the Brands Hatch round.

Having not raced a kart in anger since last November, the 21-year-old told MN that it "wasn't as easy as it looked from the outside" but greatly enjoyed his return in the Senior X30 class.

"I try and do it every year if I can if it fits in with my calendar and this year was extremely last minute, it was purely the fact that we weren't going to do the last round of British GT," said Barnicoat, who also won the title last year. "Thankfully it all worked out for the best."

Barnicoat is optimistic of returning to British GT for the final round at Donington alongside Balon at another McLaren team, although a deal has yet to be confirmed.

Mondello operating as normal after Birrane's death and targets UK series

Mondello Park is aiming to attract more UK race series next season with circuit bosses insisting it's "business as usual" following the recent death of the track's former owner Martin Birrane.

Birrane, also a former owner of Lola Cars, passed away in June and Mondello has now passed into the hands of his family.

But the circuit's general manager, Roddy Greene, says there is no immediate threat to Mondello's future, with the track celebrating

its 50th anniversary this year.

"From our point of view it's business as usual and it is from Martin's family's point of view as well," said Greene. "It's great that the family is fully supportive of the business – they support Martin's vision for Mondello and will be over for the historic racing festival in August."

"On a day-to-day basis there are no major changes, just a little change in the reporting structure for me."

Greene added that the circuit is putting a big focus on club racing –

in terms of both Irish series and attracting major UK classes over. The circuit featured on the British Touring Car Championship schedule between 2001 and '06 and British Formula 3 and British Superbikes have also been frequent visitors. Greene would like both high-profile and club classes to feature on the Mondello calendar.

"We're speaking to a couple of classes from the UK about getting them over and have a couple of meetings coming up," he added.



British F3 has visited Mondello in the past

Photos: Jakob Ebrey, LAT, Rachel Bourne

FAILED APPEAL HITS BROWNING'S TITLE BID



Luke Browning's appeal against a disqualification he received at Oulton Park has failed, meaning a potential Ginetta Junior championship lead remains a 37-point deficit with four rounds remaining.

The 16-year-old led throughout the opening Oulton race but was later excluded after his car's differential had insufficient oil to take a sample.

Browning and his Richardson Racing team claimed this was because of damage sustained to the differential over kerbs during the race. But this was rejected by the

National Court last week.

After a hearing, chairman of the panel David Munro said: "Championship Regulation CR 5.1.14 requires the use of lubricants specified and supplied by Ginetta in the specified amount. Bulletin 2 requires that each component must be able to produce a minimum sample of lubricants. In the case of the differential this is to be 0.5 litres.

"While the car was in parc ferme the differential oil level was checked. It proved to be difficult to extract a sample and ultimately no more than

0.2 litres could be obtained. The appellants assert that oil must have been lost during the course of the race and maintain that this was due to the mechanical failure of a component. The panel have not been provided with any cogent evidence that this is, in fact, the case.

"It is noted that the team declined to act on the suggestion that the components in question should be examined by Ginetta.

"The panel has considered the video evidence submitted which does not support the contention that oil was

lost during the competition. The scrutineer did not find any evidence of fresh oil when the vehicle was examined in parc ferme.

"It is not considered that exceptional circumstances are present in this case and it follows that the disqualification from the results of the race is upheld."

The appellants were ordered to pay £500 costs.

The result of the appeal is a huge blow for Browning, with Elite Motorsport's Adam Smalley now successfully installed in the championship lead.

IN BRIEF

Cars missing in GTs

Several GT3 cars were missing from the British GT grid at Brands Hatch, including RJN's Nissan GT-R GT3 and Balfe Motorsport's McLaren 650S GT3, as a result of the tight turnaround following the Spa 24 Hours. RJN had damage to both its GT3 (suspension pickup points) and 370Z GT4 (subframe and body damage) and only had time to repair one. Balfe did not run its GT3 car as it required an engine change following a fire at Spa.

Points deductions

Five Ginetta Junior drivers were handed points deductions for their part in a number of collisions in the first two races at Snetterton at the end of last month, with not all of the penalties applied in the points table in MN last week. Louis Foster (27 points deducted), James Taylor (nine), Adam Smalley (nine), Ruben Del Sarte (six) and Greg Johnson (six) were all judged to be at fault in various incidents.

Virtual meets reality

The winner of the Ginetta Junior eSports championship will receive a pair of tickets and hospitality with the manufacturer for the real-life finale of Ginetta Junior and the GT4 Supercup at Brands Hatch at the end of September. The TORA (The Online Racing Association) series was due to finish with a race around the Brands Hatch Grand Prix circuit on Tuesday.

Ayrton misses out

Ayrton Simmons missed the latest round of the BRDC British F3 Championship due to a regulation in British Formula 4 preventing drivers from racing in another series at the same track before it has competed there. The 17-year-old, who is second in the F4 standings, was due to compete at Brands Hatch with Chris Dittmann Racing having debuted at Spa last month. It's understood he will contest the remaining rounds.

Charpentier's Fortec exit

Tristan Charpentier will not contest the remaining rounds of the BRDC British F3 Championship with Fortec Motorsports after leaving the team. Team principal Richard Dutton said: "It's a joint decision. I can't work with someone who wants to finish last." At the opening round of the year at Oulton Park, Charpentier had dropped to the rear of the field in an attempt to get a better starting position for the full reverse-grid second race.

Bentley-Ellis quits

Hugo Bentley-Ellis, who set the FF1600 lap record at Castle Combe three weeks ago, will not complete the British Racing and Sports Car Club's National FF1600 campaign. "Hugo said he wasn't enjoying it and decided it wasn't for him," explained Kevin Mills who Bentley-Ellis was driving for in his maiden season of car racing.

BM Racing signs Ward

Leading FF1600 team BM Racing has signed 14-year-old Thomas Ward as an apprentice driver with the intention of running him in the National FF1600 Championship in 2020. Successful karter Ward made his car racing debut in the Junior Saloon Car Championship at Rockingham in June, taking pole and finishing second twice. He will race in saloons through 2019, before stepping into single-seaters once he turns 16.

More Tolman repairs

Tolman Motorsport were rewarded with a second British GT Team of the Weekend award in as many events at Brands Hatch after completing all-night repairs for the second-round running. After repairing accident damage on David Pattison's McLaren 570S at Spa overnight, the mechanics faced another mammoth job to get his car ready after the engine expired in FP1. They finished at 0500hrs, they were rewarded with a strong fifth place finish for Pattison and Joe Osborne.



MG Trophy holds raffle to give drivers BTCC test chance

A post-season test drive in an AmDTuning.com MG6 British Touring Car will be raffled to MG Trophy competitors.

The series has booked an afternoon in the car on October 19 around Snetterton for the winner of the raffle. All MG Trophy competitors are eligible to enter and can buy one or two tickets.

The test has been

arranged with the help of George Mackmurdie of Knight Industries, a company that provides tuning parts for new MGs, who is a supporter of the series and knows AmD boss Shaun Hollamby.

The winner will be drawn at the last MG Car Club meeting of the season at Snetterton at the end of September.

MG Trophy chairman

Pete Macwaters explained: "One of our young drivers, Andy Spencer, has got the BTCC at the top of his to-do list and he's taking the morning. Then we're going to raffle the afternoon.

"The winner will go round with a BTCC driver as a passenger. Then they will swap seats and once the BTCC driver thinks they are competent enough, they will go solo."

Two drivers ruled out after big TCR UK crash

TCR UK competitors Carl Swift and Robert Gilmour were ruled out of action at Oulton Park on the second racing lap of the meeting after a coming together at the fast left-hander Island Bend resulted in significant damage to both cars.

DPE Motorsport Alfa Giulietta man Gilmour was subsequently excluded from the results of the race, which was stopped after the crash, for his part in the incident.

"I got a bad exit out of Cascades and

he [Gilmour] came up to the side of me just in the braking zone, but he moved over to the racing line and ran me onto the grass. I couldn't brake and he eventually ran over my front wheel which fired him off into the fence," said Maximum Motorsport SEAT Cupra driver Swift.

Gilmour countered: "I have no idea what happened at all. At the end of the day I had the racing line, and if someone else needs to back out they want to back out."



Sutton could return to TCR UK

Ash Sutton has not ruled out a return to the TCR UK Championship after taking a double victory on his debut in the category at Oulton Park last weekend.

The reigning British Touring Car champion dominated the event, finishing on top of every session he took part in as he raced a contemporary front-wheel-drive car for the first time since 2016.

"It is just like jumping on an old bike. I just needed to dig deep and find out where that experience was in the brain and pull it back out," said the 24-year-old, who replaced Finlay Crocker in the Verizon



Connect Racing Honda Civic Type R due to the Scot's business commitments.

"I would love to do a bit more, and I have been told there could potentially be more, but at the moment we are playing it by ear," he explained after becoming the third different TCR UK winner of the season.

Racing Cup graduate Tim Docker also made

his first appearance in TCR UK Championship at Oulton, joining Maximum Motorsport to drive the VW Golf GTI he has raced in the Britcar Endurance Championship already this season. Docker finished ninth and seventh at Oulton and will consider whether to continue in TCR UK at Croft, or revert to Britcar at Snetterton on the same weekend.

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RACING NEWS



Indy Lights has struggled this year

Mazda withdraws its Road to Indy funding

Mazda will end its support of the Road to Indy programme, which has been a potential career stepping stone for the winner of the British Racing and Sports Car Club's National Formula Ford Championship since 2016.

Backing from the Japanese manufacturer will cease at the end of 2018 after nine years and will affect IndyCar's feeder categories Indy Lights, Pro Mazda and USF2000.

Irishman Keith Donegan won the Mazda Road to Indy Shootout last year – claiming a ticket with runner-up spot at the Brands Hatch Festival – and with it a \$200,000 (£150,000) scholarship to race in the USF2000 series this season.

Other British drivers to have won a ticket to the Shootout include Jamie Thorburn, Ollie White, Neil MacLennan and Luke Williams.

Mazda will ensure that the 2018 Indy Lights, Pro Mazda and USF2000 champions will receive scholarships into the next category, and the 2018 Mazda Road to Indy Global Shootout will be held in December again.

The programme has provided scholarships for the champion of each category, with recent Indy Lights champions such as Spencer Pigot, Ed Jones and Kyle Kaiser earning part-time IndyCar seasons off the back of their feeder category victories.

The manufacturer's influence meant that 27 of the 35 drivers who attempted to qualify for the 2018 Indianapolis 500 were Indy Lights graduates.

IndyCar is the sanctioning body of the Road to Indy and it confirmed that the programme will continue in some, yet to be revealed, capacity.

"The Road to Indy programme has staged great racing over the years while developing teams and drivers for the IndyCar Series, and that will continue with plans soon to be announced," said a statement.



Photos: LAT, Jakob Ebrey, Jim Moir, Gary Hawkins, roadtoindy.net



Chandhok back racing

CHANDHOK TO RACE McLAREN

Ex-F1 driver to compete at Goodwood Revival in M1A

By Edd Straw

Former grand prix driver and Channel 4 Formula 1 analyst Karun Chandhok will race a McLaren-Elva M1A in next month's Goodwood Revival.

Chandhok will race the car – chassis 20-15, a race winner in 1965-66 Sports Car Club of America events – owned by John Bladon. He demonstrated it at the Goodwood Festival of Speed in 2013 and will now tackle the Whitsun Trophy race for late-period sports prototypes.

"Back in 2013, Charles March's office put me in touch with John Bladon, who was taking the car to the Festival of Speed," said Chandhok. "He asked if I would like to drive it up the hill and of course I said yes.

"Fast forward a few years and John

sent me an email to say that the car's had a full rebuild over the winter and he very kindly asked if I would like to race it at the Revival.

"The car is very powerful with a lot of torque. I only drove it on the hill at Goodwood, but I remember wheelspinning all the way up in every gear."

This will be Chandhok's fourth appearance at the Revival, having previously raced Jaguar E-type, Mini and Austin A35 machinery.

"Every year I wonder why we all take the risk to race at the Revival," said Chandhok. "The grass banks are close, the circuit is fast and people take it far too seriously nowadays. But all those reasons remind me why I started enjoying the sport – the joy of racing without all the electronics, the Tarmac

runoffs, the politics and the social media scrutiny we have today.

"The purist in me loves the history of the sport and the opportunity to drive something mega from the Can-Am days is not one I could ever say no to."

Chandhok last raced in the 2017 Le Mans 24 Hours, finishing ninth in LMP2 driving a Tockwith Motorsport Ligier JSP217.

"I was gutted to miss out on Le Mans this year," added the 34-year-old. "There were a couple of times where I had a drive lined up but they called me as the entries were being filed to say they've signed a driver with budget instead."

Lola T70 Spyders tend to set the pace in the Whitsun Trophy, though Chris Goodwin did win the 2014 edition in a McLaren M1B.

Byrne to return to Mondello Park track

After making his return to racing in the Historic Formula 1 series at the British Grand Prix, Tommy Byrne will now take part in the Historic Racing Festival at Mondello Park later this month.

Byrne, who was British F3 champion in 1982 and took part in five F1 weekends with Theodore, made his first race outing in the UK for over 30 years at Silverstone in an Ensign N177. He will now return to the circuit where his career began when he competed in FF1600, driving a Hesketh 308 in the Derek Bell Trophy on August 18/19.

"I am so excited to be back at Mondello Park where it all started for me 42 years ago," said Byrne. "To drive James Hunt's first F1 car is also a huge honour for me. I would like to thank James Hagan and Mondello Park for giving me this opportunity."



Byrne will race a Hesketh 308



Cleland won both of the poorly-supported Super Touring Festival races

Cleland wins first touring car race at Knockhill for 25 years, but has limited opposition

Double British Touring Car champion John Cleland scored his first victory at Knockhill for 25 years in the Super Touring Festival last weekend, but had limited competition.

The former Vauxhall works driver, racing his original Vectra with which he drove in the 1997 BTCC season, profited from misfortune for Stewart

Whyte's Honda Accord to take the win in the opening race.

Of the nine cars entered in the meeting, only three reached the chequered flag as Cleland headed Jason Hughes' MG ZF and Ian Flux's Mazda 323F.

Cleland, who claimed the BTCC title in 1989 and 1995 famously only ever managed to win once at his home circuit, in

1993, driving a Vauxhall Cavalier.

"Knockhill were supporters of mine all through my career and I only ever won once here. I won it in 1993 and then after that: b***** all!" said Cleland. "I could never get this place right in all my time here. But in '93, we had a great battle with Julian Bailey and a number of others."

Former Super Touring

champion Whyte had been the dominant force all weekend and was heading for a certain win when he suffered punctures on both his front tyres.

The local driver also suffered a bearing failure which damaged the gearbox, forcing him out of race two which Cleland won from Alistair McMillan's Nissan Primera.

Linscott is first Briton to secure place on Pippa Mann scholarship

Ginetta Junior racer Emily Linscott has been selected to benefit from a scholarship scheme for female drivers set up by IndyCar racer Pippa Mann.

Linscott, 15, is the only British driver to have been chosen and will receive two days of tuition from Mann as part of an advanced programme in partnership with the Lucas Oil School of Racing early next year.

"It was a big surprise to be

offered this opportunity," said Linscott. "I'm over the moon to have been recognised by somebody of her level. I can't wait to spend time out there with her."

Linscott is 15th in the Ginetta Junior standings, with the Richardson Racing driver on the backfoot in the most recent round at Snetterton last month after an electrical problem in qualifying, meaning her best result was just 18th.



Linscott races in Ginetta Junior

Singer and presenter Emma Walsh had her first outing in a Mini Challenge car at Brands Hatch last week. It comes ahead of her race debut in the series when it supports DTM at the venue this weekend. Walsh was being coached by former British Touring Car driver Paul O'Neill.



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HISTORICS

DOWN THE PUB WITH

PETER PROCTER

Age: 88 Lives: Yorkshire
Ex-F2 racer survived huge crash

It began in an Aston Martin

"I raced from 1953 to 1966, and it began when I bought an Aston Martin in 1953 and was persuaded by the Aston Martin Owners' Club to enter a race at Oulton Park. I finished second and that bit me. I'd just finished as a professional cyclist and, I suppose, as I retired from that another door opened."

Formula Junior was key

"I raced in Formula Juniors from 1959 to 1963. I started with a Lotus 18 in Junior and my first drive for someone else was with Ken Tyrrell, and I drove for Ken for a couple of years on and off. After Formula Junior, I raced for Lotus in Formula 2 and during that period I was also rallying for Rootes and Ford, particularly with the Sunbeam Rapier. I raced the Sunbeam Tiger at Le Mans and I was a full-time professional race and rally driver. They were good days."

He won the Tour de France

"I finished up in rallying with Alan Mann's Lotus Cortinas and with Ford America with the Mustang. We were lucky enough to win the Tour de France in a Mustang in 1964. That was a fantastic event, but the schedule would make your eyes water now."

He was badly injured

"It all went wrong at Goodwood in 1966, in a Ralph Broad Lotus Cortina. I was hit from behind and it turned the car over and ruptured the petrol tank. I was lucky because I got 65 per cent burns, which was a record at the time, and I was lucky to survive."

He did return to racing

"The year after I came out of hospital I did two celebrity races. In the first one I finished second and took fastest lap, so I thought that I was still alright. But I was 38 by that point and still recovering and having to have a lot of plastic surgery. I had quite a big family and I had no ambition to carry on, so I went back to normal life."

He still visits Silverstone

"I'm a BRDC member and co-ordinator for the North-East of England and use the BRDC campsite at big events at the track. I'm a Yorkshireman through and through."



Procter: Proud BRDC man



Harris has a long association with Mini

'Nelson Rowe took a double podium'
Historic racer is back, below

Photos: Paul Lawrence



IN BRIEF

VSCC to Mallory

The Vintage Sports Car Club returns to Mallory Park on Saturday for its annual Bob Gerard Memorial Trophy meeting. Star races include the Edwardian Race with a capacity grid of cars, most of them at least 100 years old. The event marks the fourth of five events this season for the Club's Formula Vintage race programme.

Cheshire is go

The Tour of Cheshire historic road rally will run on a revised date of Saturday, September 29. The traditional early March date was lost to heavy snow and ice and the Knutsford and District Motor Club has now rescheduled the event, which will start as planned from the Bickerton Poacher in Cheshire.

Yool's Croft woe

Andy Yool had a trying time when he attempted to race his Chevron B8 in the Guards Trophy at Croft on Saturday. After two racing laps, a detached pipe dropped copious amounts of oil and then started a fire as he retired in the pits. Yool now plans to have the car ready for the Chevron B8 50th Anniversary race at the Oulton Park Gold Cup.

