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MOTORSPORT NEWS

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HAMILTON'S HEAVEN



LEWIS'S SUZUKA STUNNER P4

Northern Irishman dominates for Citroen in Catalunya

MASTERFUL MEEKE CLAIMS SPANISH GLORY





HOW WALES WILL BE VITAL TO OGIER'S TITLE HOPES P2-3

BENTLEY BLOWS THEM AWAY

HOW THE BRITISH GT TITLE WAS WON P24



INGRAM'S CHANCE OF A LIFETIME

BRIT COLLECTS £90,000 RALLY PRIZE P15



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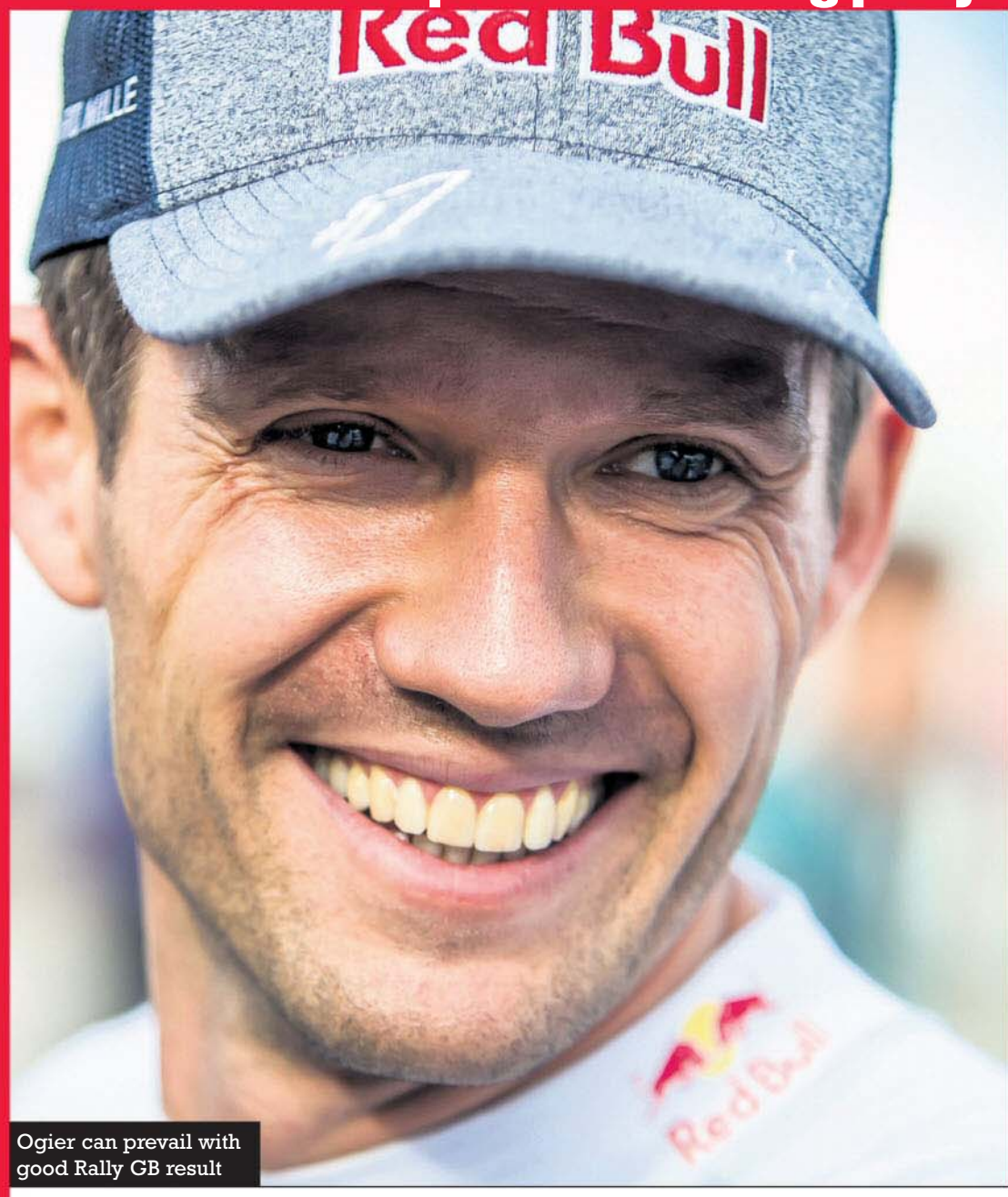


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Wanted: Kris Meeke to continue this upturn in form on Wales Rally GB later this month. Apply: *MN*

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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

French ace sets up a home-coming party



Ogier can prevail with good Rally GB result

By David Evans

Sebastien Ogier knows that victory at Britain's round of the Word Rally Championship in just over two weeks will be enough for him to take a fifth straight drivers' title.

The Frenchman finished second to Britain's Kris Meeke at last week's Rally of Spain, a result which moves him 37 points clear at the top of the table with two events left to run. Ogier insists clinching the title on Deeside had always been his aim.

"I didn't want to go to the last rally in Australia and still be fighting for the championship," he said. When the Coffs Harbour-based Rally Australia took over from Wales Rally GB as the season finale last year, Ogier pointed out the potential problems.

He added: "The road cleaning is really bad on that rally and to go there and fight in those conditions, with the championship leader having to drive [in the worst conditions] at the front on the first day, it wouldn't be so good."

Ogier's championship chances were boosted by Thierry Neuville's final-day departure after the Belgian broke the suspension on his Hyundai i20 Coupe WRC. Arriving in Spain, Neuville was 17 points behind the defending champion, but now Ogier's closest rival is team-mate Ott Tanak. Neuville is one point behind the Estonian.

"We've taken a really positive step towards the championship this weekend," said Ogier. "I think we were on course to extend the lead anyway, but with Thierry's mistake that changed the picture completely and we've been able to extend the gap even more."

A double podium for Ogier and Tanak in Salou virtually sealed the manufacturers' championship for M-Sport, with just four points needed in Wales for Malcolm Wilson's team to take a first world title in 10 years.

"I think we can begin to plan a little party for the home round for the team," smiled Ogier.

But for his own title aspirations, Ogier knows he has to leave Deeside at least 30 points ahead of his two rivals.

Ogier's team-mate Tanak admitted the deal was as good as done for the Frenchman.

"There will be a big fight for second place in the drivers' championship," he said. "But Sebastien is pretty safe. The good thing for us is that we are in second and that means we're in a better place on the road if it rains in Wales."

M-Sport team principal Wilson admitted the result in Spain was like a win.

"To come away with another double podium is fantastic for us," he said. "If, at the start of the season, you'd told me we'd have been leading the manufacturers' and had our drivers 1-2 – and with Elfyn [Evans] really close to fifth place – coming into the penultimate round of the championship, I'm not sure I would have believed you.

"The team has worked so hard for this and I'm very proud of what we've achieved so far."

Wilson went on to praise rally winner and fellow Brit, Citroen's Kris Meeke.

"It's been a good weekend for the Brits in Spain," he said. "Fair play, Kris and Paul [Nagle] have done a very good job. Rich [Millener, M-Sport deputy team principal] and I said before the start that this one could be Kris's rally and he's done a great job."

While Ogier ended the opening day on gravel just ahead of Meeke – and just behind surprise leader, Hyundai new boy Andreas Mikkelsen – he admitted he



Meeke: played down GB hope

HEADLINE NEWS

Photos: mcklein-imagedatabase.com

for M-Sport on Rally GB

OGIER TEES UP WRC CROWN WITH SPANISH PODIUM



Podium has boosted Ogier's WRC charge

couldn't stay with the Northern Irishman's Citroen on asphalt.

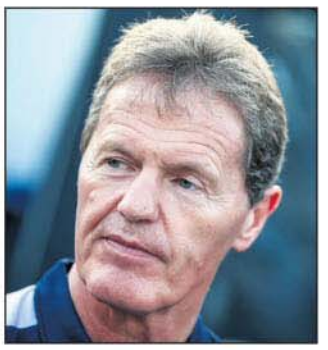
"We were never really in a position where we had to take all the risks," said Ogier, "but we still had to keep a good rhythm. There was no chance to fight with Kris [Meeke] as he was just on another level on the Tarmac."

Meeke's second win of the season lifted the mood and the morale in the Citroen team, with a watching Citroen CEO Linda Jackson full of praise for her squad.

"This result is absolutely enormous," she said. "Kris won in Mexico, but then it's been a very difficult year with a lot of frustration. The team has worked very hard but not been able to be successful – there's a whole lot of emotion going around, but this is a great win for Kris, Paul and all of us in the team."

A delighted Meeke warned, however, that success in Spain wouldn't necessarily translate into a better chance for a maiden home win in Wales.

"We know the car is strong on these kind of roads we had in Spain," he said. "The profile of the gravel is similar to Mexico and we know the car works there and it's strong on Tarmac. It's a different story in Wales, the conditions will be different. If we were in for an Indian summer with 20 degrees and sunshine every day between now and the end of the month, it might be a different story – but traditionally the further back on the road you are in Wales at this time of the year, the tougher the conditions get.