Glaister's outing

Chris Glaister has acquired a Ford Anglia 105E to race alongside the earlier 100E of his father Ed and both ran at Croft over the weekend. Glaister junior had added the ex-Adam Gittings car to their Carlisle stable for Historic Touring Cars but engine gremlins sidelined both cars on Saturday.

Mallory special

A special handicap race for drivers under the age of 30 will be run at Mallory Park's VSCC meeting on Saturday. A strong 22-car grid of Pre-War cars will contest the trial race and four women, headed by Hannah Enticknap in GN Salome, take on the men with young Oliver Llewellyn starting as favourite in the family's successful Bentley 3/8.

Classic rally fun

Ripon Motor Sport Club's St Wilfrid's Classic Rally will run this Sunday, starting from Ripon Market Square at 0830hrs. The historic road rally runs on maps 99 and 100 and organisers are still in need of more marshals. Willing volunteers should contact David Wainwright at stwilfscm@riponmotorsportclub.co.uk for details.

Rowe is back

Nelson Rowe made a successful return to racing at Croft, 10 weeks after his dramatic Historic FF1600 accident at Cadwell Park. The Bristol vet used his Formula Ford 2000 Reynard to score a brace of second places at the North Yorkshire track, despite gearbox issues.

Birrell's Croft visit

Former F2 and tin-top racer Graham Birrell was a guest at the Croft Nostalgia weekend and presented some of the awards for Saturday's races. The Scot, brother of the late Gerry, raced successfully at both national and international level through the 1960s and early 1970s.

BRIT HARRIS PLOTS CORSICA MINI BID

Five-day event tempts loyal racer for 18th running of the classic

By Paul Lawrence

British Mini driver Phil Harris is taking his 1963 Mini Cooper to Corsica in October to contest the famous Tour de Corse Historique.

For the 18th running of the historic event, which shares many roads with the island's World Rally Championship event, Harris understands

that his will be the first Mini to enter the five-day rally.

"It's a fantastic event, drawing about 250 historic cars from Europe," Harris said. "We are very fortunate to get an entry as all the top European crews like to compete on the same stages as the WRC."

"The rally organisers are really thrilled to have the Mini in the rally and they've

featured it heavily on their website and their social media. As far as they know, we are the first Mini to enter the Historique event."

"At a recent BRDC event, I was chatting to Paddy Hopkirk about rallying a Mini in the 1960s," Harris continued. "My father had support from BMC with his Mini back then and knew Paddy."

"Paddy told me about the

BMC team going to Corsica in 1967 for the World Rally. All three Minis retired on the first day with engine troubles, so it's going to be a tough rally!"

Harris has been a regular BHRC class winner in the Mini over the last two seasons and his car recently celebrated its 55th birthday having first been registered on July 18, 1963. Harris has owned the car for the last 42 years.



Milicevic: FFord return

Milicevic returns to Formula Ford 1600 with a Croft challenge

Jon Milicevic returned to Formula Ford racing after a gap of 24 years as he claimed four successes over the weekend at Croft.

The Towcester-based garage owner took two more Historic

Formula 3 wins to move closer to the 2018 title in his Brabham BT21B and shared the Lotus 23B sports-racer of Nick Fennell to a class win in the Guards Trophy.

Milicevic also had a guest run in the Historic FF1600 Lola T200

of Stuart Rolt. "I did race in Formula Ford Zetec in 1994," admitted Milicevic before finishing best of the over 50s category on Saturday. He elected to miss Sunday's race as the car showed signs of overheating.

Ford GT40s get ready for Combe demo

A line-up of Ford GT40s is being assembled for the Castle Combe Autumn Classic on October 6 when the model's 1968 Le Mans victory will be celebrated.

A number of genuine period GT40s will take to the Wiltshire track for demonstration laps.

The cars will pay homage to local racer and Bath garage owner Ron Fry who raced two GT40s at his local track in the late 1960s, starting with

chassis 1017 and then moving up to the ex-Targa Florio chassis 1073, raced in period by another Combe local hero, Terry Sanger.

Already confirmed are two cars from the stable of historic racer Philip Walker, including chassis 1041, which was originally sold to Belgian racer Jean Blaton in 1966. Meanwhile, Mark Finburgh will bring his chassis 1071, which he raced at Castle Combe 45 years ago.

Historic endurance rallying body expands

The Historic Endurance Rallying Organisation will take over events previously promoted by the Endurance Rally Association, to form a massive organiser and promoter of historic rallies.

The ERA, which was created by the late Philip Young, will be taken over by HERO to grow the HERO platform of events. HERO is renowned for running shorter, UK and Europe-based events, while the ERA has a reputation for running bigger event including the iconic Peking-Paris marathon.



New enduro rallies will be run

Tomas de Vargas Machuca from HERO, said: "This represents an expansion of our activities, especially endurance events, for which ERA has long been a market leader and innovator."

Cars back in action at Grimsthorpe Park in Lincolnshire after more than 100 years

After an absence of more than 100 years, competition cars will return to the grounds of Grimsthorpe Park near Bourne in Lincolnshire on

Sunday, August 26 this year. The half-mile hill in the grounds of the Deer Park will be brought back into use to celebrate the speed trials first

held there in 1903. Demo runs for period cars and bikes will be held on the hill that has a one-in-six gradient. The last speed trials at Grimsthorpe

were held in 1911 and there are now plans to build on this inaugural retro event, with the eventual ambition of running a competitive hillclimb.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Toyota has won four times since WRC return

TOYOTA WANTS COMPETITION FROM MORE JAPANESE MAKES

Manufacturer boss wants Mitsubishi and Subaru to return to the WRC

By David Evans

Toyota Motor Corporation president Akio Toyoda wants to recreate classic World Rally Championship battles with Japanese rivals Mitsubishi and Subaru.

Speaking exclusively to *Motorsport News*, Toyoda outlined his hopes that a world championship return to Japan would be enough to tempt those former WRC titans back to the table to compete against his Toyota Gazoo Racing squad.

Toyoda, *below right*, said: "Toyota is the only [Japanese manufacturer] participating in the WRC, we used to have Mitsubishi and Subaru with us. Toyota's challenge is stimulating all rally fans – just like I saw it would when I went to Finland [in 2014]."

"Many fans remember Toyota, Subaru and Mitsubishi and I hope the WRC coming to Japan will stimulate not only Toyota, but all the manufacturers – we would like to see them back. I want to support

this [return]. This is what Gazoo Racing is about, we are not only thinking to Toyota, we are working for the good of the sport.

"For now, we don't have a WRC event in Japan. When I looked up to the sky from the podium [in Finland], I imagined another view of the three national flags flying in our other home in Japan. I strongly hope again that we could see this day."

Now in the second year of its WRC return, Toyoda wants to see Toyota in rallying for the long-term. It departed the sport's highest level in 1999 in the pursuit of Formula 1 success, but failed to secure a single race win in eight years. Now, under the guidance of Tommi Makinen, Toyota has already secured four victories with the Yaris WRC.

"I hope Toyota stays in rallying [for a] long time," said Toyoda. "Sometimes Toyota depends on economical reasons, but to me the main objective to participate in this kind of rally activity is to make ever-better cars – that's the only

objective we have. The road makes cars and the road on the WRC is very, very tough. If we compete against our rivals and compete and communicate then that makes ever-better cars for Toyota.

"Also we want to make more fans for Toyota. We continue with those objectives and that makes this activity sustainable."

Toyoda praised Makinen's progress, going from a standing start with Toyota's Finnish-based WRC return just three years ago.

Toyoda said: "When I first met Tommi Makinen, he was not experienced in Toyota cars, he was a world champion with Mitsubishi and [had WRC experience with] Subaru. He knows all cars except Toyota. In our first meeting, he taught me to drive and I wanted to learn from him, now I think Toyota can learn from him.

"I still remember four years ago when I came here. Volkswagen was the major team and Toyota had not participated in WRC in 18 years. At that time, I saw there were still people who remembered the last

time Toyota was here participating in rallying. I felt very happy about that and when I was here I decided we had to come back.

"This time when I come back to Finland, I am very surprised. After two years we see so many fans for Toyota Gazoo Racing. I visited some stages and so many red flags for Estonian and Finnish flags; I feel this is really home, maybe even more than our home country in Japan. I really appreciate that feeling.

"When I visited some of the places in the forest I saw many people looking at me and I feel a little bit fearful, did I do something wrong? But they are very big fans of Toyota – they tell me: 'I love Yaris, I am driving this car.' This connection between road and rally car is very important."



Home event could boost Japan

Providing its candidate event runs without fault, Rally Japan is expected to return to the World Rally Championship for the first time next year.

Out of the WRC since 2010, the event will run on Japan's main island of Honshu, a two-hour drive from downtown Tokyo. The all-asphalt route will include a mixture of high-speed and technical stages.

The candidate event runs in November and, if successful, sources suggest a place on the 2019 calendar is virtually a done deal. Inclusion in next year's WRC would offer Japan the chance to promote the 2020 Summer Olympics in Tokyo.

A source said: "You can never take these things for granted, but Japan is looking strong now. The



Event last ran in 2010

championship needs to be back in Asia, we tried China a couple of years ago but it didn't work – the Japanese offering is well-financed and sensible."

A 14-round calendar, excluding Corsica but including Chile and Japan, is expected to be delivered to the meeting of the FIA's World Motor Sport Council in September.

▶ JOHAN KRISTOFFERSSON KEEPS WRX PRESSURE UP IN CANADA

▶▶▶ PAGE 29



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'Imagine going back to GB's top stages...'

We plot a dream WRC route, p22



Photos: Wales Rally GB, mcklein-imagedatabase.com, LAT



A stage on this year's Wales Rally GB has set a world record even before the event has begun after a show car was flown down a zip wire for the first time at the opening day's Slate Mountain test. Slate Mountain is a new stage for the October 4-7 event and given its proximity to the Zip World centre, a plan was made to make history. The stunt is part of a 90-second promotional video for the venue and the event, the film can be viewed at Wales Rally GB's Facebook page.

GROUP RALLYING EDITOR

DAVID EVANS

"Just like you, Colin McRae was my hero too"



Last Sunday should have been a big day in Lanark. A very big day. Fifty years ago in the town's William Smellie Maternity Hospital, a certain Colin Steele McRae arrived.

From the very beginning, Colin was flat out.

Mum Margaret recalls: "Colin just didn't seem to need sleep... He was always up to something. One time we were with Jim's parents, they had a boxer dog, a real softie. Somebody said: 'What on earth's he doing with the dog?'"

Turns out toddler McRae was trying to answer his own question. That question was whether a steel welding rod would pass in one of the dog's ears and out of the other. At that age, a perfectly reasonable question and basis for research.

From the moment McRae clinched the West of Scotland Autotest title in 1985, his story has been well documented. It's a story folk never tire of telling. Why would you? It was real *Boy's Own* stuff from the start, right from clinching the most remarkable results in a Talbot Sunbeam and Vauxhall Nova to standing on top of the world as the most complete and naturally talented individual ever to grace the discipline.

It was his speed and bravery that made his name, but it was his all-round ability and global appeal that cemented his status as the world's most famous rally driver. Ever.

But all the joy, wonder and happiness he brought to the world's four corners came to an end on September 15, 2007. It's a tragedy that McRae didn't make 40, a tragedy that, like his legend, grows ever more powerful with the passing of another decade.

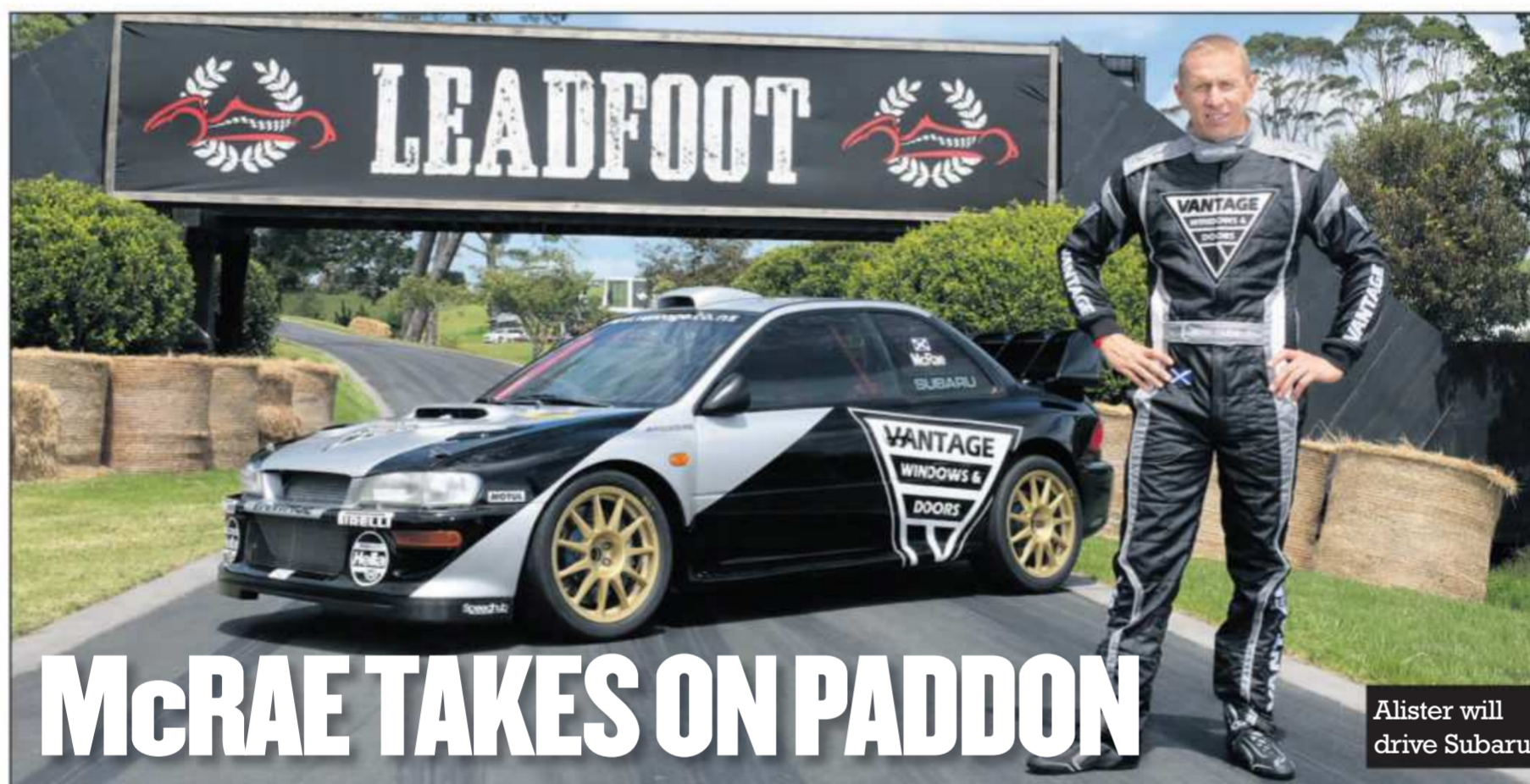
It wasn't, of course, just Colin that we lost in that accident 11 years ago. His son Johnny and two family friends also died. Johnny would have been 17 this year and there can be little doubt that he would have been in a rally car and winning within days of passing his test.

The McRae family specialises in chips and blocks: Jimmy, Colin, Alister and Alister's son Max who is now conquering allcomers in a kart in Western Australia. And will be doing the same in a rally car in Scotland... just as soon as gramps puts his hand in his pocket.

But this week, it's CMac specifically we're missing. Anybody who thinks he'd have matured into a wise, slightly greying, elder-statesman of the sport offering sage comment and thoughtful insight into the ways and means of the modern-day sport is wrong. Don't get me wrong... the insight would have been all there, but it would have been delivered with the kind of wit and mischief McRae had in abundance. That's what we've missed for the last 11 years, a Colin able to look back, contextualise and entertain in a different way.

Like you, Colin was my hero and we owe it to him and his unflinching, hard-charging, flat-over-crest style to never forget him and keep talking about him.

Colin McRae... forever young. Forever the best.



McRAE TAKES ON PADDON

Alister will drive Subaru

Scot Alister McRae will take on current World Rally Championship star Hayden Paddon at New Zealand's Ashley Forest Rallysprint next month.

McRae will drive an ex-Possum Bourne Subaru Impreza WRC while Paddon will run the Hyundai i20 AP4++ with which he's leading this year's NZ domestic Rally Championship. The Australian-based Scot has a power advantage with his 750bhp car sitting at the bottom of the mile-long gravel hillclimb.

McRae knows the Vantage-backed car well, having won

New Zealand's famous Race to the Sky Hillclimb in 2015 and the Leadfoot Festival for the last two years.

Former British Rally champion McRae said: "The Ashley Forest Rallysprint has a lot of history and, of course, everyone wants to win it. Competing back down in New Zealand is great and being in the Vantage Subaru should make for a great weekend.

"The Subaru is almost 20 years old, but with the extra power and some testing beforehand on gravel, I think we can be

competitive. Thinking back to Race to the Sky [in 2015], the car was amazing fun to drive on gravel."

While McRae's car brings a big horsepower advantage, Paddon's machine will be fitted with more modern suspension allowing for greater wheel travel and grip. The Scot is ready for the fight.

"Beating Hayden certainly won't be easy but we will give it a good try," said McRae. "But, equally, I'm sure there will be more than just Hayden to fight against on the day."

The South Island event runs across September 22/23, which means Paddon will arrive back home match-fit following his run at Rally Turkey the week prior to the Ashley Forest Rallysprint.

Paddon's participation comes as no surprise given that he is competing more at home and Bourne was a childhood hero of the multiple domestic champ.

Vantage boss Craig Vincent, Bourne's co-driver, got the car from Possum Bourne Motorsport after Bourne's death and has "continued to race in memory of our great mate".

Entry open for Wales Rally GB showpiece

Entries have opened for this year's Wales Rally GB, with the first 30 privateers to put their name down guaranteed a slot at Britain's World Rally Championship qualifier.

The Deeside-based event has moved forward in the calendar (October 4-7) and will include 90 full international entries. There will be a further 70 places available for the two-day WRGB National Rally, which runs on the back of the main WRC round.

In addition to the WRC stars, this year's Wales Rally GB will also play host to a final double-header entry from the British Rally Championship. Entry to the main event is discounted to £2200 for privateers, while BRC-

registered crews will pay £1650.

The WRGB National Rally includes 85 competitive miles for £900, with the first 55 crews to register guaranteed a run.

For those not competing, Llandudno's looking like an increasingly attractive option for the weekend. The event's backers are funding a free family fun zone, complete with climbing walls and bungee trampolines on the promenade. On Sunday, there is the first free-to-watch WRC stage in Britain for 20 years.

The second of the two Great Orme stages is the final action of the 2018 event and will be followed by champagne celebrations on the seafront finish ramp.

Finland organiser wants to lure Tanak fans

Rally Finland organisers will make an even greater effort to accommodate Estonian fans as Ott Tanak goes in search of back-to-back wins in Jyvaskyla next season.

The Toyota driver's maiden Finland win was supported by 15,000 spectators who made the trip across the Baltic Sea. Next year, even more are expected.

Boss of Finnish motorsport's governing body AKK, Tatu Lehmuskallio said: "In 2018, we paid special focus on the Estonian market and it paid off. Tanak and our great package-deals drew in an even bigger crowd than we had estimated. Next year, we probably have to anticipate an exodus from the Baltic region."

This year's Rally Finland included a radically new route,

something which had caused concern among the organisers.

"Sixty-five percent of the route was new," said event promoter Jani Backman. "All sorts of things could have happened, even with proper planning and preparation. But everything went smoothly."

Early indications are of similar levels of ticket sales to last season. Full analysis of how the event was received will be completed in the autumn, but it's understood more than 30,000 watched the Harju stages in the centre of Jyvaskyla.



Fans got behind Toyota man

AGREE/DISAGREE?
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RALLY NEWS

Photos: Jakob Ebrey, Martin Walsh, William Neill

JUNIOR 1000 BOSSES BACK FOREST RALLYING...

...but organiser wants junior training



Juniors will get instruction

By Jack Benyon

The Junior 1000 Championship has backed Rally4Wales' idea to hold low-cost, short distance forest rallies and to include juniors, providing its competitors are given adequate preparation.

The main Junior 1000 Championship in the UK has been lobbying the Motor Sports Association to allow juniors to attempt gravel forest rallying and claims it will continue to do so.

Two weeks ago, Rally4Wales and the MSA confirmed an idea had been drafted to hold one or two events next year with a 70-car field, with around 30-miles of action.

The aim is to provide a rally for grassroots entrants, with the type of car allowed limited to low-powered two-wheel-drives and historic.

Currently the Junior 1000 series only competes on single-venues such as circuits and airfields, but the series is interested in future gravel events. "We've been talking to the MSA for years," said the Formula 1000 Rally Club's Tristan Dodd. "They need to be getting the skills they need when they go in the forest and we've been working towards that."

"I think maybe people have seized on the junior side of the event idea when in actual fact

the plan has been made in more general terms.

"The phone lit up after MN came out with people asking about it. But no one is just going to throw juniors into the forests without giving them proper training."

The championship – which has helped to start the careers of World Rally Championship driver Elfyn Evans and European title winner Chris Ingram – has a number of methods it uses to prepare 14-year-olds for rallying. Dodd said it would be no different for gravel events.

"I think juniors will end up in the forests," he added. "But it will be under well controlled circumstances. Before they're allowed out on a single venue, they have to jump through a huge number of hoops because we don't want to be accused of not preparing them should an accident happen."

Dodd confirmed his support for the idea of a cost-effective event for the grassroots, adding: "We do need an entry level event. We need to get them from the likes of road rallying and Targas to the forests. An event where the drivers can learn, enjoy, and they aren't throwing the mortgage at it."

"I can see what Jamie [Edwards, R4W] was saying and you need something to make forest rallying achievable."

Down winner Greer back in a Fiesta for the Ulster after engine rebuild

Down Rally winner Jonny Greer is set to return to his usual Ford Fiesta R5 for the Ulster Rally, after using a Citroen DS3 R5 to win the June event.

Greer drove a DS3 R5 from 2015-2017 but switched to a Fiesta this year while waiting for the new Citroen C3 R5 to be released for sale later in 2018.

After mechanical problems with the Fiesta on the Donegal Rally earlier in June, Greer and co-driver Kirsty Riddick were forced back into a DS3, but still beat a strong entry on the MSA Asphalt Championship event to victory.

"The Fiesta was meant to be at the Down Rally but we had an issue with the engine in Donegal and we sent the engine back [for repair]," explained Greer. "At the minute the plan is to switch back to the Fiesta [for the Ulster], the engine is due back at the end of this week."

"It's good to have the option of the Citroen if we need to. With having driven the Citroen on the Down Rally I would be happy with it if we needed to use it on the Ulster. But the plan is to stick to the Fiesta."

Greer still hopes to switch to the C3, but confirmed he didn't feel rushed, and the car isn't yet available. It is

currently being tested by Citroen in WRC2 with Stephane Lefebvre and Yoann Bonato.

"We bought the Fiesta at the start of the year with the aim of switching to the new Citroen [C3 R5] later in the year," added Greer.

"It's still a bit up in the air, they're

trying to get some miles under the car at WRC level, which we're happy enough with as our season is nearly over, there's no real panic to have a new car now.

"We'll try and get over and see the car. Because we're that far into the season there's no panic."



Carlisle: R2 issues

Smith gets new Fiesta R2 chance

BTRDA 1400 frontrunner Mat Smith has been given another chance to show what he can do in an R2 car and will compete on Saturday's Grampian Rally.

Smith was one of the drivers chosen by Swift Caravans' Peter Smith to have a prize drive in his Ford Fiesta R2 on the Carlisle Stages, but a stone in the calliper broke several rims. He still scored 16th overall and second in the B10 class. "We had one or two issues when we were out and

SEEDING ENTRY LIST

Grampian Stages Rally

NO	DRIVER/CO-DRIVER	CAR
1	Jock Armstrong/Cameron Fair	Subaru Impreza
2	Garry Pearson/Dale Bowen	Ford Fiesta R5
3	Andrew Gallacher/Jane Nicol	Ford Focus WRC
4	Donnie MacDonald/Jamie Edwards	Ford Fiesta R5
5	John Wink/John Forrest	Hyundai i20 R5
6	Freddie Milne/Patrick Walsh	Subaru Impreza WRC
7	Bruce McCombie/Michael Coutts	Mitsubishi Lancer
8	Mark McCulloch/Michael Hendry	Subaru Impreza
9	Lawrence Whyte/Paul Beaton	Ford Fiesta R5
10	Michael Binnie/Claire Mole	Mitsubishi Lancer E9

I think that's why I've got another chance," said Mat. "Peter was the one who suggested to have another go. I was disheartened at the end of the event, because of the issues we'd had, but Matt [Edwards, whose hire car Smith will use] was soon on the phone asking if I wanted to do the Grampian.

"There's not many who would do what Pete's done.

"I'm really looking forward to it. I've done the Border Counties and the Scottish when I had my

Peugeot 205, but I've never been that far north before."

Meanwhile the battle for the Scottish Rally Championship intensifies on the Grampian, the penultimate rally in the championship.

Andrew Gallacher (Ford Focus WRC) leads Donnie MacDonald's Ford Fiesta R5 by a single point heading into the event.

Perennial frontrunners Jock Armstrong and Garry Pearson return to action as cars one and two.

BARRY MORRIS TAKES MAIDEN WIN ON THE DOGLEAP RALLY

PAGE 27



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'Taylor on top on Tyneside'
Rally reports, p27



Photos: Kevin Money

PHOENIX STAGES ENDED BY FIRE



Hickling had to halt event

The Eastwood and District Motor Club's Phoenix Stages had to be abandoned last Sunday after only two stages, when fire engulfed an adjoining stubblefield at the Fulbeck Airfield venue.

Arron Newby had been leading the event in his TEG Sport-run Subaru Impreza, and he and a small number of

cars completed the third stage. Clerk of the course John Hickling confirmed it was a difficult decision, but that it was completely necessary. "It was a decision we had to make really, to protect further usage of the venue, for PR purposes, and it was too much of a risk to competitors and marshals," said Hickling after

taking advice from the local fire chief. "It wasn't an easy decision to make, after over 30 years when we have run 73 rallies. It's the first time we have had to do this." A couple of cars are thought to have touched the edge of the field on stage three, and due to the tinder conditions, their exhaust helped ignite

the stubble. It was then fanned by a breeze. It is believed to have spread at five metres per second and a wind change could have taken it to the nearby city of Lincoln within 15 minutes. Due to only two stages running in full, not enough of the distance was completed for the results to be declared final.

THE STRAIGHT-TALKING SCOT

JOHN FIFE

"Lack of new entrants should be a worry"



The news that 14- to 17-year-olds could be able to contest forest rallies is most welcome. The current scheme based on single-venue events and one-litre cars has proved the viability and attraction of the idea. This latest initiative would open it up further.

New interest is needed. Even with the GoMotorsport scheme, rallying and racing are struggling compared to many other more prominent and popular sports. There are currently around 30,000 competition licence holders in the UK. Oddly enough the same number as over 20 years ago, in 1996. Although any decline in numbers appears to have been halted, the failure to attract significant numbers of youngsters must be a concern. Despite the effort being expended on luring newcomers to the sport, there is still one big obstacle: Cost.

That is one reason so many older participants are entering and re-entering the sport in their historic, classic or period machinery. They have made their money and can afford it. Take those numbers into account and the failure to attract more youngsters becomes even more worrying.

The stagnant number of competition licence holders reflects the fact that motorsport is difficult to enter and expensive once you get there. It could therefore be argued that motorsport is inherently unfair. Those with a bigger budget always have an advantage.

That's why the cost of participation in this sport must always be kept under review. The news that the MSA is considering a review of the competition seat and seat belt luring rule is to be welcomed. Instead of blithely adopting FIA rules and recommendations, surely it is up to each individual country's own National Sporting Authority to question whether these are right for the amateur level sport in their own country.

On that basis, rules require a regular clear-out. Instead of constantly adding to the burden we should be seeking ways to change it and make it more affordable. Road car autotests and autosolos are a great idea, but the minute you move away from standard road cars and add timing and speed to any type of event, it requires more money to be spent on personal safety equipment and more car modifications to be implemented.

Safety is cited as the reason for much of this, but we all know that motorsport carries an element of danger. It should be recognised and understood that this is also part of the appeal, and despite the risk element, motorsport has a better safety record than some other sporting pursuits.

Life without risk is like an engine without a spark, you need fire and a bang to make it go.



'Coogie' Urquhart has been missed

M-Sport auctions co-driver's seat with BRC leader Edwards

Ryan MacLennan – grand nephew of well-known rallying clerk of the course Iain 'Coogie' Urquhart – is walking the length of Vietnam in 2019 and M-Sport stepped in to help him fund the trip. M-Sport is helping by auctioning a chance to co-drive the current BTRDA and British Rally Championship leader Matt Edwards.

The winner will get the chance to sit with Edwards on a test before Wales Rally GB in his Ford Fiesta R5. 'Coogie', who passed away in March, was the clerk of the course of the Snowman Rally and a contributor to Wales Rally GB among many other events. His loss has been felt in Scottish and British rallying. MacLennan will look to help infrastructure in

Vietnam next year as well as walking the country, and bids to sit alongside Edwards to help raise funds are open. Bids can be directed to William MacLennan on Facebook with the bidding set to end on August 14. Edwards leads the British Rally Championship by 20 points over Keith Cronin, and the BTRDA by three points on dropped scores.

Irish National Championship back after a break for the heatwave

After an enforced break due to the extreme heat, the Irish National Rally Championship resumes on Sunday with the Tipperary Stonethrowers Rally in Clonmel.

The leading duo in the points – Declan Boyle (Ford Fiesta R5) and Joe McGonigle (Mini WRC) – are both due to line up for the nine-stage event. It will be round four of the series as the last round of the contest, the Sligo Stages, was

postponed due to melting Tar. Neither Boyle or McGonigle had lodged entries as MN closed for press but were expected to. Along with Josh Moffett (Ford Fiesta RS WRC), the quest for the title now appears to be a three-way tussle as Donagh Kelly – third in the series – hasn't entered. Others on the entry include Daniel Cronin (Fiesta R5), the younger brother of British Rally champion Keith, 2016 champion

Roy White (Fiesta WRC), Niall Maguire and Kevin Barrett and British driver Martyn England (Fiesta R5+). In Group N, Aidan Wray (Mitsubishi Lancer E10) has opposition from Paul Barrett in a similar car and Brian O'Keefe (Lancer E9). The modified class will include Ian Barrett (Darrrian T90), Chris Armstrong (Ford Escort), Adrian Hetherington (Ford Escort) and Stuart Darcy (Darrrian T90).



Moffett has strong chance



James Lepley was leading his class and just outside the top 10 when the Phoenix Rally was cancelled last weekend. Lepley – son of rare rally car dealer Jason and brother of BTRDA R2 Rallye Cup champion George – was making his first appearance in a Ford Escort Mk2 he'd helped to build, co-driven by Howard Pridmore. He was fastest two-wheel-drive car on both stages before the fire took hold and forced organisers to stop the event.

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RALLY REPORT

Photo: John Fife



Subaru driver was on-form at Solway

HARDIE WINS AS TROUBLE STYMIES McCULLOCH

Solway Coast Rally

By John Fife

Organiser: Solway Car Club **When:** August 4 **Where:** Dundrennan Ranges, Dumfries and Galloway **Championships:** Scottish Tarmac Rally Championship, Border Challenge, F1000 Senior Championship **Starters:** 72 **Stages:** 8

David Hardie and John McCulloch were the winners of an action-packed Solway Coast Rally in their Subaru Impreza, after drama for the crew that have won the last six Solway events.

Winners of this event twice before, Hardie and McCulloch were up against hot favourite and five-time winners Mark McCulloch and co-driver Michael Hendry. But when the latter's Subaru whacked a tree at the end of the first stage, their hopes

for a sixth victory in a row on this event were shattered. The same tree on the outside of a moss-covered bend also accounted for the Ford Fiesta R5 of Stephen Thompson, who finished second here last year, and the Subaru of Scottish Tarmac Championship frontrunner Ian Paterson. "When the car initially understeered and then gripped, I thought I had caught it," said Thompson. "But then the back end just broke away."

That left Lee Hastings and Alistair Wylie to take up the chase. Ensuring that Hardie was never able to relax they finished just 21 seconds adrift in their Impreza. Rounding off the top three were Gordon Morrison and Calum MacPherson who just managed to hold off Ian Forgan on the final stage.

Forgan had been driving all day without

the anti-lag on his Subaru: "It's too fierce at the wrong times," he said. "It's extremely slippery on the mossy surfaces under the trees."

Robert Adamson scored the best result of his career with fifth in his Skoda Fabia S2000 while John Marshall finished sixth in a rally which he was wishing afterwards he hadn't started. He was still recuperating from three broken ribs incurred in a water skiing accident.

First time out this year, Richard Dickson was seventh in his Subaru ahead of the first of the two-wheel-drive runners – Colin Gemmell his Ford Escort Mk2.

Once again, the 1600s were mixing it with the bigger machinery. Stewart Dodds scored a hugely impressive ninth place in his Nova while Michael Harbour was 10th

in his Citroen C2, although George Ross Auld lost out when his Ford Escort broke a halfshaft.

The fierce but friendly rivalry experienced by Hardie and McCulloch is easily explained: Hardie's co-driver is Mark McCulloch's dad.

Minis claimed the top two spots on the historic rally as Ray Cunningham took a two-minute win from Clive King.

Results

1 David Hardie/John McCulloch (Subaru Impreza) 36m41s; 2 Lee Hastings/Alistair Wylie (Impreza) +21s; 3 Gordon Morrison/Calum MacPherson (Impreza); 4 Ian Forgan/Chris Lees (Impreza); 5 Robert Adamson/Jane Nicol (Skoda Fabia); 6 John Marshall/Scott Crawford (Impreza); 7 Richard Dickson/Roger Alcorn (Impreza); 8 Colin Gemmell/Tom Hynd (Ford Escort Mk2); 9 Stewart Dodds/Robin Neil (Vauxhall Nova); 10 Michael Harbour/Ian MacDougall (Citroen C2 R2 MAX). **Class winners:** Dodds/Neil, Harbour/MacDougall, Michael Robertson/Murray Milne (Honda Civic), Gemmell/Hynd, Dickson/Alcorn, Hardie/McCulloch.

Elliot brings the Solway Payne

Solway Coast Junior Rally

By John Fife

Organiser: Solway Car Club **When:** August 4 **Where:** Dundrennan Ranges, Dumfries and Galloway **Championships:** Junior Formula 1000 **Starters:** 72 **Stages:** 8

Citroen C1 cars filled the top four places in the Junior event with Elliot Payne and Simon Rogers claiming victory by five seconds from Edward Lewis and Sam Bilham.

The duo were rarely more than 3s apart on each stage, although both managed a couple of overshoots which could have caused the result to go either way.

Ioan Lloyd was third and Rob Wilson fourth with the first of the 'home' crews, Johnnie Mackay finishing fifth in his Suzuki Alto.

Top seed Sam Adams smacked a water butt which then pitched his Skoda Citigo through a fence and Lewis Haining had a fan come loose which punctured his car's radiator.

The event is one of the favourites as the juniors are – unusually – allowed to use route notes.

Results

1 Elliot Payne/Simon John Rogers (Citroen C1) 42m 58s; 2 Edward Lewis/Sam Bilham (Citroen C1) +5s; 3 Ioan Lloyd/Jonathan Jackson (Citroen C1); 4 Rob Wilson/Martin Hagggett (Citroen C1); 5 Johnnie Mackay/Gordon Reid (Suzuki Alto); 6 Rob Cotton/Chris Williams (Toyota iD).