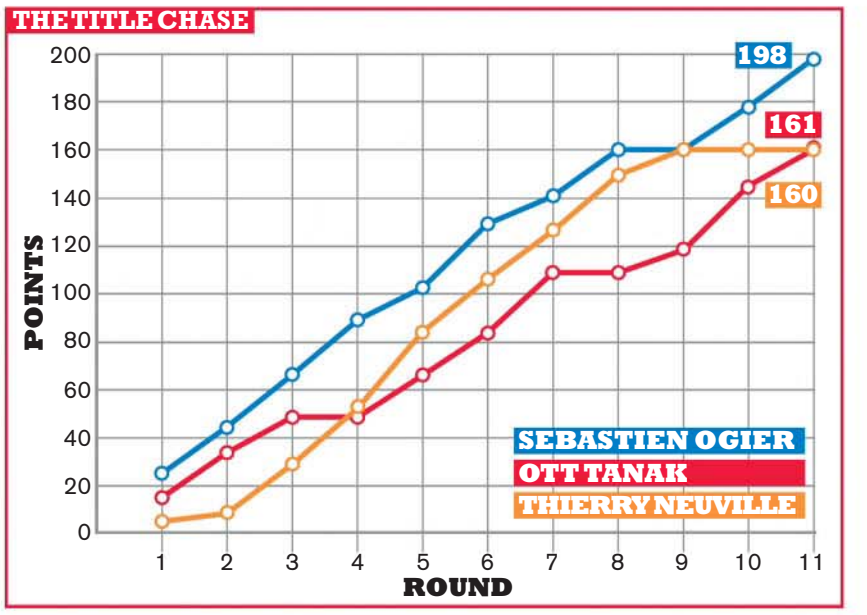


Wilson: wants a title lockout

"We've heard Tanak talking about moving up from third on the road to second on the road improving his chances [in Wales] – and we're going to be 10th or something! This win doesn't change anything overnight. It's fantastic for the team, for confidence and everything like that, but still we know we have some work to do with the car."

Citroen's decision to run its pre-Rally GB test in south-west France won't help Meeke's chances either.

"The conditions are quite similar down there," said Meeke, "but it's not Wales."





Ott Tanak is in Ogier's wheeltracks

Question marks remain over Ogier's deal for 2018 season

Last week's Rally of Spain offered Sebastien Ogier a week away from near constant negotiations about his future employment in the championship. This week, he's back on the telephone and back doing the talking to find the right deal for 2018.

He remains in negotiation with current team M-Sport, Citroen and Hyundai. *MN*'s sources in Spain say he is increasingly likely to remain with the Cumbrian team, or possibly even retire from rallying altogether.

French media has reported Citroen won't have the budget to bring him back to the Paris-based squad and Hyundai – despite rumours of a €10m (£8.9m) bid to land the four-time champion – has yet to even come up with a sensible offer.

Hyundai team principal Michel Nandan did, however, finally admit to interest in Ogier, saying: "A guy like him is quite useful when you see what he can do. A lot of teams want him, after we have to see if we can have him or manage him. It's not always easy to do what you want, unfortunately."

M-Sport team principal Malcolm Wilson said: "Negotiations are ongoing and I feel we have a strong case. We've got a lot of development coming on the car, specifically in the engine and aero areas – we're not standing still here, our car will take another step forward in time for Monte next year and we'd like Seb to be driving it."

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JAPANESE GP REPORT



BY JAMES ROBERTS

Mercedes man is imperious in Japan to stretch title lead to 59 points

LEWIS



Hamilton took his eighth win of the season in style at Suzuka



Vettel dropped back early on with a spark plug problem on his Ferrari



Palmer: last race in Renault seat



Force India driver Esteban Ocon was a star and finished in sixth place

Lewis Hamilton moved a step closer to becoming a four-time world champion with victory at the Japanese Grand Prix last Sunday. With his closest rival Sebastian Vettel retiring, the Mercedes driver's points lead is now 59, with 100 up for grabs.

The late-season Asian leg of this year's title battle has been a disaster for Ferrari. Six weeks ago, Vettel was topping the points table, he's now looking at an agonising defeat.

At Suzuka, a spark plug failure on the way to the grid, left the Ferrari mechanics feverishly working on his scarlet machine. But it was to no avail, after four laps he was forced to retire. It caps off three terrible races. After the Ferrari team-mates crashed on the opening lap at Singapore, Vettel was then forced to start from the back row in Malaysia. He managed to salvage fourth, but the failing in Japan has opened up the gap to his title rival.

Despite the odds being against him, Vettel refused to give up when asked about the destiny of this year's championship in the setting sun of the Suzuka paddock.

"It hurts now, but we need to rest, then go flat-out for the last four races. There is still a chance this year. The reliability issues have been a pity, but it's like that sometimes," he said with a resigned shrug.

In contrast, Hamilton has taken two wins and a second place.

"I could only have dreamed of this kind of gap," said the Brit of his 59-point lead. "It's unbelievable to think that we are where we are. Sebastian has been incredibly unfortunate. In F1 it is a lot about reliability and it is about the team's whole performance, not just speed on the track. But there's still a long way to go, one hundred points is a lot and anything can happen…"

Qualifying

Throughout this season, the Mercedes W08 has been a tricky beast to tame. Earlier in the year, team boss Toto Wolff described the car as a bit of a "diva". In the heat and humidity of Malaysia a week ago, she was particularly stubborn and both Merc drivers struggled to find the sweet spot – the narrow operating window where the car is at peak performance.

But in the cooler temperatures of Suzuka on Saturday, Hamilton found the perfect balance to smash the opposition. It was his first pole position at the legendary track and the 71st of his career. With the Mercedes engine settings ramped up to a 'qually-spec' mode, no one was in the same league.

"Every single time I have struggled here, it's because I've been trying to find the right balance," said Hamilton. "This is the first car I have felt has been underneath me all weekend. My knowledge of it is better than it was before. Let's hope she is not stubborn tomorrow."

Alongside Hamilton on the front row was Vettel, once Valtteri Bottas was handed a five-place grid penalty for a replacement gearbox. Behind them were the two Red Bulls, both drivers disappointed they were so far off – a full second – from Hamilton's Mercedes.

With Bottas's grid penalty, he split the two Force Indias and set his best Q2 time on the soft rubber, setting himself up for an alternative tyre strategy in the race. His compatriot did the same. Kimi Raikkonen was also handed a five-place grid penalty, after he damaged his gearbox with an off into the barriers at Degner 2 in Saturday morning's practice session.

A red-flag in the first part of qualifying thwarted a number of drivers, who were expecting to improve on their final runs. Romain Grosjean lost control of his Haas at Turn 5 and clattered into the wall.

On the back row of the grid were the two Spaniards. Fernando Alonso was last in his McLaren-Honda (thanks to a 35-grid place penalty) and just ahead of him was Carlos Sainz – and then Jolyon Palmer. They too had engine penalties, but the irony was that Sainz would be taking over the Brit's seat from the next race. A few hours after qualifying, Palmer revealed this would be his final GP with the Renault team. *Sayonara* Jolyon.

Race

Race day morning was hot and sunny, with Friday's gloomy washout a distant memory. With track temperatures nudging 46 degrees Celcius, there was concern that the Mercedes 'diva' might struggle compared to the Red Bulls. And once away in the lead, Hamilton was cautious throughout the race.

His closest challenger was Max Verstappen, who had nailed his team-mate Daniel Ricciardo in the run down to Turn 1 and was quickly past Vettel's Ferrari at the hairpin, aware something was amiss with the red car.

"I saw in my mirrors that Max had done in a big lunge into Turn 11, so from then I was just trying to manage the pace, manage the tyres," said Hamilton. "It was the hottest the track had been all weekend – so it was really crucial, knowing the Red Bulls would be very quick in the race."

It was soon evident that Vettel was in trouble and he was mugged by a gang of three cars at the start of the following lap. One tour later, it

ROUND 16

Photos: LAT

EDGES TOWARDS ANOTHER TITLE



was time to park his Ferrari.

But the German wasn't the first retirement. On the opening lap, Sainz had drifted wide between Turns 5 and 6 and spun into the barriers, requiring the appearance of the safety car to tidy away his Toro Rosso. It was an underwhelming end to his Toro Rosso career, which probably elicited a smirk from Palmer as he passed by in his Renault.

Behind the safety car, the order of the race was as follows: Hamilton, Verstappen, Esteban Ocon (who had also managed to overtake Ricciardo on the opening lap) then behind the Australian was Bottas, Sergio Perez and Felipe Massa. Nico Hulkenberg was next up after he had made a decisive move to overtake Raikkonen into the Spoon Curve, which forced the Ferrari wide.

The Finn then set about coming back through the field, using his favourite overtaking place into Turn 1 with DRS assistance. He was soon ahead of Palmer, Pierre Gasly, Kevin Magnussen, Hulkenberg and Massa and would ultimately finish fifth in a difficult afternoon for the Maranello outfit.