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FEATURE

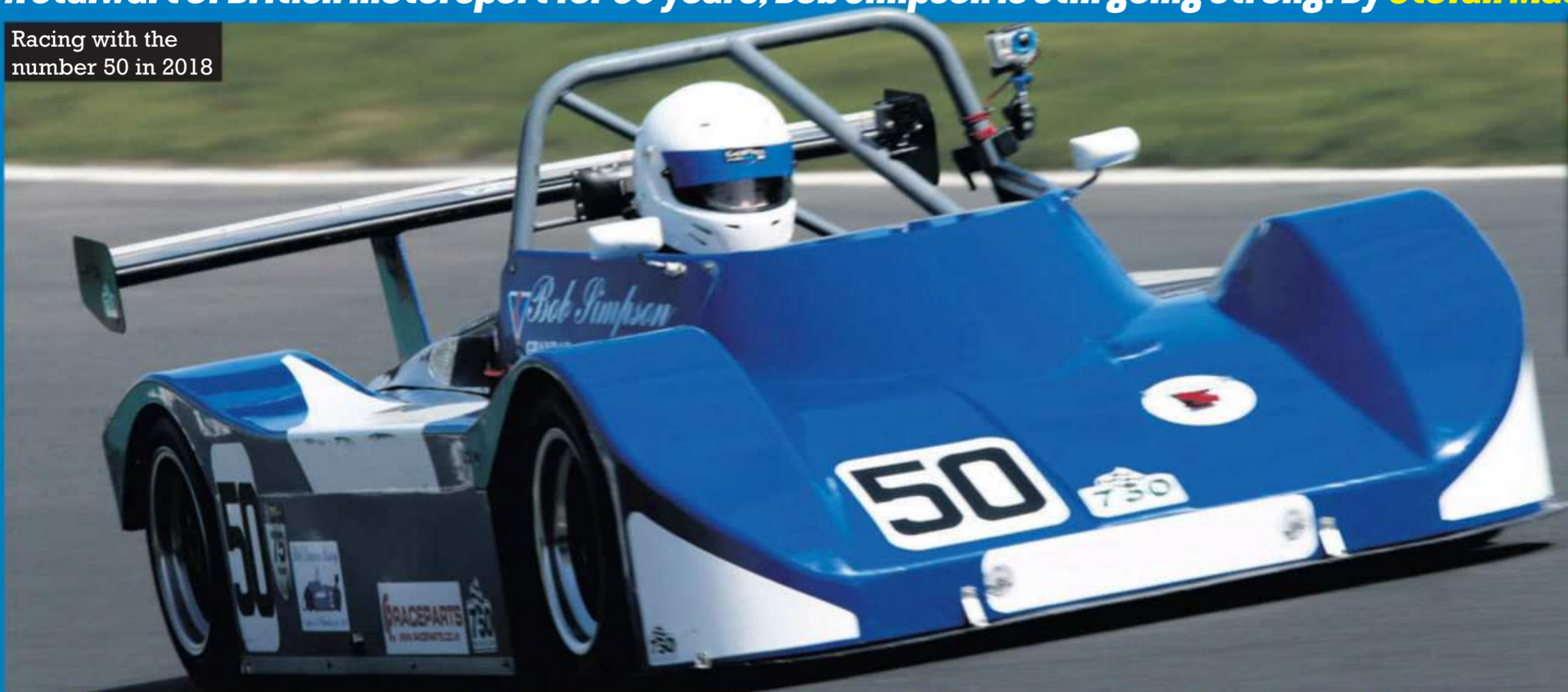
Photos: Gary Hawkins

A stalwart of British motorsport for 50 years, Bob Simpson is still going strong. By **Stefan Mackley**

Racing with the number 50 in 2018

**BOB SIMPSON'S
750 FORMULA TITLES**

**1978
1980
1989
2003**



SIMPSON

HITS 750 FORMULA HALF-CENTURY



Very few drivers can claim to have spent half-a-century continuously competing in motorsport – even fewer still can boast credentials of having raced in the same series for all those 50 years.

But Bob Simpson is one of them, as 2018 marks 50 years since he made his debut in the 750 Motor Club's 750 Formula having first been introduced to the series when he watched it during the 1960s at Brands Hatch.

From beating Damon Hill to a Driver of the Day accolade and being presented with a trophy by three-time Formula 1 world champion Jack Brabham, Simpson has seen and done it all including being very successful.

"I'd always taken an interest in [motor racing] from a teenager I suppose, watching Stirling Moss, Jim Clark and Brabham," he says. "My dad was always interested in it and his father, although I never met him, he used to be a mechanic at Brooklands. So he [Bill] always followed motor racing and I just sort of carried on really.

"We used to go to Brands Hatch

spectating in the '60s, we used to be down there most weekends. I thought we could probably manage to do that [compete], I've only ever done it on a real tight budget, it's only been a hobby as such it's not been anything other than that."

A hobby it may be but it's one at which Simpson has had considerable success with since his first meeting at a wet Castle Combe in 1968 using an Austin-based car.

With ever-changing regulations and constant evolution of the cars, Simpson has adapted and clinched four championships across four decades – all in machines of his own design and all dubbed a Simpson Special.

"I've only made four cars, none of them have ever lasted very long," adds Simpson. "One of them went on to win the championship a few times once we'd sold it. It ended up being a bit of thorn in our side because it kept beating us!"

His first triumph came in 1978, the first year for the second Simpson creation before he won the title again in 1980.

During that season he and his dad – who competed alongside him in the early years – created their third car which would eventually go on to claim title honours in 1989 as well as countless wins and podiums.



Family support at race meetings

Simpson says: "The '80s were really good times for us, not topping the Formula but we were racing at the sharp end, big grids – 30 people at least on the grid – and in the '80s we were never really out of the top three in the majority of the races."

In 2003, he clinched what remains his most recent title and last for the Reliant-powered cars as the 750 Formula switched to Fiats for the following season.

"The first 10 years were the hardest, learning how to keep the cars going and keep the engines going more than anything else because we were running a Reliant engine for a load of years," recalls Simpson.

"It was quite a fragile little engine so it took us a long time to learn all the tricks to keep that engine going



Simpson built his own car

and of course now, because we've moved onto the Fiat, it's a lot easier for people to keep them going. It's not so tricky as a Reliant used to be."

But does the 71-year-old have any regrets about never competing in another series or different types of cars? "I've no desire to move to faster cars or anything like that," he says.

"It's a matter of trying to get myself and my own car going as quick as I can. I've no desire to change formulas, I've not really had the money to do it anyway."

So far in 2018 Simpson has competed in five rounds of the 750 Formula Championship, taking a best result of fourth place four times during the course of the season.

He sits fourth in the standings

after the latest races at Cadwell Park last month.

And Simpson is showing no signs of stopping a hobby which is as much about the racing as it is about the family atmosphere at each event.

"I'm still really enjoying my racing, the atmosphere in the paddock is brilliant, I enjoy going to the race meetings as much as anything else, I seem to get motivated [going to them]," he says.

"Being in the garage is the thing that takes the motivation [away] most of the time, doing silly little jobs.

"I was a plumber and electrician, I've not had any connection with the motor trade. I do it as an amateur hobby, it's been kept as a hobby and I've thoroughly enjoyed it." ■



Third Simpson Special was created in 1980 and won title in 1989



The first 750 Formula title: 1978



An Austin-based car was the first

WORLD RALLYCROSS: CANADA

Photos: mcklein-imagedatabase.com

As the discipline of rallycross has grown exponentially in recent years, the influx of manufacturer support for teams has inevitably brought a host of new faces into the paddock.

But, among the sea of new blood, a large number of the old guard still hold a presence. The most successful driver in rallycross, Kenneth Hansen, plays a sporting role in Peugeot's effort while former double European champion Lars Larsson works together with OMSE owner Andreas Eriksson. Another former Euro RX champion, Jussi Piimä, operates Marcus Gronholm's GRX team.

Those stalwarts of the sport have seen it all. But, even former European Supercar event-winner Tommy Kristoffersson didn't think his championship-leading son Johan could fight his way back into victory contention from ninth overall at the end of day one in Canada last weekend.

The target at that stage was for Kristoffersson Jr to try and make the top four in qualifying to get on the front row of the grid in the semis and make the final in damage-limitation mode.

Despite his domination before the Trois-Rivières weekend, Kristoffersson was, and still is, yet to get a pole position slot from the random Q1 grid-draw. At Trois-Rivières, Kristoffersson was handed an outside grid position for Q1. And, without the straight-line advantage the PSRX team's Volkswagen Motorsport-built Polo R Supercar had held 12 months ago, he wasn't about to make it through the first corner first and thus spent the opening two sessions stuck in traffic.

Meanwhile, on the back of a positive test in Peugeot's new 208 WRX in Latvia last month, Sebastien Loeb set the fastest time in both Q1 and Q2 to lead overnight. Not comfortable with Polo on the long loose-surface section of the lap, Kristoffersson used team-mate Petter Solberg's data to find both a suitable set-up for his car and some performance from himself. Against the odds, he won the start and his race in Q3 from second on the grid to secure pole for Q4, while Loeb and Audi driver Mattias Ekstrom came together at the joker lap exit in their Q3 race with the Frenchman losing almost 20 seconds while Ekstrom retired.

From pole in Q4, Kristoffersson again won the start and was never headed. He claimed pole for semi-final one by a single qualifying point from Loeb, before making the best start to win.

Solberg meanwhile, who had started alongside, had to battle his way to finish third. He had taken an early joker and ran behind Niclas Gronholm

KRISTOFFERSSON PUTS HIS TROUBLES BEHIND HIM

Hal Ridge watched the reigning champion climb back to the front



Kristoffersson took his sixth 2018 win

for much of the encounter in another strong showing for the GRX team.

Making the start order for the semis look like an entry list, with the VWs on row one in semi-one, Peugeot pilots Hansen and Loeb filled the semi-two front row. But, it was Audi driver Andreas Bakkerud who made the best start from row two in semi final two and squeezed between the 208s in the run to Turn 1 to take the lead, as Kevin Hansen also got involved. But, Bakkerud had broken his left-rear suspension in the move and, despite holding on until the start of lap three, he dropped back and eventually finished fourth.

Hansen had seen Bakkerud's issues and removed himself from the traffic with an astute joker, but Loeb had lost

ground behind the ailing Audi and was passed by his team-mate. Loeb then made an uncharacteristic error in dry conditions and crashed into the wall on the outside of the penultimate corner and spun. He was collected by Janis Baumanis, who then beat Loeb to the line as Loeb cut the final left-hand kink and was given a five-second penalty post-race.

Had Bakkerud dragged his car to the finish 1.5 seconds quicker, he could have been elevated to the final at Loeb's demise.

Having seen Bakkerud's move in the semi, Kristoffersson and Timmy Hansen worked together to close the gap at the start of the final. Ekstrom ran third on lap one as Solberg slammed the door on Loeb, the pair having started on the back row.

Hansen then clipped the wall on the inside of Turn 5 in the rough loose section and had a half-spin. He held onto the wayward 208 and remained second but had allowed Kristoffersson a one-second gap he would maintain from the front of the field to score his sixth win from seven.

Solberg jockeyed from fifth on lap two but was covered off by Ekstrom and then Hansen on laps three and four. Loeb climbed to second before dropping back down to third when he took a lap-five joker behind Kristoffersson. Hansen, who admitted to not having pushed as hard as he might have to ensure a podium finish in a luck-limited season, closed the gap at the end of the final, leaving him wondering what might have been. Loeb returned to the podium while Ekstrom held off Solberg for fourth and Baumanis was sixth.

RESULTS

FIA World Rallycross Championship round 7/12
When: August 4/5 Where: Trois-Rivières, Canada Starters: 49

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	5m00.190s
2	Timmy Hansen	Peugeot 208	+0.696s
3	Sebastien Loeb	Peugeot 208	+2.147s
4	Mattias Ekstrom	Audi S1	+3.366s
5	Petter Solberg	Volkswagen Polo	+4.038s
6	Janis Baumanis	Ford Fiesta	+9.950s

ARX Supercar: 1 Scott Speed (VW Beetle); 2 Tanner Foust (VW Beetle); 3 Ken Block (Ford Focus); 4 Patrik Sandell (Subaru WRX STI); 5 Chris Atkinson (Subaru WRX STI); 6 Steve Arpin (Ford Focus).

RX2: 1 Oliver Eriksson; 2 Guillaume De Ridder +2.721s; 3 Cole Keatts; 4 Vasily Gryazin; 5 Sami-Matti Trogen; 6 Conner Martell.

ARX2 Round 2: 1 Martell; 2 Christian Brooks +2.563s; 3 Travis PeCoy; 4 Cabot Bigham; 5 James Rimmer; 6 Keatts.

ARX2 Round 3: 1 Martell; 2 Brooks +0.845s; 3 Alex Keyes; 4 Rimmer; 5 Scott Anderson; 6 Fraser McConnell.

Speed profits as Foust has a torrid event

Scott Speed won the third round of the Americas Rallycross Championship at Trois-Rivières to increase his lead in the standings over Volkswagen Andretti team-mate Tanner Foust.

Foust had crashed out heavily in Q2 while trying to pass Ken Block at Turn 2 and then retired from Q3 with collapsed front suspension. From the second row of the grid in the final, Foust passed Block into Turn 1 and then followed Speed until his lap five joker.

Speed then took his joker on lap six and maintained the lead to win his second round in a row. Block completed the podium in a revised version of the Ford Focus RS RX he raced in World RX in 2016 and 2017.

Patrik Sandell finished best of the Subaru runners in fourth, ahead of

fellow former WRC driver Chris Atkinson. Jacques Villeneuve made his return to rallycross with the Vermont SportsCar-run Subaru team but struggled before retiring from the semi-finals with technical issues. British driver Oliver Bennett also retired in the semi-finals.

American Conner Martell came close to winning every support category final of the weekend in a double-header for ARX2 and the Canadian RX2 round, which both use Supercar Lites machines.

He won the two ARX2 finals from Christian Brooks and challenged eventual RX2 winner Oliver Eriksson for the lead of the final but hit the tyre wall on the inside of Turn 5 and retired. Guillaume De Ridder and Cole Keatts made it an OlsbergsMSE podium lock-out.



Bakkerud was ruled out at the semi-final stage with suspension damage

BRITISH GT: BRANDS HATCH

Haigh and Adam take win and championship lead. By James Newbold

OPTIMUM ON TOP

LATE PASS SEALS VICTORY FOR ASTON DUO



Astons had the edge at Brands

As lap 17 ticked by at Brands Hatch, the Flick Haigh-driven Optimum Motorsport Aston Martin Vantage led by 12.3 seconds, comfortably enough to negate the 10s success penalty she and Jonny Adam had earned for finishing third at Spa last time out.

But on lap 18, that advantage was cut to nothing as the safety car appeared to allow for the recovery of Graham Roberts' GT4 Ginetta at Sheene. Haigh's hard work had been for naught and Optimum was staring at defeat on a weekend that looked to be theirs for the taking.

"Our chins were on the ground," admitted Adam later.

But clearly the two-time champion hadn't read the script, as come the chequered flag it was Optimum on top

of the podium. It was in command of the standings for the first time since the Oulton season opener, after Adam's late pass on Jonny Cocker denied the 2004 champion and co-driver Sam de Haan their first win of the year.

At the start, Haigh converted pole to an early lead over the Beechdean Vantage of Andrew Howard and Spa winner Graham Davidson's similar Jetstream model, which had a 20s penalty of its own to serve at the stops. Davidson then caught Howard napping at the restart to snatch second, although another safety car interruption to repair tyre barriers on the pit straight – pummelled by Mike Newbold's HHC Ginetta – effectively ended his prospects.

That was even before a "foreign object", understood to be a piece of kerbing, penetrated the windscreen during teammate Maxime Martin's stint and forced

the Belgian's unscheduled hospital visit.

When the race resumed for a second time, Haigh had enough left in the tank in the four laps prior to the pit window for Adam to emerge ahead of the Beechdean car, now with Darren Turner at the wheel. The delayed Barwell Lamborghini Huracan of Phil Keen (in for Jon Minshaw) was behind also, hampered by having the final garage in the congested pitlane and was forced to wait for a gap in the train of cars to appear.

As Optimum team manager Bas Leinders put it, having the first pit bay meant "the 10 seconds wasn't that big a penalty, it was more like three or four in the end".

Yet that still left Adam behind the second Barwell car of Cocker, who had benefitted from an overcut after de Haan had come in a lap later than the rest to a clear pitlane.

With Turner managing an unstable rear

end and focused on keeping Keen behind – until the pre-event points leader was forced to retire when radiator debris caused his engine to overheat – Adam escaped and set about tracking the leader for several laps without finding a chink in his armour.

Optimum engineer Evert van Doorn was prepared to settle for second with Minshaw/Keen out of the picture, but Adam didn't want to give up the chase and was rewarded for his persistence when Cocker's tyres fell away. Sure enough, Cocker ran wide on the exit of Westfield with four laps to go and in a flash, Adam was alongside and gone.

"My engineer was telling me 'remember points are key' but when that opportunity arose it was game on," said Adam. "I could have let Jonny go, but I just wanted to keep putting the pressure on to see if he would crack. Up to then he

was bulletproof, he was driving so well using the traffic really nicely. It was just that one mistake."

Behind Cocker, still searching for his first British GT win since Thruxton 2007, Turner's loose grip on third was finally ended by Brands debutant Nick Thiim, who capitalised on traffic at Clearways and slipped ahead of the TF Sport Aston Martin on the run to Paddock Hill Bend, also four laps from home.

It capped a good recovery for TF Sport from the back of the grid, after Farmer had spun into the gravel at Paddock on his first timed qualifying lap. It was also a just reward for TF after preparing the Blancpain chassis that had entered the Spa 24 Hours the previous weekend when Farmer's fire at Spa caused too much damage to the primary chassis.

"I feel so sorry for Jon Minshaw, but it's just livened up the final stages of

ROUND-UP

Nicolai Kjaergaard kept his slim chances of winning the **BRDC British F3 Championship** alive after taking his third victory of the season and cutting the points gap to leader Linus Lundqvist.

Carlin was the team to beat on the Brands Hatch Grand Prix Circuit, locking out four of the first five spots in qualifying with reigning British Formula 4 champion Jamie Caroline taking pole ahead of Kjaergaard and Billy Monger.

With passing aboard the F3 car almost impossible around the GP layout due to the 'dirty air' produced by the car in front, the start to all three races proved crucial.

Lundqvist made "probably the best start of my season" to surge through from fourth to second by Paddock Hill in the opener, the Double R driver diving to the inside of Kjaergaard in a breathtaking move.

But Caroline, subbing for Clement Novalak again who was out with a hand injury, led throughout to take his second

win in two meetings – ahead of Lundqvist and Kjaergaard.

"It's never easy to win but it's easier knowing that the car was there and it was down to me to get the job done," said Caroline, who took victory in race two at Spa-Francorchamps last month.

"We got heat in the tyres to get a gap at the start and I was just managing it."

In the fully-reversed grid second race, Jamie Chadwick took her first victory in the series and made history by becoming the first female driver to win a BRDC British F3 race. The Douglas Motorsport driver started fourth and made her way up to second by the end of the opening lap where she sat behind Double R's Pavan Ravishankar.

But the Singaporean had picked up a 10-second penalty for a jump-start, and despite taking victory on the road was demoted to 10th and promoted Chadwick to the top step.

"I knew that he [Ravishankar] was going to

get a penalty but I was hoping it would be a drive-through so I could get my head down and I wanted to win on the road," she said.

"When I'm on the money, I know I can be the quickest or one of the quickest.

"It shows that it's possible [to win] and nothing to do with my gender."

Double R's Krish Mahadik, who took his first and currently only win in the series during the same race 12 months ago, finished second with Lanan Racing's Kush Maini third as the title-contenders struggled to make progress – Kjaergaard ninth and Lundqvist 11th.