After seven laps there was more drama, as Marcus Ericsson locked up his Sauber at Degner 2 and clattered straight into the tyre barriers. That led to the race being neutralised for three laps by the virtual safety car.

On the restart, Ricciardo gained his third place back from Ocon and one lap later, the soft-shod Bottas was also ahead of the Frenchman's Force India.

The first of the leaders to make their one and only tyre stop was Verstappen, who dived into the pit lane on lap 21 and was followed a lap later by Hamilton, who also switched onto the soft tyre.

Their stops meant Ricciardo inherited the lead for three laps, then he pitted and handed over P1 to Bottas who led on laps 26 and 27. As the Finn had started on the soft tyre, he'd always planned to pit much later, and Hamilton and Verstappen had closed the gap to him in the four laps since their stops.

Initially, Hamilton was happy for Bottas to control the pace, but with Max sat behind him, he started to lose grip in the dirty air and was quick to suggest a more immediate solution. Bottas, on his alternate strategy, conceded the lead back to Hamilton just before the hairpin on lap 28 and gave Lewis breathing space by delaying Verstappen for two laps, before he pitted himself.

As predicted, the higher race temperatures were suiting the Red Bull more than the Mercedes and on lap 32 each driver's discussion with their respective engineers was telling. Verstappen had no problem with his rubber, while Hamilton was "struggling with the rears."

But soon after that radio message, Red Bull team boss Christian Horner later revealed that a blister had formed on Verstappen's front-left and was starting to widen and get deeper as the race entered the latter stages. As a result, he dropped his pace and maintained a three second gap to leader Hamilton.

Behind the frontrunners, there was interest in the late-stopping Renaults. They too had started on the soft tyre and Hulkenberg was up to sixth before his pit stop on lap 38. The intention was to keep him out in a bid to leapfrog a battle for the last points place between Massa, Magnussen, his Haas team-mate Grosjean, and Gasly.

That plan failed, but he was on fresh supersofts when he exited the pits with 15 laps to go and he started to make in-roads on those ahead of him. Sadly, the Hulk was forced to retire when his DRS stuck open. Crucially, the beneficiaries were Haas, as its double points finish moved it ahead of Renault – for seventh – in the constructors' standings.

The closing stages focused on two key battles that met together on the track. Alonso was now hunting down Massa for the final points place, while Verstappen began a final charge on Hamilton. The Dutchman was helped when there was another virtual safety car. Williams's Lance Stroll suffered a failure with his right-front wheel and ran out of control over the inside of Turn 4. There were just four laps left when the VSC came to an end, but Hamilton had lost grip as his tyre temperatures had faded away.

"Waking the tyres up was not easy and then I got traffic. I was stuck behind Fernando and Massa [in their battle for 10th] and I was losing so much time," said Hamilton afterwards. "His [Verstappen's] car was so big in my mirrors, I was thinking 'jeez, this is very, very close.'"

Alonso was warned by the stewards for ignoring blue flags (and subsequently picked up two penalty points) and he let Hamilton past at the hairpin, but in his desperation to keep up with Massa, blocked Verstappen.

It was just enough to give Hamilton the breathing room he needed. The British driver crossed the line to win the Japanese GP, with Verstappen just behind. Ricciardo rounded up the final podium position, after he kept Bottas at bay.

Now we criss-cross the globe to Austin, where Hamilton can win the world title if he scoops victory and Vettel finishes sixth or lower.

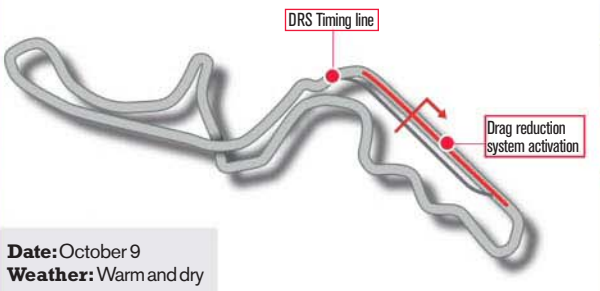
RACE FACTS

Results © 2017 Formula One Administration Ltd



JAPANESE GRAND PRIX

Circuit: Suzuka **Laps:** 53
Race distance: 191.062 miles **Lap:** 3.608 miles
Lap record: 1m31.540s (Kimi Raikkonen, 2005)
2016 winner: Nico Rosberg (Mercedes)



Date: October 9
Weather: Warm and dry

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RESULTS

FIA Formula 1 World Championship, round 16/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h27m31.194s
2	Max Verstappen	NED	Red Bull-Renault	+1.211s
3	Daniel Ricciardo	AUS	Red Bull-Renault	+9.679s
4	Valtteri Bottas	FIN	Mercedes	+10.580s
5	Kimi Raikkonen	FIN	Ferrari	+32.622s
6	Esteban Ocon	FRA	Force India-Mercedes	+1m07.788s
7	Sergio Perez	MEX	Force India-Mercedes	+1m11.424s
8	Kevin Magnussen	DEN	Haas-Ferrari	+1m28.953s
9	Romain Grosjean	FRA	Haas-Ferrari	+1m29.883s
10	Felipe Massa	BRA	Williams-Mercedes	-1 lap
11	Fernando Alonso	ESP	McLaren-Honda	-1 lap
12	Jolyon Palmer	GBR	Renault	-1 lap
13	Pierre Gasly	FRA	Toro Rosso-Renault	-1 lap
14	Stoffel Vandoorne	BEL	McLaren-Honda	-1 lap
15	Pascal Wehrlein	GER	Sauber-Ferrari	-2 laps
R	Lance Stroll	CAN	Williams-Mercedes	L45/suspension
R	Nico Hulkenberg	GER	Renault	L40/DRS
R	Marcus Ericsson	SWE	Sauber-Ferrari	L7/spun off
R	Sebastian Vettel	GER	Ferrari	L4/spark plug
R	Carlos Sainz	ESP	Toro Rosso-Renault	L0/spun off

Winner's average speed 130.978mph **Lap leaders:** Hamilton 1-22; Ricciardo 23-25; Bottas 26-27; Hamilton 28-53

FASTEST LAP | VALTTERI BOTTAS 1m.33.144s ON LAP 50 (AVERAGE SPEED: 139.47mph)

QUALIFYING

POS	DRIVER	TIME
1	Hamilton	1m27.319s
2	Vettel	1m27.791s
3	Ricciardo	1m28.306s
4	Verstappen	1m28.332s
5	Ocon	1m29.111s
6	Bottas	1m27.651s
7	Perez	1m29.260s
8	Massa	1m29.480s
9	Vandoorne	1m29.778s
10	Raikkonen	1m28.498s

POS	DRIVER	TIME
11	Hulkenberg	1m29.879s
12	Magnussen	1m29.972s
13	Grosjean	1m30.849s
14	Gasly	1m31.317s
15	Stroll	1m31.409s
16	Ericsson	1m31.597s
17	Wehrlein	1m31.885s
18	Palmer	1m30.022s
19	Sainz	1m30.413s
20	Alonso	1m30.687s



Verstappen was second

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	306
2	Sebastian Vettel	247
3	Valtteri Bottas	234
4	Daniel Ricciardo	192
5	Kimi Raikkonen	148
6	Max Verstappen	111
7	Sergio Perez	82
8	Esteban Ocon	65
9	Carlos Sainz	48
10	Nico Hulkenberg	34

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	540
2	Ferrari	395
3	Red Bull-TAG Heuer	303
4	Force India-Mercedes	147
5	Williams-Mercedes	66
6	Toro Rosso-Renault	52
7	Haas-Ferrari	43
8	Renault	42
9	McLaren-Honda	23
10	Sauber-Ferrari	5

NEXT RACE: UNITED STATES GP, OCT 22

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RACING NEWS

F1 ROUND-UP

Mr Blister

A blistered front-left tyre prevented Max Verstappen from sustaining his fight with Lewis Hamilton in the closing stages of the Japanese GP. The Dutchman piled the pressure on over the final few laps, just failing to find a way past when they came across backmarkers. "We were managing the tyres, pretty much from lap 35," said Red Bull boss Christian Horner. "A blister on the front-left was getting wider. So we asked Max to hold a gap. It was a bit unlucky at the end as he got onto Lewis's gearbox. Whether he could have passed is one thing, but it would have been difficult."

Honda's shame

McLaren's Fernando Alonso was forced to serve 35 places of grid penalties for an illegal engine change on Saturday night. Alonso qualified in the top 10, but was dumped to the back after Honda discovered a hydraulic leak on the Spaniard's engine after Friday, and elected to change the power unit entirely after FP3 on Saturday. Honda's Yusuke Hasegawa said: "We didn't have an engine failure, we had a leakage, which we can change if we find out the cause with enough time, but we couldn't, that's why we had to change the engine." McLaren-Honda had to break curfew to do the job, sending Alonso to the back.