Kjaergaard took a lights-to-flag victory in the third and final race having started from pole, while Caroline jumped Lundqvist at the start from third to finish runner-up.

Despite this being the first weekend where Lundqvist didn't claim a single win, his lead was only cut by nine points to 111 with two meetings remaining.

"Unfortunately that's the case [first

weekend not to win] but it's been a solid weekend," said the Swede.

"We got two podiums which is not a bad result, maybe we didn't maximise speed but there's still two more rounds to go."

The **Caterham Seven 420Rs** produced the best racing action of the weekend, as seven cars were in contention for the win in the opener until the closing laps. Danny Winstanley used his experience to avoid the mayhem around him and out-dragged Will Smith to the line by just 0.036s.

In the second race, both Winstanley and Smith managed to break the tow of the chasing pack, with Smith eking out to a narrow win from Winstanley – who extended his lead at the top of the points.

Harry King made the drop down from the Ginetta GT4 Supercup to compete in the **G40 Cup**, replacing Jamie Hopkins at Elite Motorsport for this one round, and took a hat-trick of wins. In the opening two races he was out-dragged to Paddock by

champion-elect Tom Golding but retook the lead before the end of the lap each time. Race three, with the top eight reversed, proved more troublesome but he overcame the seven cars ahead of him to lead by lap five. Golding did enough with three runner-up spots to claim the title.

Mark Ashworth took one of his most enjoyable victories aboard his TVR Grantura Mk3 in the **Equipe GTS** race, taking the lead on the final lap from Jack Rawles's Austin Healey Mk2 as the latter struggled with overheating.

In the **Tin Tops and Modified Saloon** races, Rod Birley had to limp home third in the opener aboard his Ford Escort after it lost boost despite qualifying ahead of his nearest rival by 4.4s. Adrian Bradley won in his BMW M3. In the second race, Birley was beaten by the Holden Commodore of Alex Sidwell, who'd missed the opening race with a plug lead failure.

Stefan Mackley

Cha



Keen/Minshaw had to retire after their Lamborghini overheated



RESULTS

British GT Championship GT3 (73 laps) 1 Flick Haigh/Jonny Adam (Optimum Motorsport Aston Martin V12 Vantage); 2 Sam de Haan/Jonny Cocker (Barwell Motorsport Lamborghini Huracan) +4.688s; 3 Mark Farmer/Nicki Thiim (TF Sport Aston Martin); 4 Andrew Howard/Darren Turner (Beechdean AMR Aston Martin); 5 Lee Mowle/Yelmer Buurman (ERC Sport Mercedes-AMG GT3); 6 Derek Johnston/Marco Sorensen (TF Sport Aston Martin). Fastest lap Sorensen 1m26.545s (101.21 mph). Pole Adam/Haigh. Starters 10. **Points (after 8/9 rounds)** 1 Adam/Haigh 139.5; 2 Phil Keen/Jon Minshaw (Barwell Motorsport Lamborghini Huracan) 122; 3 Thiim/Farmer 121; 4 Buurman/Mowle 113; 5 Sorensen/Johnston 100; 6 Turner/Howard 87.5

GT4 (69 laps) 1 Graham Johnson/Mike Robinson (Balfe Motorsport McLaren 570S GT4); 2 Ben Green/Ben Tuck (Century Motorsport BMW M4 GT4) +5.981s; 3 Kelvin Fletcher/Martin Plowman (Ultratek Nissan 370Z GT4); 4 Nick Jones/Scott Malvern (Team Parker Racing Mercedes AMG GT4); 5 David Pattison/Joe Osborne (Tolman Motorsport McLaren); 6 Patrik Matthiesen/Callum Poynton (HHC Motorsport Ginetta G55 GT4). Fastest lap Matt Nicoll-Jones (Academy Motorsport Aston Martin Vantage GT4) 1m33.747s (93.44 mph). Pole Dean Macdonald/Jack Mitchell (Century BMW). Starters 19. **Points:** 1 Mitchell 118; 2 Tuck/Green 108; 3 Poynton/Matthiesen 104.5; 4 Charlie Fagg/Michael O'Brien (Tolman Motorsport McLaren) 95; 5 Nicoll-Jones/Will Moore 87; 6 Malvern/Jones 72.5.

the championship no end," Farmer said. The top four teams are still in with a chance of the title at Donington Park, but there is no doubting who is on top. Even with a 20s penalty to serve, Adam and Haigh hold a handsome 17.5-point buffer over Minshaw/Keen and if their ongoing appeal of a 30-second post-race penalty from the first race at Snetterton that dropped them from fourth to ninth is successful, the title really will be Optimum's to lose. "It's probably the best that it's felt all year long, which is a nice bit of timing because Donington will be crucial," Adam said. "We've got a hefty penalty but I'd rather go there leading with the way the car is performing than go there trailing behind." In scorching 27-degree temperatures, Optimum have turned up the heat on the championship fight.



Chadwick took maiden win in British F3 and became first female to win in series



GT4

Safety car helped Johnson/Robinson

WINLESS STREAK COMES TO AN END

While Graham Johnson and Mike Robinson finally ended their streak of bad luck to stop a barren spell stretching back to Donington Park last year, all the action was going on behind them as early leaders Ben Green/Ben Tuck made it back to second on the final lap to set up a fascinating title showdown with Century Motorsport team-mate Jack Mitchell.

Unlike the last round at Spa, where Mitchell and Dean Macdonald required a fortuitously timed safety car to win, Century's BMW M4s had a clear pace advantage over the McLaren 570S at Brands Hatch. But two safety car spells turned the race in favour of the Pro-Am entrants who benefitted from 30-second shorter pitstops than their Silver-Silver counterparts.

Starting down in 13th, Johnson made good progress early on to run 10th and second of the Pro-Am runners. He was behind Richard Williams in the returning Steller Motorsport Toyota GT86, when Graham Roberts' Team Hard Ginetta found the gravel at Sheene, eliminating the advantage built by Green and poleman Macdonald at the head of the field.

Another safety car – this time to

rebuild the tyre barriers on the pit straight after Mike Newbould's HHC Motorsport Ginetta made contact with Paul Vice's Invictus Games Jaguar – compounded Century's problems and looked set to play into the hands of Williams/Sennan Fielding.

That was until an optimistic look around the outside of Finlay Hutchison's Equipe Verschuur McLaren at Graham Hill Bend left the door open for Patrik Matthiesen (HHC Ginetta), the resulting contact leaving Williams facing the wrong way and Johnson in the pound seat.

Despite severe understeer, Robinson brought the car home for Balfe Motorsport's first win in GT4, a rare bright moment in a tough season for the 2016 champions.

"I only ever give hugs out on a championship but today there were hugs given out!" Johnson said.

"The back of the car has been very attractive this year and we've only had three finishes until now. We've had pace all year, but you wouldn't notice because we've had such misfortune, so to finally come out and show it is just a relief."

Tuck had rejoined fifth, but was soon past Joe Osborne – whose Tolman McLaren required an

overnight engine change – and closing on the battle for second between Martin Plowman's Ultratek Nissan (started by Kelvin Fletcher) and the Team Parker Racing Mercedes of Scott Malvern (in for Nick Jones).

Malvern was quickest of the Pros in qualifying and soon testing Plowman's defences, but couldn't make his pace advantage pay. Plowman repeatedly rallied Malvern's attacks until Tuck caught the pair of them with two laps to go and shot past the Merc on the run to Hawthorn.

But Tuck wasn't finished, an error from Plowman at Sheene on the final lap allowed him to complete a switchback move on the exit of Clearways – with two wheels on the grass – snatching second on the line, as Plowman held onto third by 0.059s.

With Mitchell/Macdonald only seventh, there are just 10 points between the Century team-mates heading to Donington, with a further three crews still in mathematical contention.

"I almost can't believe it, it feels like a win," said Tuck. "It's not the first time we've been held back by the safety car, so it feels good. It feels like justice to get the podium."

RESULTS

BRDC British Formula 3 Race 1 (14 laps) 1 Jamie Caroline (Carlin); 2 Linus Lundqvist (Double R) +2.958; 3 Nicolai Kjaergaard (Carlin); 4 Billy Monger (Carlin); 5 Sun Yue Yang (Carlin); 6 Kush Maini (Lanan). Fastest lap Kjaergaard 1m21.844s (107.03mph). Pole Caroline. Starters 16. **Race 2 (13 laps)** 1 Jamie Chadwick (Douglas); 2 Krish Mahadik (Double R) +0.439s; 3 Kush Maini (Lanan); 4 Sasakorn Chaimongkol (Hillspeed); 5 Arvin Esmaili (Douglas); 6 Jusuf Owega (Hillspeed). FL Monger 1m22.331s (106.39mph). P Ben Hurst (Hillspeed). S 16. **Race 3 (14 laps)** 1 Kjaergaard; 2 Caroline +0.414s; 3 Lundqvist; 4 Tom Gamble (Fortec); 5 Monger; 6 Maini. FL Kjaergaard 1m22.604s (106.04mph). P Kjaergaard. S 16. **Points (after 18/24 rounds)** 1 Lundqvist 473; 2 Kjaergaard 362; 3 Maini 321; 4 Gamble 302; 5 Mahadik 261; 6 Manuel Maldonado (Fortec) 240.

Caterham Seven 420R
Race 1: Danny Winstanley
Race 2: Will Smith

Ginetta G40 Cup
Race 1: Harry King
Race 2: Harry King
Race 3: Harry King

Equipe GTS
Mark Ashworth (TVR Grantura Mk3)

Tin Tops/Modified Saloons
Race 1: Adrian Bradley (BMW M3)
Race 2: Alex Sidwell (Holden Commodore)

Ginetta Racing Drivers Club
Race 1: James Crawshaw
Race 2: James Crawshaw

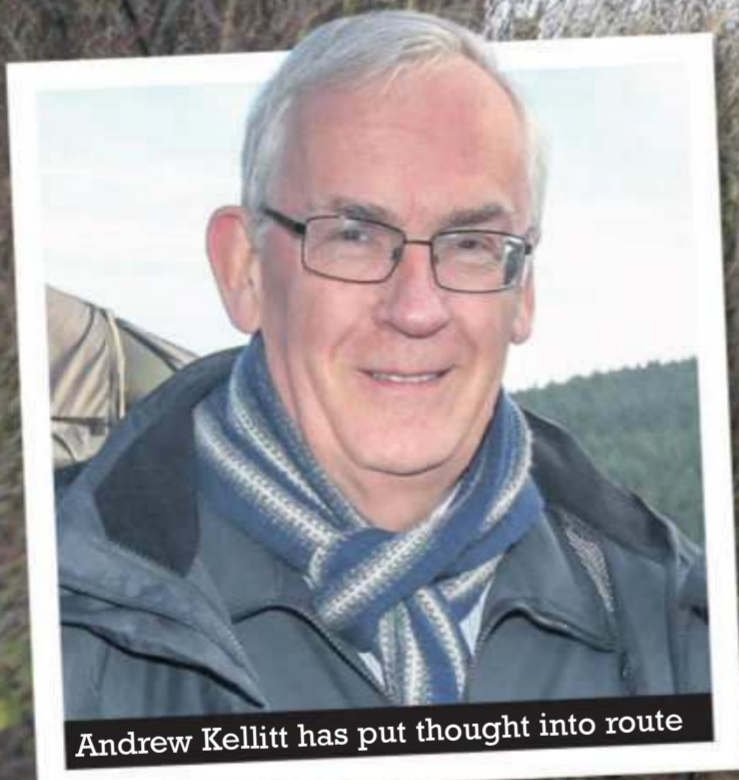


Pass for lead came four laps from flag

FEATURE

David Evans lifts the lid on how Britain's showpiece event could revolutionise itself

RIPPING UP THE RULEBOOK FOR RALLY GB



Andrew Kellitt has put thought into route



What good's a visionary without a clean sheet of paper?

The chatter about the route for this year's Wales Rally

GB got us thinking... what if? What if we supplied the paper, could the sport bring the vision?

It could. In the shape of Rally GB route co-ordinator Andrew Kellitt.

Now, worth noting, while we've turned our thinking towards blue skies, we have tethered AK to current World Rally Championship regulations. Sort of.

Take a deep breath and dive in.



Brenig has been powerstage at Rally GB

Leftfield it might be, but the result is superb. And, surely, a sport-wide talking point.

This theoretical route combines a superb sporting challenge with unrivalled promotional potential and no shortage of old-school appeal. But it's radical. It's radical in terms of geography, logistics, funding and anything else we've ever seen in the World Rally Championship.

"We're incredibly fortunate to have a superb relationship with Wales," says Kellitt. "We've been based in Cardiff and Deeside for the last 18 years and in that time we've built up a huge following for this rally in that part of the world.

"The first day of this new event would have to be in Wales.

"But, before we get into where the first day is going, we need to decide when it's going to run. I don't mean what time of the year, I mean which days of the week?"

This story is about challenging convention. Not for the sake of challenging it, but because every now and then it's worth asking the questions we haven't asked for a while. Questions like? Why Friday-Saturday-Sunday?

WRC Promoter will immediately come back at us with the cast-iron rule that the powerstage has to screen at the same time for every event. It's the promoter's big ticket item and shifting the time for that would involve significant compromise among worldwide broadcasters.

But what if the trade-off was better-than-ever

promotion elsewhere on the event? That, I'm sure, would get Kellitt and his Rally GB colleagues to the table to talk WRC waivers.

"I've had this idea in the back of my head for a long time," says Kellitt. "It's the most workable way of taking the rally back to what it used to be, a straight-line route visiting numerous parts of the country."

You heard him right.

"The plan comes off the back of watching bike races, the big Tours, which are always held up as the model for running a linear route," he continues. "I started to think about what we might need and could we make it work? Undoubtedly, it would be more expensive than keeping the rally in one place, but taking it to three very different parts of the UK would open us up to huge swathes of the population and potential funding regions.

"What I have is a working idea in my head which starts from, well, it could start from wherever we wanted it to, within reason. As I mentioned, a day in Wales is a great place to start.

"Immediately, I've got to explain the logistics of the idea. There's no main service park, no central service on this route. We would encourage all of the teams to utilise the long-haul-style of kits, which requires considerably less set-up and dismantle time—that's vital to the plan.

"I understand a lot of the teams will be up in arms at the prospect of not taking their European

hospitality structures and I completely understand that—which is why we would look to provide a similar style of temporary structure which could be used by all teams and event sponsors for hospitality at each of the three major halts."

Major halt? It's time to put some meat on the bone, Andrew. This is probably a good time to give us the route overview. How will those three days look?

"Day one's Wales; day two's Kielder moving north through the Scottish Borders and day three is the Trossachs and possibly across to Perthshire.

"Every aspect of the event moves from day-to-day in the same way it does for the Tour de France. When the teams first arrive in Britain, the trucks will stop off somewhere accessible for the Welsh stages. This could still be Deeside, but that makes the first day more complicated than it needs to be. Or it could be somewhere like Telford or Shrewsbury—which would make it really easy to get into Wales for the day.

"You might think those towns are a bit small, but we need to think of this as a satellite base for the teams. An immediate hit for population would be to take a superspecial through Wolverhampton or even Birmingham on the Thursday night. But, once shakedown's done, the teams are away and taking their kit north. By the time the car goes into the first stage in

Loch Ard: When Kris Meeke drove this stage on the Rally of Scotland, he loved it



This Myherin stage is a favourite of Jari-Matti Latvala's and it includes 'Elfyn's Corner'



Road sections through the Lake District and Scotland helped make the WRC round great

service during the day – with the focal point of the promotion coming in Glasgow.

“By mid-afternoon, we’re done with the stages and loading the cars onto the transporter and the crews into their comfortable buses and moving to Glasgow. Early evening, just outside the city, the cars are back on the road and into the centre.

“The final day’s around the beautiful Loch Ard and then, this is what I would really like, across the country to Edinburgh for a finish in the castle.

“Now, this takes me back to the start and one of the early questions of why the need to run a Friday-Sunday route? We’re taking this fantastic sport of ours to, potentially, some of Britain’s top five biggest cities and urban areas – so why try to compete with what’s going on at the weekend? Why not go in and really deliver an incredible show in Windermere on a Tuesday night, Glasgow on Wednesday and Edinburgh on Thursday, for example?”

So, there we have it. The bare bones of a revolution. Like it? I do. Don’t get bogged down in the minutiae of, where would the stewards be based or how do we manage the refuels?

I well remember guiding Markku Alen through the centre of Turin and overshooting a junction. I told him we needed to make a u-turn across six lanes of traffic, if it was possible?

“Everything,” the master told me, “is possible.” We made the turn.

Now it’s time to embrace the change. ■

MN'S DREAM RALLY GB ROUTE

Day 1

STAGE	VENUE	TIME
Start	Telford	0730hrs
SS1	Myherin	0949hrs
SS2	Sweet Lamb-Hafren	1029hrs
SS3	Dyfi	1142hrs
SS4	Penmachno	1355hrs
SS5	Brenig	1458hrs
End of day	Denbigh	1558hrs

Day 2

STAGE	VENUE	TIME
Restart	Windermere	0800hrs
SS6	Grizedale	0838hrs
SS7	Wark	1201hrs
SS8	Bewshaugh	1258hrs
SS9	Kershope	1358hrs
SS10	Twiglees	1547hrs
End of day	Lockerbie	1633hrs

Day 3

STAGE	VENUE	TIME
Restart	Glasgow	1000hrs
SS11	Loch Ard	1058hrs
SS12	Achray	1213hrs
SS13	Carron	1316hrs
SS14	Edinburgh Super Special	1459hrs
Finish	Edinburgh	1519hrs



Kershope: This test almost cost Colin McRae his world championship in '95

Wales, all the teams’ command centre and the rally control is up in Windermere tracking it remotely. The teams don’t need anybody on the ground in Wales, but we would have exactly the same safety organisation in place as ever.

“We’d be looking at around 100 kilometres [62 miles] through Wales – nothing vastly different to what we do now. The cars would be out of the town base early, there’s still a reasonable trek across to the woods, and then go through mid-Wales taking in stages like Hafren, Dyfi, the usual places and then on up into north Wales for Penmachno and Clocaenog. By early afternoon Friday, the cars would arrive in the loading zone in Ruthin.

“The cars go onto a series of transporters and set off immediately for Windermere in the Lakes. The crews then get into the sort of tour buses we see the cyclists use on the Tour of Britain. In these

buses, they can get some rest, watch their onboard videos from the recce, debrief with engineers, eat and sleep.

“While they’re on their way up the road, the team has already set up the service facility. At around eight in the evening, the cars are unloaded from the transporter on the outskirts of the Lakes and driven into Windermere by the crews.