No Hamilton issue

Mercedes has dismissed worries about the state of Lewis Hamilton's Formula 1 engine, despite the world championship leader expressing concerns about a vibration after winning the Japanese Grand Prix. Hamilton came on the radio following the chequered flag to say that he had experienced a vibration with his power unit in the latter stages and had been short shifting. On a weekend when title rival Ferrari suffered more engine reliability problems, Hamilton's issue prompted suggestions that Mercedes could have hit trouble too. But speaking after the race, Mercedes motorsport boss Toto Wolff said the telemetry indicated there was no problem.

Hot seat at Williams

Williams will evaluate Robert Kubica and Paul di Resta's potential for its available Formula 1 seat with tests in a 2014-spec F1 car between the next two grands prix. Williams has become the most coveted seat left on the F1 grid for 2018, with the team having received enquiries from several drivers and made its own contact with others. It had slimmed its shortlist of drivers to partner Lance Stroll for 2018 down to three – Kubica, Felipe Massa and di Resta – but it is believed Pascal Wehrlein is also now in the frame. Williams plans to run Kubica in a 2014 car, which has been used by Stroll for familiarisation during last season and at points this year, before the next round in Austin.

Photos: LAT

PALMER: OPTIONS ARE ON THE TABLE FOR F1 RETURN

After splitting with Renault, Brit has offers for 2018





Palmer will seek a fresh deal

By Rob Ladbrook

Jolyon Palmer insists there are still options to stay in Formula 1 next season after splitting with the Renault team after the Japanese Grand Prix.

The British racer finished 12th in Suzuka, just missing out on a points-paying finish in what was his last race with the Enstone squad. Palmer confirmed he would be finishing his term with Renault after qualifying on Saturday. The team will draft new signing Carlos Sainz Jr in for the final four races of the season, allowing the Spaniard an early release from Toro Rosso.

Palmer said he will use the break to look at his options. "It makes sense," said the former GP2 champion when asked about the timing of the split. "It's a shame I'm not going to [the next race in] Austin, but it's been a funny old weekend knowing it was my last for the team.

"It's been pretty clear, Carlos has signed for next year and Cyril [Abiteboul, Renault boss] made it clear he wanted him in the car this year as well. After this race it's a couple of weeks and it made sense for it to be the time to part ways. It's a shame to not finish the season as I've been here for a while, but I respect the decision and wish Carlos all the best for the future.

"For me, it's a useful few weeks. I plan to go away, spend some time with family and think about the next step. I have options, both in and outside of F1. So let's just wait and see what the future holds."

Sainz's move to Renault – facilitated as part of McLaren's deal to swap from Honda to Renault engines next year – leaves the line-up at Toro Rosso unclear for the remainder of the year.

Daniil Kvyat will be recalled for Austin, while Pierre Gasly has a clashing event as he is fighting for the Japanese Super Formula title, which has its season finale at Suzuka on the same weekend as the US GP.

Gasly is just 0.5 points off the lead with the Honda-powered Team Mugen squad. Honda initially suggested it wanted Gasly to finish the job in Super Formula, but has since softened and will now likely allow him to finish the F1 season, sacrificing the Super Formula title.

"We believe Gasly should race in Austin with Toro Rosso and Formula 1," said Honda's motorsport boss Masashi Yamamoto. "We want him to race there but if there is anybody who can drive instead of Gasly in Austin, we're happy to have him in Super Formula."



Gasly might miss the American GP



Vettel suffered a spark plug failure in Japan

Vettel protective over team after more Ferrari problems at Suzuka

Sebastian Vettel has rebuked talk that his challenge for this year's Formula 1 World Championship is definitively over after another troubled weekend in Suzuka.

Vettel was forced to retire his Ferrari when it suffered a spark plug failure that left his car running on just five of its six cylinders during the opening laps. Vettel plummeted down the order, having started second, before eventually retiring to save the engine.

The result means that Mercedes' Lewis Hamilton is now firmly in control of the title fight, holding a 59-point lead. The Briton can secure his fourth world title at the next round in Austin, if Vettel finishes sixth or lower.

"Of course it hurts," said the German. "But we just need to regroup and get on with it.

"It's normal that you're critical [of the team], especially if things go wrong, so it's part of our job. But I think I need to protect them [Ferrari]. We've done an incredible job so far. The last two races are obviously a pity with the reliability, but you know, it's like that sometimes. But now we need to get back, get some rest and then go flat-out for the last four races and see what happens as the championship isn't decided yet."

● Vettel is now just one reprimand away from a grid penalty after he got a ticking off for missing the national anthem before the race in Japan. Vettel stayed with his engineers as they worked on his car before the race start, instead of lining up to respect the anthem. He was given a reprimand for the actions, adding to the driving infringement he got for crossing the pit lane exit line in qualifying at Monaco. Regulations say any driver with three reprimands must serve a 10-place grid penalty.

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'GT series debuts at Castle Combe'
Autumn Classic, p26



Photos: LAT

Brit aims for F2 with Merc backing



NEW GP3 CHAMPION RUSSELL AIMS FOR F2



Russell celebrates

Newly-crowned GP3 champion George Russell is targeting a step up the ladder to race in Formula 2 for 2018.

The Mercedes junior driver, who sealed the GP3 title with a round to spare after outscoring his ART Grand Prix team-mate Jack Aitken at Jerez last weekend, hopes to stay on the Formula 1 support bill next season.

"At the moment, there is nothing sorted," he said. "I think it's most likely going to be Formula 2 – that's what I would like to do. I think it makes more sense to be in the limelight of the [Mercedes] F1 team, having the guys around me if I need [them]. And obviously, Formula 2 is a step below Formula 1. I'd say it is most likely, but we're still in talks with teams at the moment."

Russell – the 2014 BRDC Formula 4 champion and winner of the McLaren Autosport Award in the same year – paid tribute to both ART and Mercedes for helping him win the third-tier category in his rookie year.

"They've obviously helped me a lot this season, they put their faith in me at the start of the year, and they have developed me into a better driver to get me into this position today," he said.

Nirei Fukuzumi claimed a lights-to-flag win in race one at Jerez, with Russell following him home after putting a firm move on Aitken, who finished third, at Turn 2 on the opening lap. In the reverse grid affair, polesitter Alessio Lorandi took the win in front of Dorian Boccolacci, while Russell finished fifth on the road to take the title. Niko Kari lost third place as a result of a clash with Brit Daniel Ticktum – who was fighting for the podium in just his second GP3 race in the first event – that put DAMS driver Ticktum out late-on in the second encounter.



F2's Leclerc

Leclerc dedicates F2 title success to father who died earlier this year

Charles Leclerc dedicated his 2017 Formula 2 championship success to his late father, after sealing the title at Jerez last weekend.

Leclerc, who won the feature race in Spain ahead of Oliver Rowland, is the first rookie winner of the second-tier category since Nico Hulkenberg won GP2 in 2009.

His father, former Formula 3 driver Herve Leclerc, died just a few days before the Baku F2 round – where his son went on to score a win and second place – in June.

"Winning the championship is an amazing way to honour him," Leclerc said. "For him, racing was absolutely everything."

Ferrari junior driver Leclerc held on to win the first Jerez race in a close finish ahead of Rowland as he battled severe tyre wear late-on.

In the second race, Russian Time's Artem Markelov triumphed for the fourth time in 2017 ahead of Nicholas Latifi and Rowland, with Leclerc frustrated in seventh after a gamble to stop for fresh tyres did not come off and he faded dramatically on the final lap.

THE FASTEST NEWS ROUND-UP



David Reynolds and Luke Youlden won the 2017 Bathurst 1000 after a turbulent race run amid changing weather conditions. Having been in the hunt all day, the #9 Erebus Holden Commodore had to survive a number of late safety cars, a tricky switch to slick tyres and a fuel economy race to take an incredible victory. Scott Pye and Warren Luff came home second, the #02 HSV Commodore making up ground through the safety cars late in the race having started 20th... Brendon Hartley, Ryan Dalziel and Scott Sharp won a dramatic 2017 Petit Le Mans, as Jordan and Ricky Taylor clinched the IMSA SportsCar Championship title despite retiring. Sharp was punted into the gravel trap at Turn 10 by Chris Miller towards the end of the fourth hour, but Porsche LMP1 star Hartley anchored a remarkable recovery for Extreme Speed Motorsports. Dane Cameron and Eric Curran were the closest challengers to the Wayne Taylor Racing-run Taylor brothers, who clinched the crown simply by starting a race in which their #10 Cadillac retired with engine failure soon after Ryan Hunter-Reay took over in the third hour... **Martin Truex Jr booked a place in the last eight of the playoffs with his sixth victory of the season in the NASCAR Cup race at Charlotte. The Furniture Row Racing driver led 91 of 334 laps through the race despite starting 17th...**



Reynolds and Youlden took an impressive Bathurst 1000 win

Tarquini wins on Hyundai's TCR debut



Ex-BTCC man won from 13th

Gabriele Tarquini gave Hyundai's first circuit-racing car a debut victory in the TCR International Series last weekend at Zhejiang in China.

Although the car only had a temporary homologation for the event and wasn't allowed to score points, Tarquini and fellow ex-British Touring Car driver Alain Menu, his team-mate in the Hyundai team, charged through from 13th and 14th on the grid in race one, with Menu steering his i30 to 12th after a drivethrough. Tarquini could only manage sixth in race two, two spots behind Menu, as the balance of performance was changed for the cars and they were hit with 40kgs of ballast.

"I certainly did not expect that and this will stay as one of the best memories in my career," said 55-year-old Tarquini.

ACO ends bid to bring Peugeot back to WEC

Any hopes of Peugeot returning to the World Endurance Championship appear to have been quashed after the marque confirmed a return to rallycross next year.

Peugeot has been a long-term target for the Le Mans organiser, the Automobile Club de l'Ouest, and *MN* understands that efforts to tempt the company back into LMP1 had intensified after Porsche made public its plans to leave Le Mans and the World Endurance Championship at the end of this year.

However, PSA chairman Carlos Tavares has stated that concerns over a lack of cost-capping in the sport would prevent Peugeot from returning.

ACO issued its own statement, saying: "We can only accept it [Peugeot's decision] and fix an appointment with them in the years to come and prove to them the interest in our branch of the sport and the validity of the direction taken in endurance in the areas of cost capping and technology, which other manufacturers and other teams working alongside us will prove to them."

ASSOCIATE EDITOR OF F1 RACING

JAMES ROBERTS

"A trip to Suzuka beats any Esports future"



It takes two days to get from the London editorial offices of *MN* to Suzuka. Once you have flown the 12 hours to Tokyo, there are another four trains that need to be boarded to travel the next 250 miles to the track tucked away in the Mie Prefecture of Japan.

For those making the pilgrimage to the fabled circuit, it's hard not to be impressed by the sight of a Formula 1 car being pushed to the limit on the snaking series of high-speed corners. Of the current crop of F1 tracks, it's probably the toughest challenge, as the lack of run-off penalises any mistake. In two days, there were more red flags than you'd find in Jeremy Corbyn's living room. And these weren't caused by rookies: Romain Grosjean, Kimi Raikkonen, Valtteri Bottas and Carlos Sainz all ran into trouble.

The alternative to travelling the 6,000 miles to Japan is to drive 'virtually' around Suzuka in the comfort of your own home. The creators of the new F1 2017 video game have improved their rendition of the 3.6-mile track and it featured in the new F1 Esports F1 Series. Anyone in the world with access to an Xbox, PS4 or PC could enter the competition – and had five laps to win at Suzuka.

In total 63,827 drivers took part in the qualifying stages completing 976,870 laps and from the 195,000 race times, the best 40 were selected for the semi-final of the competition.

Those best online racers were invited to London to compete in a live broadcast semi-final event that took place on Tuesday evening (after *MN* went to press). The winners will head to the Abu Dhabi GP in November to take part in the final, where one of them will be crowned the first F1 Esports champion. It's not the sport's only virtual competition. McLaren launched 'World's Fastest Gamer' a few months ago and the winner of that contest will net a full-time job as the Woking team's simulator driver.

Professional gaming has a growing (youthful) fanbase with hundreds of millions of viewers worldwide tuning in.

As the technology has improved, so has the realism, so gamers can get the thrill of hooking up a perfect lap around Suzuka in the virtual world. And they know they won't get hurt – only a bruised ego – if they clatter into the barriers. F1 has turned to Esports because it's big business, with revenues expected to hit the billions in years to come.

In 50 years from now, who knows what shape motorsport will be in, particularly as manufacturers set their sights on automated, electric vehicles. If the future is Esports, then make sure you make the two-day pilgrimage to Suzuka before then. It's more fun than firing up your PlayStation.

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RACING NEWS

IN BRIEF

Fores' F4 plans

Monoposto race winner Alex Fores is targeting a drive in British Formula 4 next season. The 17-year-old won races in the Mono 1800 class last year and took a podium after a late deal to race in the Mono F3 division at Donington Park last month. "The idea is get give him the opportunity to compare himself with a current driver," said his father Richard, an ex-FF1600 racer. He plans to organise a test to allow Fores to measure himself against someone who competed in the series this year.

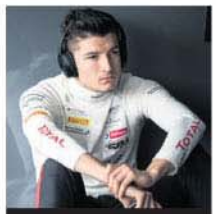
New F1000 drivers

Monoposto racer Dan Levy will return to F1000 at Oulton Park this weekend. Levy made his racing debut in the category back in 2008. "I'm looking forward to making a return," said Levy. "I was new to motor racing when last competing in this championship, so am interested to see what progress I've made since." Rookie racer Rob Bailey will also make his debut in the class this weekend.

Webster success

Former Porsche Carrera Cup GB champion Josh Webster made a winning return to Carrera Cup racing last weekend in Japan. The 23-year-old, who won the GB crown in 2014, headed to Suzuka to take part in the Japanese Grand Prix-supporting Porsche Carrera Cup Japan series. He won the second race of the weekend on Sunday.

Dennis goes to China



Jake Dennis

Britain's Jake Dennis took victory on his first outing in the single-make Audi R8 LMS Cup at Zhejiang in China, after a close battle with fellow European F3 graduate Mitch Gilbert. WRT racer Dennis qualified on pole for both races, but had to fight back from a five-place grid penalty in race two after a race one startline incident. Dennis also took a victory during the mid-week China GT meeting at Chengdu with co-driver Xu Jia.

Burns returns after BTCC injuries in GT Cup

BTCC racer Will Burns will make his competition return in GT Cup this weekend at Snetterton after being forced to miss the Brands Hatch BTCC finale through injury.

Burns sustained three fractured ribs and bruising to a lung when his Team Hard Volkswagen CC was collected by Rob Collard's spinning BMW at Silverstone, but the 27-year-old has recovered sufficiently to join LMP3 Cup regular Mike Newbould in a HHC Motorsport Ginetta G55 GT4.

It marks Burns' first outing with HHC since 2015, when he finished fifth in the GT4 Supercup, and his first in Pro-Am GT racing with the squad which recently won the British GT4 title with Will Tregurtha and Stuart Middleton.

Photos: Jakob Ebrey, Gary Hawkins



Action in the Pickup Truck Championship

JORDAN TO RACE IN PICKUP TRUCK FINALE NEXT MONTH

Former BTCC champ will contest the series at Brands Hatch

By Matt James

British Touring Car Championship racer Andrew Jordan will take part in the final rounds of the Pickup Truck Championship in early November.

The WSR BMW 125i M Sport regular will swap his BTCC machine for a Matt Roach Racing-run truck at the Brands Hatch Indy meeting on November 4/5.

The 28-year-old will drive a truck, which will carry the Pirtek livery that he uses in the BTCC, belonging to Matt Roach Racing.

Jordan, who claimed the BTCC in 2013, said he was looking forward to the challenge: "It will be something totally different for me, but the action looks great in the series. I know Matt [Roach] from when I raced in Junior rallycross in the UK and this has been a long-standing offer.

"I am probably not going to get much track time beforehand, and there will be people going for a title, so I am not sure what to expect but I will have to be careful," added Jordan, who finished ninth in the BTCC this term with three race wins.

The Fireworks meeting at Brands Hatch also features Legends, and the final rounds of the British Truck Racing Championship.



The 2013 BTCC champ

Piastri and Sargeant race in Formula Renault

British Formula 4 race winners Oscar Piastri and Logan Sargeant made their Formula Renault debuts at Hockenheim last weekend in the final round of the Northern European Cup.

F4 runner-up Piastri raced with the Arden team – who he also drove for in F4 – and the Australian finished eighth in both races.

American driver Sargeant competed with the R-Ace GP outfit and claimed a best result of fourth in the opener.

Ahead of the weekend, Piastri said that the Formula Renault Eurocup is a likely destination for him next year.

"It's most likely going to be Eurocup I would say, it won't be F3," he said. "I have done a couple of test days in the Renault car and it really is a beast compared to the F4 cars. I'm expecting it to be a challenge, but I feel I'm ready."

BRDC British F3 runner-up James Pull also had his second FR 2.0 outing at the weekend, this time with Josef Kaufmann Racing, and took a best result of seventh.



Sargeant's Formula Renault debut



Technical director Faux

BMR's Faux to Australian Supercars

The technical director of British Touring Car Championship operation Team BMR, has left the squad to move to the Australian Supercars series.

Carl Faux, who joined Team BMR in 2015 after designing the Triple Eight Racing MG6, has taken up a role with the newly created reworked Walkinshaw Andretti United team.

Faux helped lead Team BMR to the BTCC drivers' championship spoils as Ash Sutton lifted the 2017 title in the factory-backed Subaru Levorg.

Faux penned the estate-shaped Levorg, which has won 14 races over the last two seasons. Team BMR also won the teams' championship and independent drivers' championship in 2015 with Colin Turkington aboard the VW CC, a machine which had also been reworked by Faux.