“The teams are given the usual 45-minute service before bed. Day two starts with Grizedale before heading for Kielder and more of the classics such as Bewshaugh, Wauchope and then north into the Borders and places like Twiglees or Castle O’er.

“Once the cars have been serviced and the crews are away to bed, the teams can break down the service and get ready to ship out to Glasgow first thing the next morning. Again, there’s no

RACING REPORTS

CROFT: HSCC BY MARCUS PYE

AUGUST 4/5

Photos: Steve Jones

JACKSON IS THE MAN TO BEAT AS HE WINS TIGHT FF1600 CROFT CONTESTS



Jackson (1) had to defend from Mitchell

The ninth, and so far best, Croft Nostalgia Festival yet attracted record numbers of enthusiasts entering into the spirit of the North East's premier vintage lifestyle event – and they were treated to some entertaining Historic Sports Car Club racing.

Formula Ford polesitter Cameron Jackson's breathtakingly tight wins over title rival Ben Mitchell narrowed his deficit to three points. Mitchell had to repass Callum Grant on Sunday and got his Merlyn's nose ahead of Jackson's Lola's several times, but being squeezed onto the grass on the run to Tower rankled. A brush with Jackson there dropped Grant to third on Saturday. "Good starts are important here, because it's so difficult to pass," said Jackson, with the momentum going to Oulton Park.

Andrew Wiggins (Titan) won the tough qualifier, Tim Brise (Merlyn), Kevin Stanzl (Crosle) and Lee Penson (Lotus 51A) all within 1.24s.

Spectators saw Yorkshiremen Peter Needham and Jon Waggitt's orange Lenham P69 take the **Guards Trophy** chequer, but shared their agony when a 30-second penalty for Needham stopping before the window opened dropped them to third behind Charlie Allison and Philip Nelson in Chevron B8s.

"They were quicker today and deserved to win, so it was a bit of a hollow victory, but I'll take it," said

Allison sportingly. Fourth overall, Nick Fennell and Jon Milicevic won the earlier sports racing class in Fennell's ex-Robin Widdows Lotus 23 from Rob Wainwright/Arnie Black (Crosle 7S).

The GT section sprang a surprise when defending champion John Davison parked his Lotus Elan 26R Gold Bug replica. "An oil line caught on the steering column and popped off, so I spun on my own oil," he rued, although his points lead remained. With Peter Thompson's TVR Griffith halted by driveshaft failure, novices Patrick and Roderick Jack emerged delighted victors having driven their Elan beautifully.

Jackson's HFF double was mirrored across the frontline categories. On pole by 4.377s in his Elan S1, **Historic Road Sports** crackshot Davison twice outprinted Kevin Kivlochan's Morgan +8 to Clervaux and romped away. "I'm afraid I love this circuit – particularly the Jim Clark Esses – so I can't help myself. I have to try," said Davison.

Jonathan Rose repelled fellow Elan racer Larry Kennedy for thirds, the latter pursued by Mark Godfrey's open Ginetta G4 and the class-winning Triumph TR4 of Karl Wetherell (Saturday) and Ben Ferguson (Sunday). Turner ace Dick Coffey heads the table again, the reigning champ finishing clear of Tony Davis' Sprite and Ian Ross' Ginetta G15.

After dropping to sixth in Sunday's **70s Road Sports** start ("I wasn't concentrating on the lights") Charles



Davison was another of the double winners, twice winning Historic Road Sports

Barter and his Datsun 240Z were reprieved by Peter House's Ford Escort, immobile with a broken transmission. Barter soon charged past fast starter Will Leverett (Lotus Europa) upon whom Jez Clark (Elan) turned Saturday's tables for second. Clark is chasing Barter in the title race, but a perfect Class D score allowed Brian Jarvis (Porsche 924) to climb to third.

Having charged through a dust storm, legacy of the previous weekend's rallycross, red flags flew immediately in the **Historic F3/Junior** opener when Steve Seaman and Simon Armer tangled at Clervaux and Andrew Tart could not miss them. Jon Milicevic dashed to victory, pursued by Peter de la Roche from the FJ set. The defending champions

repeated on Sunday, when Peter Thompson nicked second overall and Adrian Russell outfoxed John Fyda in FJ.

Phil House's Lotus Cortina overheated battling Rick Belcher's, thus missed the **Touring Car** sequel in which ex-BTCC racer House completed his Croft treble. Spun by Rob Wainwright's A40 on Saturday, Bob Bullen (Anglia) happily landed second ahead of Steve Platts (Singer Chamois), last year's champ overjoyed after reliability woes with combative thirds and a Sunday duel with Adrian Oliver (Imp).

It took Mark Charteris four laps to usurp John Harrison in Sunday's **Classic Clubmans** opener, in which Phil Hart scored his maiden B-Sport win. Smoke from a leaky wheel bearing

WINNERS

Historic Formula Ford Saturday Final: Cameron Jackson (Lola T200)	(Lotus Elan S1)
Qualifying Heat: Andrew Wiggins (Titan Mk6)	Historic Touring Cars Races 1&2: Richard Belcher (Ford Cortina Lotus)
Sunday Final: Cameron Jackson (Lola T200)	Classic Clubmans Races 1&2: Mark Charteris (Mallock Mk20/21)
Guards Trophy: Charles Allison (Chevron-BMW B8)	Midget & Sprite Challenge Races 1&2: David Morrison (MG Midget)
Historic Formula 3 Races 1&2: Jon Milicevic (Brabham BT21B)	Historic Formula Ford 2000 Races 1&2: Callum Grant (Delta T78)
Historic Formula Junior 2000 Races 1&2: Peter de la Roche (Lola Mk3)	Classic Formula Ford 2000 Race 1: Andy Lancaster (Pilbeam SP1)
70s Road Sports Races 1&2: Charles Barter (Datsun 240Z)	Race 2: Rod Toft (Van Diemen RF82)
Historic Road Sports Races 1&2: John Davison	

seal ("I think I was running on coal") hardly slowed Charteris later as Clive Wood shot from the back to dominate the FF1600-engined split, in which Hart won a four-car scrap for second.

High oil pressure warnings slowed polesitter Steve Collier in the first **Midget/Sprite** race, freeing David Morrison to beat Paul Sibley twice. Slowed by restricted revs, Collier and Class E star Pippa Cow traded places countless times before Cow regained third on the line, punching the air.

Callum is granted a pair of victories during a rare outing in Historic Formula Ford 2000 in father's Delta as he beats the returning Rowe

"I think perhaps I should concentrate on this as I'm not having much luck in Formula Ford," said a jubilant Callum Grant after winning both Historic FF2000 races on a rare outing in father Nigel's Delta. That the 2012 and '16 HFF champion beat Nelson Rowe and Andy Park – double Pinto title-winners – on Sunday was special. It mirrored movement co-founder Iain Rowley's victory in the inaugural race at Cadwell Park in 2007.

"The car hadn't been out for a year, in fact we only decided to bring it this week," said Grant (right). "Neil Bold didn't have time to refresh the engine so dad honed it in the barn at home, 'Boldy' brought some [piston] rings over and we ran it in on Friday. [Considering the rush] the times were promising,

but putting it on pole with everybody out in qualifying was a surprise."

Despite grappling with continued gear selection problems in his Reynard, even after transplanting the cluster from his spare 'box, brought up from Gloucestershire on Friday night, Rowe jumped into the lead from Saturday's start. It was his first since the fiery HFF rollover wrecked his Crosle at Cadwell Park in May, and he stayed ahead for six laps until Grant snuck past at Hawthorn and started to stretch his advantage.

Park (Reynard), with Ian Pearson (Royale RP30) in tow, latched onto Rowe, then dived behind him inside a lapped car at Tower on lap 10 of 14. "The guy didn't see me, turned in and hit my rear corner, splitting the radiator

and bending a radius arm," explained Park. "It was one of those things, a racing incident." Pearson benefited, completing a three-marque podium.

Also out of luck was birthday boy David Margetts (Dulon MP22) who led Fraser Collins (Lola T580) in the early class until a plug lead detached. Much happier was Andy Lancaster who, despite a dramatic last-ditch challenge by Chris Lord at the hairpin, finally held off the Van Diemens to win his first Classic FF2000 race in his Pilbeam SP1 83.02.

Park started his repaired car at the back on Sunday and was seventh when red flags flew at half-distance, Lord's Van Diemen having been abandoned on the exit of Tower three laps earlier. Refocused, the Cumbrian – who missed Cadwell for his wedding – quickly

climbed to fourth, then took a few laps to pierce Andy Storer's defences. "I didn't have the pace to beat Callum or Nelson today, but it's good to be up here with them at the end," said Park.

Rowe had led from the restart, but finding his gearbox obstinate had to give best to Grant, on top form. Storer's Reynard was fourth, on Park's tail, ahead of Paul Allen and Pearson, with a nose fin bent skywards. After Lancaster "lobbed it into the gravel" at Clervaux, fighting with Graham

Ridgway, old stager Rod Toft beat Irishman John Conway to URS gold, while Margetts secured his HFF2 class B win.



OULTON PARK: BRSCC BY IAN SOWMAN

AUGUST 4

Photos: Rachel Bourne

SUTTON SUPREME AS HE SWEEPS TO A DOUBLE VICTORY ON HIS TCR UK DEBUT



Sutton was the class of the field at Oulton Park



Title rivals Harding (l) and Herbert both won a race

Reigning British Touring Car champion Ash Sutton dominated on his TCR UK debut at Oulton Park, while championship leader Dan Lloyd recorded his weakest results of the campaign and picked up a licence points penalty that reduces his advantage in the standings.

Sutton, driving Finlay Crocker's Honda Civic, topped every session he took part in and was particularly ruthless in the races. His performance away from the line was solid but not remarkable, but his lead at the end of the first lap of both contests was well in excess of two seconds; they were effectively over almost before they had started.

The opener was restarted as a 15-minute sprint after Carl Swift's SEAT and Robert Gilmour's Alfa crashed heavily at Island, with Gilmour excluded from the results. The outcome was confused by a flurry of penalties involving those battling to be the best of the rest, with Combe winner Ollie Taylor (Honda) and Derek Palmer (Alfa) initially having 10s added to their times for an out of position start. The latter was rescinded, but Palmer did pick

up a 5s time addition for track limits infringements so, while he finished an encouraging second on the road, he was classified fourth. Taylor, who had lost track position to the opportunistic Lloyd (VW Golf) at Lodge on lap five of nine while he was attacking Palmer, was pinged all the way back to eighth, with Lloyd and his Swedish team-mate Andreas Backman completing the podium.

In race two, Hyundai i30 N driver Lewis Kent looked set for his best TCR finish of second position – behind Sutton – when pressure from Taylor told and, on shot tyres, he went wide at Lodge on the final lap. Kent nevertheless secured his second podium of the campaign, but from row four Taylor's drive had been a quietly impressive one. Along the way, he profited when Lloyd turned Stewart Lines (VW) into a spin at Cascades as they battled over third, delaying both. Lloyd kept his fourth position, but was given a penalty that costs him 15 championship points, although he is still 78 clear of Taylor.

Niall Murray took another step towards regaining his **National Formula Ford 1600** title with a

victory and second place. The first race was textbook Murray as the Van Diemen RF99 driver reeled out an 8s margin over his rivals on his way to win number 10 of 2018. Luke Cooper (Swift SC16) held second initially but lost out to Michael Eastwell (Spectrum 011C) on the run away from Druids on lap three, and Matt Round-Garrido (Medina JL17) at Old Hall on the final lap.

Race two was made enormously chaotic by Murray unaccountably starting the race in third gear, and he plummeted from pole to sixth by the end of the first lap. Murray's team-mate Round-Garrido drove around the outside of Eastwell at Cascades on lap two of eight to take the lead, with Murray – in spectacular fashion – joining him out front on lap six, the pair touching at Hislops.

Matters came to a head on the run out of Old Hall on the last lap, with Murray and Round-Garrido wheel-to-wheel, leaving the way clear for Joey Foster (Ray GR08) to pass both on the inside towards Cascades, surviving pad knock-off during the remainder of the lap to beat Murray and Eastwell by 0.032s. Round-Garrido was shovelled



Murray continued march towards title

off the road at Lodge on the final lap and came home ninth.

It is advantage Jack Harding in the **MX-5 Supercup**, but only just. He and Luke Herbert arrived at Oulton locked together in the points but, although each had a win, Harding went home with one more second and one more fastest lap, leaving him four points clear. Herbert had Harding glued to his bumper throughout the opener, but his four-race Oulton winning streak came to an end in the rematch, Harding getting the run on the leader through Island on lap six of eight and completing the move at Shell.

The reversed-grid "decider" actually

WINNERS

TCR UK

Race 1: Ash Sutton (Honda Civic Type R)
Race 2: Ash Sutton (Honda Civic Type R)

National FF1600

Race 1: Niall Murray (Van Diemen RF99)
Race 2: Joey Foster (Ray GR08)

MX-5 Supercup

Race 1: Luke Herbert
Race 2: Jack Harding
Race 3: Aidan Hills

Compact Cup

Race 1: Ian Jones
Race 2: Ian Jones

Volkswagen Racing Cup

Race 1: Tom Walker (Scirocco)
Race 2: Matthew Wilson (Scirocco)

Two TCR support series for German tin-tops provide plenty of excitement

Two contrasting championships for German machinery made their second appearance of the season on the TCR UK undercard. The Volkswagen Racing Cup – now approaching the end of its second decade – pitches itself firmly as a step on the way to the BTCC, with recent graduates such as Mike Epps and Bobby Thompson adding credibility to the claim. But across the paddock, the more humble set-up of the Compact Cup has no such pretensions.

Indeed, the championship for the BMW E36 318Ti model has often seen drivers step back the other way, with former British Formula Ford racer Steve Roberts a double champion, and 2008 British GT title-winner James Gornall adding the Compact crown in 2016.

In 2018, Steven Dailly is seeking to retain his title but at Oulton he did not have everything his own way, with Ian Jones taking his first two wins of the year to narrow the Scot's advantage.

Disappointingly, the Compacts managed only 10 racing laps all day,

a result of earlier delays and a safety car period. Jones dived ahead of fellow front-row starter Dailly at Hislops on the opening lap of race one and clung on tenaciously thereafter, with David May also finishing within six-tenths of the winner. Having borrowed rival Paul Hinson's old engine after issues with his own in testing, Owen Hunter climbed from eighth to fourth.

With only three laps possible after a caution period in race two, Jones narrowly led from lights to flag. The move of the race came from Hunter, who dived ahead of May at Cascades on the final lap to salvage a podium from the weekend.

VW points leader Chris Panayiotou was unable to take part in the Oulton event and in spite of his race two win being taken off him for a series of track limits infringements, Golf driver Jamie Bond took over the mantle.

Having switched camps and cars – from a Golf to a Scirocco – Tom Walker took victory in a red-flagged first race, having

seized control by getting ahead of slow-starting poleman Simon Walton's Audi TT and the fast-starting Scirocco of Martin Depper on the run to Shell. It was Depper's crash into the barrier exiting Lodge – following a brush with Tom Wits – that brought about the stoppage. Simon's son Owen Walton (Audi) was classified second, ahead of Wits.

Depper took over Panayiotou's car to climb from the back to sixth in a messy race two, but it was Matthew Wilson that took the honours in his Scirocco. He led into Old Hall at the start and only lost the advantage to Bond – who had earlier collided with the Golf of team-mate and fellow championship contender Toby Davis at Lodge, spinning him down the order – in a robust manoeuvre on the climb from Knickerbrook on the final lap.

With the 15s penalty applied to Bond it was Wilson from Wits (Polo), with Paul Taylor (Golf) getting third back after Ruairidh Clark was pinged a place for shoving him aside at Cascades.



Jones was a double winner in two closely-fought Compact Cup encounters



Wilson (l) led for the majority of the second Volkswagen Racing Cup contest

RACING REPORTS

SNETTERTON: BARC BY GRAHAM KEILLOH
AUGUST 4/5

Photos: Richard Styles

WHITTAKER WINS AFTER END TO HIS FUEL WOES



E36 M3 driver took Kumho BMW double

Garrie Whittaker made up for his frustrating previous Kumho BMW Championship round at Thruxton by taking both Snetterton wins.

In race one Whittaker took advantage of a restart after a red flag, by seizing the lead at the launch from part one leader Colin Wells, around the outside of the first turn. That was after Peter Miller flipped his M3 at Murray's after hitting the kerb caused the earlier stoppage.

Whittaker's fuel pick-up problems that caused his Thruxton woes nearly denied him again early in the first Snetterton race. After slowing briefly he switched to a reserve pump which he'd added for this meeting.

"[It was the] same thing again," said Whittaker, "it was tank baffle foam disintegrating in the tank and getting sucked up into the filters. So I took the foam out, chucked it in a bin – happy days!"

In race two Whittaker eased clear from pole to beat Wells comfortably – benefitting from a lighter car which was gentler on the tyres in the very high temperatures.

"A big improvement on Thruxton!" Whittaker concluded. "The car's actually working now like it should be working."

Wells' two second places meant he lost half of his four-point lead in the overall championship to Kevin Denwood in the CC class, who took a win and second place.

Ben Palmer continued his **Michelin Clio Cup** clean sweep by taking both wins. In race one he had to hold off a race-long Ronan Pearson challenge, who likely would have passed on the final lap but for a yellow flag. In race two Palmer built a three second lead on lap one while Pearson was behind Tyler Lidsey, which proved vital as he beat Pearson home by six tenths. Palmer is now just six points off confirming the championship.

The 53-car four-hour **Citroen C1 Challenge** was won by the McAttack Racing trio of Simon Walker-Hansell, Joe Wiggins and Declan McDonnell. The car pitted late so McDonnell could

have a stint as per the rules, allowing the Absolute Alignment machine of Chris Dear – paired with Robin Austin – onto its tail for what promised to be a grandstand finish. But the race ended almost immediately when Ben Constanduros rolled his C1 after brake failure, which caused a red flag.

Matthew Evans, making a one-off appearance in an M3, won the opening **Classic and Historic Thunder and Blue Oval Saloon Series** race, beating Stuart Day's Escort and Ilsa Cox's SEAT after a thrilling multi-car fight. Day won race two with Cox pipped on the line for second by James Janicki's Nissan Skyline.

David Howard's Jaguar XJ12, Stephen Primett's Ford Escort Mk1 and Mark Cholerton's Ford Escort fought over the **Pre '83 Group 1 Touring Car** wins. Howard just held off his rival duo, with Primett ahead, to win the safety car-interrupted opener. Primett won race two by 12s after taking the lead in bizarre circumstances when Cholerton slowed for a black and orange light thinking it was a red. Howard finished second.