Faux said: "[BMR] is in a position where it can continue to grow and improve without me. The seeds that were planted a long time ago can grow and bloom for the next generation of staff. I will keep a close eye on Team BMR's results."

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A Norma M30 that Lanan will use

Lanan to LMP3 Cup with Norma for 2018

Lanan Racing will contest the LMP3 Cup and Michelin Le Mans Cup next year with a Norma M30.

The squad previously ran an LMP3 car – a Ginetta Juno – in the European Le Mans Series in 2015 for two races and currently has teams in BRDC British F3 and British GT.

The Norma M30 has been used by other teams in the European Le Mans Series and has had reasonable success against the older but more popular Ligier model.

Graham Johnson, team principal at Lanan Racing, said: "The car is looking very likely but there's a couple of things that have to fall into place [to make it happen].

"I think we need to have something different [a car], not for difference sake I think the Norma is the faster car.

"Norma is very keen for us to do something in the UK, we would be one of the few Norma teams so we would get a lot of support."

***MN* announced last week that the LMP3 Cup would also switch to Michelin tyres as of next year – which are used in Europe – as opposed to Pirellis used in 2017.**

"I don't think it's going to turn the championship on its head [in terms of numbers]," added Johnson.

"It will make it easier to go to a race in Britain and previously they [teams] may have thought they don't have a set-up for the Pirellis [so it's not worth it].

"It will make it easier for other P3 teams to do both but it's not a massive deal breaker, it just takes the edge off the cost."

Photos: LAT, Jakob Ebrey

McLAREN AUTOSPORT BRDC AWARD FINALISTS

Four drivers revealed for 2017 award


Norris won award in 2016

The four finalists who will contest the 2017 McLaren Autosport BRDC Award have been selected.

BRDC Formula 3 champion Enaam Ahmed, Formula Renault race winners Max Fewtrell and Dan Ticktum, and Euroformula Open champion Harrison Scott are the finalists. Only Scott, 21, has been a finalist before.

McLaren will conduct the fitness and simulator elements of the competition, prior to a two-day test at Silverstone in Formula 2, DTM Mercedes and McLaren GT3 machinery.

The winner, who will be announced at the Autosport Awards on December 3, will be offered a paid McLaren simulator role for 2018, receive a test in a Formula 1 car, full British Racing Drivers' Club membership and an Arai crash helmet.

Ex-F1 driver Derek Warwick chairs the judging panel, which also comprises two-time British Touring Car champion Jason Plato, McLaren's Mark Williams, GT team boss and former Award winner Andrew Kirkaldy, experienced commentator Ian Titchmarsh, and *Autosport*'s Kevin Turner and Scott Mitchell. Spa 24 Hours winner Alexander Sims is this year's guest judge.

Previous Award winners include 2009 F1 world champion Jenson Button and three-time Indy 500 victor Dario Franchitti.

CHOSEN FOUR



ENAAM AHMED
Age: 17
2017: BRDC F3 champion with Carlin
Derek Warwick says: "Enaam dominated BRDC F3 this year, winning the championship by 164 points. He has always been very quick right from his karting days and it's quite incredible the way he's progressed. He is a great guy and the kind of driver we want to work with."



MAX FEWTRELL
Age: 18
2017: Sixth in Formula Renault Eurocup with Tech 1
Derek Warwick says: "Max has had a very strong season in Formula Renault Eurocup and impressed in F4 last year by winning the championship. He only just missed out on selection last year so we're happy to see him in the final four this year."



HARRISON SCOTT
Age: 21
2017: Euroformula Open champion with RP Motorsport
Derek Warwick says: "Harrison completely dominated Euroformula Open this year. He was a finalist two years ago when he was fresh from F4. It was perhaps too soon for him at the time, but he comes back quite a different driver and has earned this second opportunity."



DAN TICKTUM
Age: 18
2017: Seventh in Formula Renault Eurocup with Arden
Derek Warwick says: "Dan is a very exciting prospect for the future and has already gained the backing of Red Bull. He has had a difficult couple of years but he has now seen the way forward and we are impressed by how he has developed as a racer."

New Formula Academy to help drivers and engineers on career path

The first races of a new single-seater series that aims to bridge the gap between karting and Formula 4 will take place at Pembrey this weekend.

Formula Academy will feature cars that used to compete in the now-defunct Formula Renault BARC category and many of them will be engineered by students who are studying motorsport-related courses. The series intends to be a learning ground for both drivers and engineers.

The first two races are set to take place at a Pembrey British Automobile Racing Club meeting with a small entry, although series organiser Tony Lelliott expects numbers to rise when the category is properly launched next year.

"We have identified that there is a big gap for young drivers that haven't got a large budget," he said. "For people out of karting the first step is to get into F4 which is about £130-250,000 so we are trying to create an intermediate step to get some experience and prepare them better for the journey they have got. The other side is motorsport engineering courses and colleges, we want to give them a chance to work in a proper race environment."

Cowley secures Mazda Road to Indy Shootout spot with title

Brit Matthew Cowley secured an entry into the Mazda Road to Indy Shootout by winning the US F1600 championship at New Jersey last weekend.

Cowley and his title rival Zach Holden clashed in the first race of the weekend which put Holden out. Team Pelfrey's Cowley fought back through the field to take a podium and join Jordan Cane on the list of Pelfrey Brits who have won the championship, which runs Honda engines and Hoosier tyres along with a range of chassis.

"It allows me to have an opportunity," said Cowley. "Me and my family can't afford to do it [USF2000] of our own back. It makes it a lot easier to get the majority of the money and it's a real opportunity. It's another big step on the way to becoming a professional racing driver."



Hillspeed and Dempsey have split

Dempsey: 'System didn't suit me' cause for British F3 split with Hillspeed

Cliff Dempsey Racing has ended its partnership with BRDC British Formula 3 team Hillspeed, coming into effect immediately after the season finale at Donington Park last month.

The two teams entered into a partnership in 2016 with Cliff Dempsey Racing continuing to run in the National Formula Ford 1600 Championship.

But team boss Dempsey revealed the tie-up had now run its course.

"I think both of us knew it wasn't really working for us," he said. "The system just doesn't suit me. I was very happy with the staff that were there, happy that the car was quick. But at the end of the day I'm so used to running my own team that it's very, very hard to work with anyone else. That's really what the problem is.

"My handshake is my word so I stuck there until the end. When [Jordan] Cane left [to join Douglas Motorsport] I could have gone with him but I didn't. Chase [Owen] was still there and I said I'll stay there as long as he does."

But Dempsey did not rule out a possible return to F3, running with his own outfit.

"If I find two drivers with the money then I'd run in F3 myself," he added. "I love the series. If there is budget then I'll set it up properly but my first consideration is FF1600."

Now the deal has ended, Dempsey is looking to increase his participation in FF1600 for 2018. This follows the announcement that the championship will support the inaugural season of TCR UK, and Dempsey plans to run four cars having had two this year.

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RACING NEWS

GT4 Supercup Crees' focus with Century

Ginetta star Michael Crees will graduate into the GT4 Supercup championship next year.

The 34-year-old from Broadstairs will run with the Century Motorsport team in the car previously campaigned by Ben Green.

Crees won the Leeds firm's GRDC+ title in his maiden season of racing this term, having only done arrive and drive karting beforehand. He took seven wins from the 18 races and never finished lower than fifth.

"The Supercup is going to be a massive step up, but I'm over the moon to even be thinking about it," he said. "This time last year I was just karting at Buckmore, and somehow managed to finish second in last year's Henry Surtees Trophy event. Things just snowballed from there.

"I've had a few laps around Blyton Park in the G55, and it's very different. I have to get my head around racing with aero and no traction control or ABS. But Century seem like a great team and I'm a fast learner so I'm going in wanting to win the Am class."



Crees won 2017 GRDC+ title

Photos: Oliver Read, Steve Jones, Jakob Ebrey

CASTLE COMBE LOOKS TO INCREASE GRID NUMBERS

Formula Ford calendar to get possible revamp to aid field size


Norton leads in the 2016 Carnival

By Stefan Mackley

The Castle Combe Racing Club is considering the possibility of running three-double headers next year for Formula Ford 1600s in a bid to improve grid sizes.

Proposed plans feature nine rounds across the season, of which three would be 10-lap double-headers, with one dropped score.

Grid sizes for Formula Fords have dropped off at the Wiltshire circuit compared with last year, with an average of only 14 cars per race, while the National series has continued to grow.

"I think it's people just doing different things, hopefully it will change for next year," said Jo Lewkowicz, racing club co-ordinator at Castle Combe.

"We're trying to do more double-headers as it's what they [teams and drivers] have requested in the forum. That's going to be put to the guys this weekend.

"I've spoken to a couple of team people and they do say about the package [in the National series]. You have a test day and do one or two races on the Sunday.

"Our testing has to be on a Thursday, that's what the [Wiltshire] council say we have to do."

Castle Combe's Finals Day will take place this weekend, which includes the circuit's annual Formula Ford Carnival race that will be held for the 21st time.

So far only 12 drivers have provisionally entered compared with 24 who took part in the race last year, with 2016 victor and four-time winner of the event, Ben Norton, not taking part.

"It's surprising [more people haven't entered]," said Norton, whose Spectrum from last year is unavailable.

"There's not a lot of money floating around and for the club racer who wants to go racing to do it at Combe you know you're going to have competitive racing and only go to one circuit."

Entries for the Carnival remain open until Friday morning for competitors.

TCR test for Swift as he eyes new series

Former Civic Cup champion Carl Swift is planning to enter the inaugural season of TCR UK.

Swift, who won the 750 Motor Club category title in 2016, plans to buy a second-hand TCR car in the next few weeks to begin testing ahead of 2018.

"I want to do TCR UK next year and whether the car I buy is good enough to race in the championship or not, I plan to do some winter testing to see if I'm on the pace," said Swift. "The ideal would be to have a Civic but I would buy whatever car if the price is right. I can then keep it or sell it and run with a team.

"I think TCR is the future. I've done a bit of Creventic racing and there's a class in there. With the international rules you can race wherever you want."

Swift has only raced sporadically this season, taking a victory in Club Enduro as well as making a couple of appearances in the Civic Cup.

"I decided it would be a year without the pressure from a championship," he said. "It would also save a bit of money."


Swift in action aboard Civic

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HISTORICS

'The Ferrari 512S was the star show'
Castle Combe demos, below



Photos: Paul Lawrence

DOWN THE PUB WITH NIGEL GREENSALL

Age: 55 **Lives:** Cheltenham
F5000 newcomer

He's the fastest man ever round Castle Combe
"It's incredible that it is 20 years ago that I set the Castle Combe record, but I remember everything about it – it was a fantastic day. I'd not driven the Tyrrell 022 round the circuit before race day so we got what we thought would be a reasonable set-up."

He smashed the lap record
"First practice was torrential rain with standing water and I was aquaplaning everywhere, but was still under the lap record. For qualifying we were on wets but the track was drying so we went quicker still. The first lap on slicks was the first lap of the race. From the standing start we broke the lap record and then went quicker and quicker."

There was more to come
"For a lot of the lap the car was airborne and because we'd been bouncing around so much we ended up stuck in fifth gear. But I loved every second of it. What was great was going round the track and seeing everyone enjoying it so much. It was a great moment."

Driving an F5000 car was a long-held dream
"As a kid I can remember going to Mallory Park and standing on the bank watching the start of an F5000 race. It was people like Bob Evans and Peter Gethin and Teddy Pilette and as a kid it blows your socks off! From there on I've always loved Formula 5000 but never had the chance to drive one."

He's worked with Neil Glover
"I did a couple of laps at Donington in the Chevron B37 earlier this year. Simon Hadfield, who runs F5000s for Neil Glover, asked me to help with some coaching and he invited me to do a few laps in the Chevron during testing at Donington."

He drove a Lola on Saturday
"Rodney Gooch at Castle Combe was looking for some cars for demonstration sessions at the Autumn Classic so we went with Neil in the Chevron and me in the Lola T332 which, for me, is the ultimate car. I remember reading about T332s in America with Brian Redman, Mario Andretti, Al Unser Snr, Danny Ongais and all those guys. It's an incredible car."



Greensall: speed freak

OPELS TO TAKE ON ESCORTS ON R.A.C.

Asconas lined up to battle the Ford brigade



Bengry will use his 1983 *MN* title winner

By Paul Lawrence

Three Opels, including two from France, will take on the Ford Escorts on next month's Roger Albert Clark Rally.

Heading the Opel contingent will be the Ascona 400 of Theo Bengry and Les Forsbrook on its first rally for over five years. Both crew members live within five miles of the rally's start venue in Leominster and Bengry was keen to field the car that took him to the *Motoring News* Road Rally Championship in 1983.

"We always said that if we did the R.A.C. again we'd bring the Ascona," said Forsbrook. "The last event it did was the Somerset Stages in 2012. But we had a test at Sweet Lamb recently and it went really well."

Bengry bought the car new in 1980 and has owned it ever since. He had it rebuilt for stage rallying in 2009, but has used his Ford Escort Mk2 more often. "The stages in Wales on day one will be familiar ground for us," said Forsbrook, who will celebrate his 64th birthday on the opening day of the rally. "It's great that Colin and Nicola Heppenstall still have the enthusiasm to run the brilliant event."

Joining Bengry on the four-day rally will be the Manta 400 of husband and wife team Jean-Francois and Aline Berenguer and the Group B Manta 400 of Jean-Louis Thizy and Serge Mollar. Together with the Ford Escort Mk1 of Dominic Lesourd and Sebastien Chol, they will form a three-car team from the French Europa Racing squad.



Alfa was nearly stolen

Racer thwarts plan to steal his Alfa Romeo 6C before Combe meet

Veteran historic racer Chris Mann had to foil the attempted theft of his unique Alfa Romeo 6C 'Disco Volante' on Friday night before racing it at Castle Combe on Saturday.

The stunning 1950s sports car was chained to its trailer, alarmed and boxed in by other cars outside his house when the attempted theft happened. The thief unstrapped it and hot-wired the ignition and tried to get it off the trailer.

However, rugby player Mann, now 75 years old, heard the noise and jumped out of bed. He hauled the robber out of the car but was unable to stop him running away.

After a quick check over, the car was ready for two races at Castle Combe.

Shake-up for British Historic line-up

The calendar for the 2018 MSA British Historic Rally Championship has been announced and the focus is on getting historic crews the best possible road conditions on gravel rallies.

The most notable change is that the historic crews will run ahead of the four-wheel-drive cars on all five gravel events. Four-wheel-drive cars from the new Category 4b will not be admitted.

The schedule will take in seven rallies and eight rounds, comprising five gravel rounds and three asphalt rounds with Rally Isle of Man again a double-header. June's Carlisle Stages joins the calendar.

"We believe that the best stage condition on the gravel events is the priority," said Colin Heppenstall. "Being able to run the historics ahead of 4x4s on all the gravel stages is a major development."

PROVISIONAL BHRC CALENDAR

DATE	EVENT	NOTES
March 24	North Wales Stages	Run to the new Rally 2WD format
April 20	Pirelli Rally	Two-wheel drives will go first as last two years
June 8/9	Carlisle Stages	Historics will go first on the road
June 23	Red Kite Stages	Run to the new Rally 2WD format
July 29	Harry Flatters Rally	Asphalt event on the Epynt ranges
Sept13-15	Rally Isle of Man	Asphalt double-header event on closed public roads
Sept28/29	Trackrod Historic Cup	Format to be confirmed in due course



Formula 5000 was celebrated at Castle Combe on Saturday when Neil Glover (Chevron B37) Nigel Greensall (Lola T332) and Matthew Wurr (McLaren M10B) did some brisk demonstration laps. Wurr was in the McLaren used by Peter Gethin to win at the Wiltshire track in May 1970

IN BRIEF

Bennett to R.A.C.
Twenty-four years after he won his class on the Lombard RAC Rally, Steve Bennett will contest the Roger Albert Clark Rally in his Ford Escort Mk2. The Ross-on-Wye driver, a contemporary of Richard Burns in the Peugeot Challenge, won Group A on the 1993 event in a Peugeot 205GTi and returned to rallying a couple of years ago after a long break.

Ferrari for sale
The Ferrari F2001, chassis number 211, raced by Michael Schumacher during his 2001 World Championship campaign will be auctioned in New York in November. The car in which the seven-time world champion won the last of his five Monaco victories will be offered for sale by Sotheby's in New York on November 16.

Saab farewell?
Nick Pinkett hopes to campaign his two-stroke Saab 96 on the Roger Albert Clark Rally but thinks it could be the last competitive outing in the UK for such a car. A complete lack of engine availability is making it very difficult to keep the famous model running and the Bath-based driver reckons this could be its swansong on a UK gravel rally.

Star turn at Combe
The stunning ex-Le Mans Ferrari 512S of Nick Mason was one of the stars of the demonstration runs at Castle Combe. The ex-factory car from 1970 won at Sebring that year but retired at Le Mans when crewed by Derek Bell and Ronnie Peterson.

Woodhouse's run
Jack Woodhouse will race in Formula Junior for the first time this season in the HSCC Finals Meeting at Silverstone in 10 days. The modern single-seater race engineer has missed the season due to race commitments but will be back in his Lotus 20/22 for the first time since winning the Chateau Impney hillclimb in July.

Bronson's demo
Event sponsor Julian Bronson demonstrated his front-engined Scarab Grand Prix car at the Castle Combe Autumn Classic ahead of late season HGPCA races at Estoril and Portimao. Plans for the other Scarab of Eddie McGuire to also run were scuppered when the car suffered diff problems at Spa recently.

Goodwood dates
The two dates for Goodwood's summer events in 2018 have been announced. Subject to any changes to the F1 calendar, the Festival of Speed will run from July 12-15 and the Goodwood Revival race meeting from September 7-9. The 2018 edition of the Festival of Speed will celebrate the event's 25th anniversary.