The **Caterham Graduates Sigma** victory fights were frenzied battles between Jamie Winrow, Mark Johnson and Samuel Wilson. Winrow took race one while Wilson passed him on the final lap to win race two.

Declan Dolan won both **Mega and Classic Caterham** races from Ben Winrow. Winrow beat Dolan to the line in race one but the officials switched them after contact between the pair early on.



Howard won Pre '83 Touring opener



McAttack squad of Walker-Hansell, Wiggins and McDonnell won C1 battle

WINNERS

Kumho BMW	(Ford Escort Mk1)
Race 1: Garrie Whittaker (E36 M3)	Caterham Graduates Sigma
Race 2: Garrie Whittaker (E36 M3)	Race 1: Jamie Winrow
Michelin Clio Series	Race 2: Samuel Wilson
Race 1: Ben Palmer	Caterham Graduates Classic/Mega/Sigma
Race 2: Ben Palmer	Race 1: Declan Dolan (Mega)
Citroen C1 Challenge	Race 2: Declan Dolan (Mega)
Simon Walker-Hansell/Joe Wiggins/Declan McDonnell	Classic and Historic Touring Cars
Classic and Historic Thunder Saloons & BOSS	Race 1: David Hall (Ford Lotus Cortina)
Race 1: Matthew Evans (BMW M3)	Race 2: Michael Sheraton (Ford Anglia)
Race 2: Stuart Day (Ford Escort WRC)	Pre '83, Pre '03 & Pre '05 Touring Cars
Pre '83 Group 1 Touring Cars	Race 1: David Griffin (BMW E36 M3)
Race 1: David Howard (Jaguar XJ12)	Race 2: David Griffin (BMW E36 M3)
Race 2: Stephen Primett	

KNOCKHILL: SMRC BY STEPHEN BRUNSDON
AUGUST 4/5

Photos: Jim Moir

As far as Ivor Greenwood is concerned, there is no such thing as "retirement". The 73-year-old proved as much by claiming two out of three **Scottish Legends** victories at Knockhill to close the gap to points leader Dave Hunter.

Using nearly 50 years of stock car experience, Northern Irishman Greenwood superbly worked his way up from 14th on the grid to take victory in a stunning opening encounter, before doubling up in the second race from third.

He secured yet more valuable points with sixth in the final, won by David Newall, as championship leader Hunter suffered an up-and-down meeting.

Hunter trailed defending champion John Paterson and Greenwood in race one before claiming fifth in the second. But a trip backwards into the McIntyres gravel following Duncan Vincent's attempted overtake on Steven McGill meant Hunter could only manage 11th in the final.

Resident Knockhill commentator Vincent had looked like taking victory, having built a mammoth four-and-a-half second advantage. But an overzealous attempt to wrestle the lead back from McGill three laps from the end sent the latter into the gravel, taking Hunter and Kieran Beaty with him.

Robbie Dagleish catapulted himself into **Scottish Mini Cooper Cup** title contention with a hard-earned trio of victories. Minimax's John Duncan retains his points lead but, after an eventful meeting, he left Knockhill just five points clear of main rival David Sleight. Sleight led away from pole in the

GREENWOOD STILL A TOP LEGEND AT 73



Greenwood won opener from 14th

opening race but Dagleish forcefully snatched back the advantage under braking for Clark's halfway round the first lap. The pair stayed close until the flag amid chaos behind, with Hannah Chapman beating Duncan for third.

The leading quartet were unchanged for a comparatively sedate second encounter, but the real drama was left for the final race.

In a repeat manoeuvre, Dagleish grabbed the lead from Duncan with a panel-bashing overtake at Clark's which put Duncan wide. Title rivals Sleight and Duncan then collided, sending the latter spearing across the track. Both continued with heavy damage; Sleight finished second

while Duncan only managed 15th.

Runaway **Scottish FF1600** points leader Ross Martin extended his unbeaten run this year to nine straight races, but was pushed all the way in three stunning 12-lap encounters. Martin claimed the prestigious David Leslie Trophy, beating Jordan Gronkowski's Van Diemen in arguably the race of the year. Sebastian Melrose recovered from a poor qualifying to finish third in race one, while the Mygale of James Clarke and GBR interloper Josh Smith scored their maiden podiums in races two and three respectively.

Tommy Gilmartin prevailed in a trio of excellent **Scottish Classic** races. Gilmartin (Morgan +8) used his car's

superior straightline speed to survive attacks from Raymond Boyd's Porsche 911 and Andrew Graham's Triumph TR8 each time. Boyd secured a hat-trick of second places but Graham was denied a similar result due to overheating brakes in race two. Bruce Mitchell bagged the podium instead while reigning champion Alastair Baptie endured a nightmare meeting, failing to finish two of the three races.

John Cleland scored his first touring car win at Knockhill since 1993 with two wins in the **Super Touring Championship**. Cleland stroked his original Vauxhall Vectra from 1997 to both victories, beating a depleted field.

RACE WINNERS

Scottish Legends
Race 1: Ivor Greenwood
Race 2: Ivor Greenwood
Race 3: David Newall

Scottish Mini Cooper Cup
Race 1: Robbie Dagleish
Race 2: Robbie Dagleish
Race 3: Robbie Dagleish

Scottish FF1600
Race 1: Ross Martin (Ray GR17)
Race 2: Ross Martin (Ray GR17)
Race 3: Ross Martin (Ray GR17)

Scottish Classic Sports & Saloons
Race 1: Tommy Gilmartin (Morgan+8)
Race 2: Tommy Gilmartin (Morgan+8)
Race 3: Tommy Gilmartin (Morgan+8)

Super Touring Car Championship
Race 1: John Cleland (Vauxhall Vectra)
Race 2: John Cleland (Vauxhall Vectra)

Scottish Fiesta and Hot Hatch Championship
Race 1: Wayne MacCaulay (Fiesta ST)
Race 2: Wayne MacCaulay (Fiesta ST)
Race 3: Wayne MacCaulay (Fiesta ST)

Scottish Sports & Saloons
Race 1: Will Robson (Ford Focus RS)
Race 2: Paul Rankin (Westfield Aero)
Race 3: Will Robson (Ford Focus RS)



Dagleish claimed all three Mini wins

RALLY REPORTS

Photos: Chicane Media, Kevin Money, Roy Dempster

TAYLOR IS DOMINANT ON TYNESIDE



Boyle won to a stunning backdrop

Tyneside Stages Rally

By John Fife

Organiser: Alnwick and District and Berwick and District MC **When:** August 5 **Where:** Otterburn, Northumberland **Championships:** North of England Tarmacadam Championship; Scottish Tarmac Championship; SG Petch Stage Rally Championship; HRCR Northern Historic Asphalt Championship **Starters:** 61 **Stages:** 12

Peter Taylor and co-driver Andrew Roughead destroyed the opposition on the Tyneside Stages Rally last weekend. The Fiesta WRC crew finished just over two minutes ahead of the field, setting fastest time on all 12 stages and beating the bogey on three of them.

Faced with this explosive onslaught, Rory Young and Alan Cathers were best of the rest, finishing second

overall in their Fiesta R5. They were very lucky though, when the car punctured a tyre between stages two and three, or so they thought. When they got out to change the wheel they found the tyre intact, but a stone jammed between the brake calliper and the inner wheel had cut clean through the rim splitting it in half.

They finished almost a minute clear of the Subaru Impreza of Gordon Morrison and Calum MacPherson, with Morrison left shaking his head and muttering: "Looks like I'll need to get myself a World Rally Car!"

However the four-wheel-drive brigade didn't have things all their own way. In glorious sunshine, the Otterburn Ranges looked almost

benign offering up unusually dry surfaces and lots of grip. Having swapped his two-litre engine for a 2.5, Ross Brusby scored fourth by 20 seconds from the similar car of Mark Jasper, with John Stone rounding off the top half-dozen in his Fiesta S2500.

"This is my third time here with this car," said Stone. "And it was nice to get a finish. Heat has always been a problem but we've fitted a bigger oil cooler, and also a heat exchanger between the sump and the cooler, which worked well in the heat today."

Dave Turnbull's Fiesta WRC was suffering in the heat too. "It's cutting out in places because it's getting too hot," he said, but was forced out of the rally when the centre diff failed on

SS4. John Marshall didn't last much longer retiring his Subaru on SS7 when the prop shaft broke. Another to wilt in the heat was the BMW 318 of George Mackey, forced out after four stages with high temperatures.

Stephen Bethwaite won the 1400 class in his Vauxhall Nova by almost a minute from the Vauxhall Astra of Gina Walker. Stevie Irwin was top 1600 runner in a Nova finishing an impressive 13th overall. Michael Harbour was second in his Citroen C2 but Otterburn veteran Barry Lindsay lost out when his Peugeot 106 left the road at high speed just over a crest into the flying finish on the first stage.

Just 25 seconds separated the top three in Class 3 with George Ross

Auld's Escort holding off the similar car of Robert Marshall. After replacing a broken diff overnight after the Solway Coast Rally, Kenny Moore was third in his two-litre Avenger with the Honda-powered MG Maestro of Ross McCallum finishing fourth.

Results

1 Peter Taylor/Andrew Roughead (Ford Fiesta RS WRC) 50m55s; 2 Rory Young/Alan Cathers (Ford Fiesta R5) +2m02s; 3 Gordon Morrison/Calum MacPherson (Subaru Impreza); 4 Ross Brusby/Sam Collis (Ford Escort Mk2); 5 Mark Jasper/Don Whyatt (Escort Mk2); 6 John Stone/Jack Morton (Ford Fiesta S2500 Millington); 7 Peter Stephenson/Patrick Walsh (Ford Focus WRC); 8 Michael Glendinning/Charley Sayer-Payne (Impreza); 9 Rob Snowden/Mark Fisher (Escort Mk2); 10 Kenny Brown/Alan Brown (Mitsubishi Lancer E6).

Class winners: John Nicholson/Helen Lymburn (Escort RS2000); Stephen Bethwaite/Ann Forster (Vauxhall Nova); Stevie Irwin/Ian Middleton (Nova); George Ross Auld/Richard Stewart (Escort Mk2); Brusby/Collis; Taylor/Roughead.

Newby leads before Phoenix ends in flames

Phoenix Stages Rally

By Peter Scherer

Organiser: Eastwood & DMC **When:** August 5 **Where:** Fulbeck Airfield, Lincolnshire **Championship:** Roadrunner/Phoenix Awards ANEMM, Alexander Calder Financial **Stages:** two completed **Starters:** 69.

Arron Newby and Sam Bailey's Subaru Impreza had been quickest on both of the stages run at Fulbeck, before a stubble field caught fire and the rally was abandoned (*see rally news*).

"It was hard to see on the first stage for lying dust on the hard, dry surface," said Newby, despite taking a three-second lead over Martin Farrar/Andy Ward's Impreza.

Gary Wayne/Neal Bloor's Impreza was seven seconds down in their Impreza, but one up on Dave Welch/Steve

McNulty's similar car that dropped a cylinder when the coil pack failed.

Newby managed to improve his time on stage two by eight seconds, to increase his lead over Farrar to 13s, while Welch took third from Wayne, as Sean/Max Bailey and Mick Pickles/Richard Copsey consolidated fifth and sixth in an all-Impreza top six.

Some cars had managed to get to the end of stage three, with Newby home and dry with a further increased lead after Farrar spun, collected a front puncture and broke a driveshaft after hitting an edge of broken concrete.

A provisional result was given after two stages, but with insufficient mileage to be a declared result.



Morris earned the spoils

Results (after two stages)

1 Arron Newby/Sam Bailey (Subaru Impreza) 9m58s; 2 Martin Farrar/Andy Ward (Impreza) +13s; 3 Dave Welch/Steve McNulty (Impreza); 4 Gary Wayne/Neal Bloor (Impreza); 5 Sean Bailey/Max Bailey (Impreza); 6 Mick Pickles/Richard Copsey (Impreza); 7 Hugh Peat/Tom Stockdale (Mitsubishi Lancer E9); 8 Martin Pavier/Peter Kettle (Impreza); 9 Simon Belcher/Peter Butler (Impreza); 10 Dave Hornbrook/Phil Hewson (Lancer E9) **Class winners:** Ian Bass/Cameron Young (Toyota Yaris); David McMullan/Marc Melhuish (Vauxhall Nova); Paul Rees/Paul Briggs (Vauxhall Astra GTE); James Lepley/Howard Pridmore (Escort Mk2); James Gratton-Smith/Tom Jordan (Escort G3).

First win for Morris in Darran

Dagleap Rally

By William Neill

Organiser: Maiden City Motor Club **When:** August 4 **Where:** Ballykelly, County Londonderry **Championship:** Junior 1000 Challenge Ireland **Stages:** 6 **Starters:** 64.

Barry Morris took his maiden rally win by 15s on Saturday's Dagleap Rally, after a switch to the family Darran T90 GTR.

Morris – usually found in a Ford Escort Mk2 – and co-driver Declan Campbell surprised with a 10s advantage over Joe McGonigle on SS1. The Mini John Cooper Works WRC driver's response came late in the day to reduce Morris' 19s gap after SS4 by going fastest with Patrick Brides on the final two stages.

Damien Tourish and Rodney Stewart were third by the mid-event service and remained at the finish, although 51s back on McGonigle. They finished as the first Ford Escort Mk2 home, 14s up on John and Kayleigh Bonner.

Darren McKelvey enjoyed the new format and said he would return following fifth place with Aaron Johnston's notes. The Mitsubishi Lancer E9 set the same time as the Bonner team only to lose on the tiebreak.

One second later, Mark Massey's Ford Focus WRC was sixth, ahead of Pdraig Egan in a McKinstry Motorsport Subaru Impreza S14 WRC, despite breaking a shaft on SS1 and two spins.

On his first rally, 15-year-old Kyle McBride won the Juniors by seven seconds in a Toyota Aygo with Darren Curran on the notes. Sam Adams followed.

Results

1 Barry Morris/Declan Campbell (Darran T90 GTR) 36m27s; 2 Joseph McGonigle/Patrick Brides (Mini John Cooper Works WRC) +15s; 3 Damien Tourish/Rodney Stewart (Ford Escort Mk2); 4 John Bonner/Kayleigh Bonner (Escort Mk2); 5 Darren McKelvey/Aaron Johnston (Mitsubishi Lancer E9); 6 Mark Massey/Niall Burns (Ford Focus WRC); 7 Pdraig Egan/Brian Hassett (Subaru Impreza S14 WRC); 8 Alan McGeehan/Arthur Kierans (Mini WRC); 9 Aaron McLaughlin/Martin Farren (Lancer E9); 10 Alan Atcheson/Mickey Conlon (Ford Fiesta Prototype). **Class winners:** Kyle McBride/Darren Curran (Toyota Aygo); Kyle Elder/Mark Elder (Honda Civic); Marty Gallagher/Jack Gallagher (Lancer E9); Philip White/Eathan McColgan (Nissan Micra); David Kelly/Conor McHugh (Toyota Starlet); Andrew Bustard/Shane Byrne (Escort Mk2); Derek Gurney/Sean Doherty (Ford Sierra); Morris/Campbell; McKelvey/Johnston; McGonigle/Brides; Declan McCrory/Emma Feeney (Ford Fiesta S2000); John Adams/Noel Watt (Escort Mk2); Ernie Graham/Will Graham (BMW M3).

ROAD RALLY ROUND-UP

The **Classic Lanes Road Rally** provided Richy Williams/Will Atkins with their maiden rally victory, the pair finishing a clear minute ahead.

However, this margin was deceptive as a number of other leading crews hit problems, many of their own making. It was a demanding rally; even the frontrunners dropped time at all but one control.

Robi Wood/Peredur Davies could have won but lost two minutes when their Escort drowned out in a ford.

They recovered to take the

runner-up spot, finishing just 10 seconds ahead of the top seeds, Kev Bolver/Richard Jerman.

Most dramatically, the organisers threw out seven of the top 15 crews for give way offences. This was after first-hand experience and reports from numerous marshals and officials on the route of continual breaches of the regulations regarding stopping at specified junctions. Paul Morgan/Michael Gilbey would have won the rally but were amongst those disqualified.

Ian Mills

Results

Classic Lanes Road Rally

Organiser: Welsh Border Car Club **When:** August 4/5 **Where:** Mid-Wales **Championship:** ANWCC **Route:** 65 miles **Starters:** 56. 1 Richy Williams/Will Atkins (Ford Sierra) 7m59s; 2 Robi Wood/Peredur Davies (Ford Escort) +1m00s; 3 Kev Bolver/Richard Jerman (Talbot Sunbeam); 4 Geraint Parkes/Richard Jackson (Escort); 5 Dan Evans/Dafydd Evans (Vauxhall Corsa); 6 Dave Dart/Dave Andrew (Proton Compact); 7 John Summers/Nathan Summers (Escort); 8 Duncan Williams/Jon Hawkins (Escort); 9 Ben Crump/Matt Hill (Escort); 10 Rob Davies/Denny Harris (Subaru Impreza). **Class winners:** Crump/Hill; Richard Jones/David Hillidge (Nissan Micra); Laurence Wootton/Ben Wootton (Ford Focus).



Morris took first win at Ballykelly

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UNDER NEW MANAGEMENT



SPORTING

Air miles bonus for F1 man Harris

Stock car driver Tom Harris has taken on a huge schedule to battle for glory in the USA and in Britain this season.

Harris raced in the USA two weeks ago before flying back to race in the BriSCA F1 European championships at Northampton on July 29. He returned to the USA last Monday in order to prepare his Sprint car for the upcoming Knoxville Nationals.

Harris then flew back to the UK to race in the semi-final at King's Lynn on Saturday, where he finished second, before going back out to the USA on Sunday. He will race at Knoxville Raceway, near Des Moines, Iowa, on Thursday where he hopes to finish sufficiently high in the points standing to qualify for the National race on Saturday. Harris will be competing against around 100 of the top sprint car drivers from the USA, Canada, Australia and New Zealand. He is the first driver from the UK to race at the event, which pays the winner £77,000.

"I am really excited to be racing at the Knoxville Nationals in a winged sprint car," he said. "It's a steep learning curve."



Photos: Hal Ridge, mkpics.net, Colin Casserley

Ward will race the VX220

WARD PLOTS BRITISH RX RETURN

BTRDA title winner snares Vauxhall VX220 for Supernational attack in top-flight series

By Hal Ridge

Two-time BTRDA Clubmans Rallycross champion and RX150 Rallycross Championship race-winner John Ward will switch to the MSA Supernational category in British RX next season.

The Dublin-based driver has acquired a

Vauxhall VX220 originally built by Gary Dixon, and was used in the early part of the 2018 season by Supernational frontrunner Paige Bellerby while her own Lotus Exige underwent development.

Ward raced in the RX150 buggy category in 2017 and the early part of this year, claiming a trio of final wins. He will use selected events in the latter part of the

current season to work on the development of the rear-wheel-drive machine. He will make his maiden appearance in the car in round seven of the Clubmans championship at Lydden Hill in September.

"We have bought the car from Kevin Procter with full intention of developing it for the British championship next

season," said Ward. "We will be doing some Irish championship and BTRDA rounds for testing and I can't wait to get racing in the Supernational class. I'm really looking forward to rejoining the championship, where I'm looking to mix it with the frontrunners."

Bellerby took the car to a pair of podiums at Lydden Hill and Croft earlier this year.

Defunct European TouringCar machines will find a new home as a class in the Nordic RX competition

Cars built for the now defunct European Rallycross TouringCar Championship are set to get a new home as part of the RallyX Nordic series.

Rebranded as Super Touring RXN, the category for the two-litre rear-wheel-drive machines will join the next round of the

series at Nysum in Denmark for the first time. The entry list for this weekend's event includes Euro RX TouringCar champion Sivert Svandal, former Euro RX TouringCar champion Daniel Lundh and former MSA Junior competitor Ole Henry Steinsholt.

The final season of the FIA European

Rallycross Championship for TouringCar was run over just three rounds in 2018, having been wound up due to a lack of support from competitors.

RallyX Nordic organisers are working on including the class in the full series next year, with most of the category's drivers

hailing from Scandinavia. "The TouringCar class is an established path towards rallycross glory for many of today's leading drivers so it is a pleasure to give the category another high-profile platform for its hugely competitive series," said RallyX Nordic series manager Ian Davies.

HOT RODS NATIONAL CHAMPIONSHIP

Wood keeps his cool to add the National crown

National Hot Rods

By Graham Brown

Organiser: Incarace When: August 4/5 Where: Hednesford Hills Starters: 44.

It has almost become traditional that the world champion will take the National as well, but that expectation brings a degree of pressure for the wearer of the gold roof. Billy Wood proved equal to the task though, containing a lengthy challenge from Chris Haird and Shane Bland to lead every one of the 75 laps.

The opening heat was a battle between Adam Maxwell, Jack Blood and Bland, Bland overtaking both men to lift win number one. Heat two was a flag-to-flag victory for Rob McDonald, chased home by fellow Scot Billy Bonnar.

Jason Kew relieved John van den Bosch of the lead soon after the start of the third encounter but then had to fend off Adam Hylands, the 2016 champion desperate for a result after crashing out of heat two. Kew soaked up the pressure however, and was still in front at flag fall.

Heat four was controversial. Glenn Bell led until forced to allow Chris Haird through. But Haird lost the win to the stewards on a penalty while Bell's joy was short-lived when he fell foul of the tyre logging rules, putting him out of the meeting. Honours went to Kym Weaver.

The fifth race was another flag-to-flag job, this time for Carl Sloan, the main interest here centring on the places duels, Mark Heatrick defending for all he was worth to stay second ahead of Carl Waller-Barrett. The last heat looked to be a straight fight between Wood and John Christie, but Christie got



Wood held off Haird and Bland in the final

stuck on the outside and railroaded backwards leaving Derek Martin and Gary Woolsey to chase Wood home.

Once Shaun Taylor and Podge McQuaid had annexed the final two places on the grid from the Last Chance race, matters were all set for Sunday's 75-lapper.

Having qualified on pole, Wood was clearly poised to lift his first National title but there was plenty of opposition to overcome, with Bland alongside and Haird handily placed on row two.

Most of the truly vital action came in the first few seconds of the race. When the green flag came out it was Bland who just got the jump but, when he grabbed neutral instead of second, Wood surged ahead. That left Bland trapped in a three-wide jam with Bonnar and Haird, the trio running a whole lap like that, Bland virtually rubbing the barriers all the way round. Their deadlock was finally broken when Aaron Dew went spinning at Turn 1, taking a number of others with him into a partial track-blocking situation.

With the race back under the green, Wood, Haird and Bland quickly broke clear to begin their lengthy battle. Their high speed dice left the rest trailing, barring Gary Woolsey, who doggedly tried to chase them down, drawing nearer and nearer to the lead trio. He still hadn't reached them by mid-

distance however, despite Bland gradually falling off the pace steadily thereafter.

In fact, with Bland dropping back, Woolsey's charge having stalled and Haird having only barely saved his loose-looking car from a near spin, it eventually became clear that everyone's tyres had simply gone off with the searing heat and high speed pursuit. Only Wood's car seemed relatively unaffected and, despite Haird gamely trying to come back at him nearing the finish, the leader had drawn clear once more by the time they swept under the chequers.

Results

Heat one: 1 Shane Bland (Vauxhall Tigra); 2 Adam Maxwell (Vauxhall Tigra); 3 Jack Blood (Vauxhall Tigra); 4 Dick Hillard (Vauxhall Tigra); 5 John Christie (Ford Fiesta); 6 Chris Haird (Vauxhall Tigra). **Heat two:** 1 Rob McDonald (Vauxhall Tigra); 2 Billy Bonnar (Vauxhall Tigra); 3 Shane Murray (Ginetta G40R); 4 Terry Hunn (Mazda RX-8); 5 Billy Wood (Vauxhall Tigra); 6 Carl Waller-Barrett (Vauxhall Tigra). **Heat three:** 1 Jason Kew (Ginetta G40R); 2 Adam Hylands (Vauxhall Tigra); 3 Bland; 4 Maxwell; 5 McDonald; 6 John van den Bosch (Peugeot 206cc). **Heat four:** 1 Kym Weaver (Vauxhall Tigra); 2 Aaron Dew (Ginetta G40R); 3 Haird; 4 Bonnar; 5 S Murray; 6 Wood. **Heat five:** 1 Carl Sloan (Vauxhall Tigra); 2 Mark Heatrick (Vauxhall Tigra); 3 Waller-Barrett; 4 Jamie McCurdy (Ginetta G40R); 5 Hylands; 6 Haird. **Heat six:** 1 Wood; 2 Gary Woolsey (Ginetta G40R); 3 Ivan Grayson (Vauxhall Tigra); 4 Derek Martin (Vauxhall Tigra); 5 Carlin; 6 Adam Heatrick (Vauxhall Tigra). **Last Chance:** 1 Shaun Taylor (Vauxhall Tigra); 2 Pauric McQuaid (Vauxhall Tigra); 3 Bradley Dynes (Ginetta G40R). **Final:** 1 Wood; 2 Haird; 3 Bland; 4 Woolsey; 5 Christie; 6 Weaver; 7 M Heatrick; 8 Sloan; 9 Blood; 10 Hylands.

BriSCA F1 SEMI FINALS

Smith Jr dominates to secure front row for the final

BriSCA F1

By Colin Casserley

Organiser: Trackstar When: August 4 Where: King's Lynn Starters: 51.

Stuart Smith Jr produced a dominating drive in the first of the BriSCA F1 World Championship semi-finals to book himself a front row start in the big race at Skegness on September 22nd.

Smith jumped into the lead at the start of the race and led the entire distance. Behind him, Tom Harris negotiated his way through the pack to challenge Smith by the mid-point of the race but, as the track conditions changed, Smith pulled away and held a comfortable margin over his rivals to the chequered flag.

Behind the leaders, there was a tremendous scrap for the 10 qualifying spots. That meant only 10 of the 24 starters made it to the end. Ricky Wilson, who started on the back row of the grid, claimed the final transfer spot into the World final.

Smith Jr said: "Mat Newson tried to squeeze me on the start, but I knew what I had to do to give myself the best chance of

winning the race, and I was able to do that on the opening lap. I saw Harris closing in, but I changed my style of driving and was able to pull away. My car might not have been the best on the day but it did the job."

Harris, meanwhile, said that he simply couldn't keep the pace late on.

"I had a good start and the car was good early on when the track was tacky and I thought I had the legs on Smith. But as the track dried and got slick, the car got loose and I couldn't hold on to him. I am just sorry I couldn't have made it a better race for the fans," said Harris.

Mark Gilbank completed the podium places. He added: "I had a decent couple of laps at the start and I just sat tight. The car came good towards the end."

The second semi-final takes place at Birmingham Wheels on Saturday, with a last chance race at Skegness on the day of the World final day, allowing the non qualifiers from the semis one last chance with a win.

Result

1 Stuart Smith Jr; 2 Tom Harris; 3 Mark Gilbank; 4 Ryan Harrison; 5 Karl Hawkins; 6 Bobby Griffin; 7 Colin Goodswen; 8 Frankie Wainman Junior Jr; 9 Michael Scriven; 10 Ricky Wilson.

Smith earned a front-row start for the final



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MN SAYS...

What option did Ricciardo have in F1?

The ever-smiling Aussie might have caused shockwaves, but it's not a surprise

When the announcements came through last week that Daniel Ricciardo had parted ways with Red Bull it was something of a surprise. When the following statement was received saying he had hitched his star to Renault's wagon, there was even more shock.

What was Ricciardo supposed to do? He is up against the might of Max Verstappen at Red Bull, and the Dutchman seems to have the team wrapped around his little finger. Exit was the only option. There was no room at the inn at Mercedes, and there is unlikely to be for a couple of seasons, and Sebastian Vettel has been burnt by Ricciardo so would be unlikely to welcome his former team-mate to Ferrari.

That has taken the big three teams out of the equation. Ricciardo feels, probably quite rightly, that he wants to lead a team in his own right. There was no room elsewhere, so he had to think outside the box. Renault has deep pockets, and is the next team in the Formula 1 pecking order. It will pay handsomely for Ricciardo, but it will find a willing worker who wants to show that he deserves his place at the front. It could be a powerful relationship.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS



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ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!

Peter Taylor captured this 1973 three-litre BMW CSL



Nigel M Cole caught this GWR Raptor of British Hillclimb battler Richard Spedding



Stewart Baird's pic of Ant Whorton-Eales



A Lotus 35, taken by Richard Salisbury



Sam Tordoff, taken by Rich Cranston



Richard Salisbury was at Donington



Sam Nudd enjoyed Cadwell Park...



...and even braved the poor conditions



Lined up at the Australian Formula 500 nationals in Darwin. Taken by Chris Olssen



Peter Atkins went to a recent Mopar event held at Santa Pod and snapped this funny car

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE 

The latest instalment of the **Great History of the 24 Hours of Le Mans** series is from 1974 as Henri Pescarolo and Matra-Simca attempted to record a hat-trick of victories in the great endurance race (Thursday, 0900-0930hrs).

There's the latest action from **Down Under** and the **Australian Supercars Championship** from Sydney (Saturday, 2100-2200hrs).

Scott McLaughlin still leads the standings and will attempt to add to his seven wins already this season, while 2016 champion Shane van Gisbergen tries to close the gap in second. Last year's champion Jamie Whincup still sits third.

And enjoy the third round of the **British Truck Racing Championship** from Thruxton (Sunday, 1530-1630hrs), as the



Pescarolo aimed for Le Mans hat-trick

1200-horsepower machines take on the supremely quick Hampshire-based circuit.

TV GUIDE

Take a trip back in time courtesy of **F1 Classic Races** on Sky Sports F1, which this week features the opening round of the 1990 season from Phoenix (Thursday, 2100-2130hrs). Ayrton Senna took victory for McLaren but was fought all the way by rookie Jean Alesi in his Tyrrell.

Relive all the very best from season four of the **Formula E Championship** (Friday, 1730-

1830hrs, BT Sport 3), as Jean-Eric Vergne and Techeetah proved the combination to beat while Brit Sam Bird challenged him all the way until the final round in New York.

And finally tune in for **McLaren**, the documentary recounting how New Zealander Bruce McLaren founded one of motorsport's greatest teams (Friday, 2300-0105hrs, ITV4).



Phoenix hosted the opening round of the F1 season in 1990, as Senna and Alesi battled

LIVE TV

NASCAR: Michigan

■ **Race:** Sunday, 1900-2330hrs, Premier Sports

BTCC: Rockingham

■ **All the day's action:** Sunday, 1045-1745hrs, ITV4

LISTINGS

RACING SATURDAY

■ **Mallory Park, Leics**

VSCC meeting: Vintage and Pre-War races, Edwardian race, Morgans, 500 F3, Austins **Starts** racing from 1300hrs (qualifying from 0930hrs) **Admission** adult £15, under 16 free **Web** mallorypark.co.uk **Contact** 01455 502214

SATURDAY/SUNDAY

■ **Rockingham, Northants**

BTCC meeting: BTCC, F4, Clio Cup, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs **Admission** Weekend adult £36, under 15 free **Web** rockingham.co.uk **Contact** 0870 1660438

■ **Brands Hatch, Kent**

DTM meeting: DTM, Audi R8 Cup, Mini Challenge **Starts** Saturday, racing from 1330hrs (qualifying from 0900hrs) Sunday, racing from 1205hrs (qualifying from 1000hrs) **Admission** Sunday adult £40, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Snetterton, Norfolk**

MSVR meeting: F3 Cup, GT Cup, Heritage FF1600, Lotus Cup, Radical Challenge, Radical SR1, Production BMW, Racing Saloons, Track Attack **Starts** Saturday, racing from 1210hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Anglesey, N Wales**

BRSCC meeting: FF1600, Porsche, Mazda MX-5, Fiesta ST-XR, Cockshoot Cup **Starts** Saturday, racing from 1345hrs (qualifying from 0900hrs) Sunday, racing from 0930hrs **Admission** Weekend adult £15 under 16 free **Web** angleseycircuit.com **Contact** 01407 811400

■ **Castle Combe, Wilts**

BRSCC meeting: Caterham Academy, Caterham 270R, Caterham 310R, Caterham Roadsport, Fiesta Junior, Open Sports, Fiesta, TVR, Civic Cup **Starts** Saturday, racing from 1325hrs (qualifying from 0830hrs) Sunday, racing from 0940hrs (qualifying from 0830hrs) **Admission** Weekend adult £20, child free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

■ **Silverstone, Northants**

750MC meeting: Porsche, Club Enduro, BMW 330, Formula Vee, Toyota MR2, RGB Sports 1000, Bikesports, Classic Stock Hatch, Hot Hatch, M3 Cup **Starts** Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1010hrs (qualifying from 0900hrs) **Admission** Weekend £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

RALLY SATURDAY

■ **Banchory, Aberdeenshire**

Grampian Forest Rally **Starts** 0830hrs **Admission** free **Web** grampianforestrally.co.uk

SUNDAY

■ **Trawsfynydd Motorsport Centre, Gwynedd**

Gareth Hall Memorial Stages **Starts** 0930hrs **Admission** TBA **Web** balamotorclub.co.uk

■ **Boconnoc House, Cornwall**

Richard Cole Contracting Boconnoc Motorsport Carnival at Boconnoc **Starts** 0901hrs **Admission** TBA **Web** shmc.co.uk

■ **Clonmell, County Tipperary**

Fanning Motor Factors Stonethrowers Stages Rally **Starts** 0900hrs **Admission** free **Web** tipperarymotorclub.weebly.com

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■ **Birmingham**

BriSCA F1 **Starts** 1800hrs **Admission** TBA **Web** brisca.com

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■ **Shelsley Walsh, Woxcs**

British Hillclimb **Starts** 0800hrs **Admission** Weekend adult £24, under 16 free **Web** britishhillclimb.co.uk

SATURDAY/SUNDAY

■ **Shelsley Walsh, Woxcs**

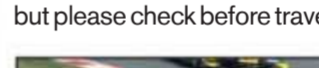
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British Hillclimb **Starts** 0800hrs **Admission** Weekend adult £24, under 16 free **Web** britishhillclimb.co.uk

Details correct at time of press but please check before travel

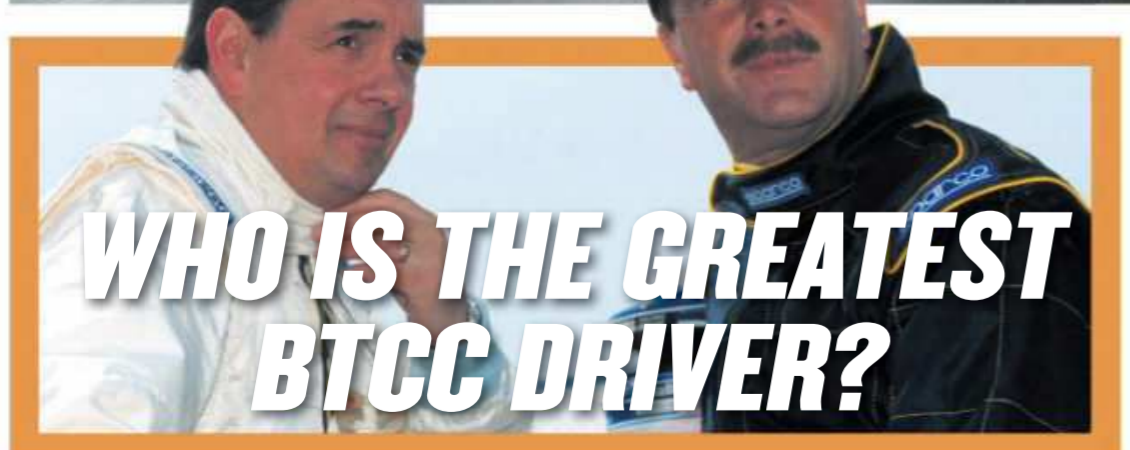


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Web: www.motorsport-news.co.uk

Editor Matt James

matt.james@motorsport-news.co.uk

Deputy Editor Stephen Lickorish

stephen.lickorish@motorsport-news.co.uk

Group National Editor Jack Benyon

jack.benyon@motorsport.com

Junior Journalist Stefan Mackley

stefan.mackley@motorsport-news.co.uk

Group Rallying Editor David Evans

david.evans@autosport.com

Art Editor Mike Stokoe

mike.stokoe@motorsport-news.co.uk

Office Manager Joanne Grove

joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence

Rallycross editor Hal Ridge

Grand Prix columnists Anthony Rowlinson, James Roberts, Stuart Codling

Origination/Repro Dave Sternberg

Photography LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zak Mauer

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF

UK 0344 848 8834

Overseas +44 (0)1604 251 457

Email help@asm.secureorder.co.uk

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Tel: +44 (0) 203 405 8110 (Display) or

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Advertising deadline Monday 12 noon

Advertising Director James Robinson

Sales Manager Don Rupal

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PUBLISHING

Group Publishing Manager Sunita Davies

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MANAGEMENT

Director of Subscriptions and Marketing

Laura Paterson

Editor-in-chief Autosport Media UK

Andrew van de Burgt

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Printed by Sheffield Web

Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT

Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

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Ben Webster
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