HRDC finishes off
The Historic Racing Drivers' Club will wrap up its 2017 race programme with three races within the BRSCC Championship Finals meeting at Donington Park on Sunday. The inaugural Coombs Heritage Challenge for pre-'66 Jaguar saloons will conclude with a 30-minute race, while the Academy, A-Series Challenge, Touring Greats and Pre-'63 Touring Cars share two other races.

CASTLE COMBE CLASSIC FESTIVAL REPORT PAGE 26

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NEUVILLE BACKS HIS FLAT-OUT STYLE

Belgian says attack mode led to Rally Spain downfall



By David Evans

Thierry Neuville says he has no regrets about the risk-all strategy which looks to have cost him his chance of challenging Sebastien Ogier for this year's World Rally Championship title.

The Hyundai star was 17 points down on Ogier ahead of last week's Rally Spain, but a double retirement on Saturday and Sunday allied to Ogier's second place at the finish mean he goes to Wales Rally GB trailing M-Sport's Frenchman by 38 points.

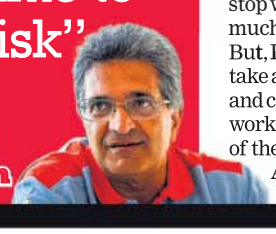
Neuville said: "It's very bad for us in the fight for the championship. That's the situation and we have to accept it. After the problems we had on Saturday, our chances were much smaller to win and we had to push hard to come back strong to take some points from the event. That we have done and there are no regrets."

Ogier now needs to finish Wales with at least 31 of his 37-point lead intact to seal his fifth consecutive title. Until that's done, the now third-placed Neuville says there is still hope.

"It's not over," he said. "As long as there is a chance mathematically to win the championship we won't give up. We will fight. It does change the championship. It's going to be much more difficult now."

The Salou-based event was a disaster for Neuville's Hyundai team, with all three cars retiring due to the same suspension problem. Team principal Michel Nandan admitted the Frankfurt-based squad would be looking at the strength of i20 Coupe WRC – but pointed out there was nothing the team could do to change the components ahead of the last two rounds of the series.

"It is part of the game to take risk"



Michel Nandan

A homologation joker would be needed to make significant changes to the car and there's not time to do that before the season's last two events.

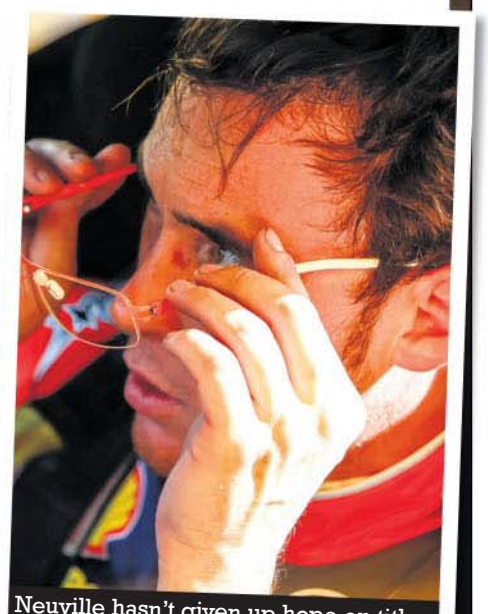
Nandan said: "It's a very bad weekend. We try all weekend and we ask the driver to do all they can do. It's true when you try to the maximum you can, you must take some risks – and now we have to take the consequence. In the end all three cars stop with the same failure: cutting too much and damaging the suspension. But, I have to say it's difficult not to take any risks. You optimise the road and cut a bit everywhere, sometimes it works, but it didn't work here. It's part of the game to take some risks."

Asked if he was concerned that rival cars had hit the same post in stage 12 without being forced into retirement the way Andreas Mikkelsen and Dani Sordo were, Nandan added: "If it's true, we have a big problem with the car.

"When you hit something you can damage parts. Maybe our car is more fragile but it's like that and we can't change anything."

Neuville added that he would be doing all he could to find a solution ahead of Wales. "I don't know if there's a weakness," he said. "My part is to drive the car as fast as I can and give the feedback from there. Cars are not made to go through the bushes to hit things, but we have to analyse and to see – if it is that the Ford survived where Dani and Andreas retired, then we have to see why we didn't.

"We are going to fight hard to find solutions to be more competitive on upcoming events, we have missed part of our success in the past couple of races but we will come back."



Neuville hasn't given up hope on title

YOUR VIEW OF THE STAGES: READERS PHOTOGRAPHS PAGE 30



The Strength of Experience

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'Armstrong faces up to a ban from the MSA'

Six months out for Scotsman, p16



INGRAM PLOTS MOVE TO R5 CAR AFTER ERC JUNIOR TITLE



Ingram kept nerve under pressure



Brit Ingram won in Latvia to take title

Chris Ingram has landed his 'last chance' to move his rally career to the next level after clinching the ERC Junior U27 title at Rally Liepaja on Sunday.

This is the 23-year-old's fourth season in the European Rally Championship and Ingram admitted ahead of the event that failing to lift the €100,000 (£89,000) prize fund could have signalled the end of his career. And on Saturday night, the Manchester driver feared his chance was slipping away.

He told *MN*: "When I went to bed on Saturday night, I thought: 'It's happening again, I'm going to lose it!' I did have some more pace to give on Sunday, but when I heard that [Jari] Huttunen had gone off, I was really shocked."

Ingram ended day one 25.4 seconds behind his Opel team-mate, but a mistake from the Finn on Sunday's opener put Ingram ahead and he stayed there until the finish.

"I've been consistent all the way through my time in the ERC," said Ingram. "It's always been a case of knowing that if I crash it, then it could be the last chance. I could have gone harder on Sunday, but I knew there was more risk there. In the end, I didn't have to. This result really hasn't sunk in yet.

"I'm just so, so happy that I can finally take the next step and move into an R5 car."

The prize fund has to be used to drive a Skoda Fabia R5 on selected ERC rounds. Ingram has immediately identified two rallies where he's enjoyed success in the past: the Canaries and Azores Rallies.

"I have good experience from those events and experience really counts there," he said. "I need to win those rallies to show people what I'm capable of and that I'm ready to step up. I'm aiming at a programme towards Rally GB and Rally Spain next year, to compete in WRC2. But I've got to get a lot of experience of the R5 car before I think about doing that."



Punctures ruined Jari Huttunen's charge

Huttunen's pain is eased by new deal with Hyundai

Jari Huttunen's pain at missing out on a £90,000 payday from the ERC was eased with the news that he could contest as many as nine World Rally Championship rounds with Hyundai next season.

The Finn was selected as part of Hyundai's driver development programme for next season and will make his debut in the Korean firm's colours at Wales Rally GB later this month. But he won't be in an official car.

Team principal Michel Nandan said: "He is keen to start and to do Rally GB, so we have connected him with a customer team who can supply a car for this event. We are keen to start testing with him soon.

"For next year, it's sure that he will do the complete WRC2 programme, he will be in a position to win the championship, he will have the chance. At the moment, the rules [for WRC2] aren't decided, so we don't know exactly how many rallies he has to do, but it will be seven and possibly one or two more."

Huttunen was leading the ERC Junior U27 category when he suffered two punctures going off the road on Sunday morning.

Full entry list for Wales Rally GB

This month's Wales Rally GB will start more current World Rally Cars than on any other round of the championship so far.

Fifteen 2017 specification cars will take the start of the October 26-29 test after Norwegian driver Henning Solberg was confirmed as a late starter in an M-Sport-run Ford Fiesta WRC. The Cumbrian-built cars will be the most popular, with private entries from Solberg and Mads Ostberg supplementing the three factory cars for Sebastien Ogier, Ott Tanak and Elfyn Evans.

Hyundai brings four cars, as revealed last week, while Citroen and Toyota will field regular three-car entries.

The FIA has signed off the entry list for the penultimate round and confirmed a 23-strong WRC2 field, but just two WRC3 starters. Seventy-eight cars are scheduled to start the international field.

Revamp for slimmed down 2018 Junior World Rally Championship

Next year's Junior World Rally Championship calendar will have an overhaul and start in Sweden for the first time since 2010.

The series will be run by M-Sport, continuing to use arrive and drive Ford Fiesta R2Ts, but it will be cut from six to five rounds. After starting in February on the WRC's only snow rally, the crews move to more familiar ground in Corsica, Portugal and Finland before a final double-header event in Turkey.

Precise details of the prize for the championship and the scoring structure have yet to be decided, but final plans are expected later this month. The decision to reduce the number of rallies is born out of the desire to cut costs involved. The entry fee for this year's series is £150,000, which covers everything except the crew's personal expenses.

M-Sport's Maciej Woda said: "We've worked really hard on our one-make series over the years and believe we have established a successful and competitive format alongside the FIA. Next year, we want to take it a step further to introduce more diversity – something the introduction of all three surfaces allows."

● Spaniard Nil Solans won this year's Junior WRC title at home in Spain. His fourth class win from six starts was enough to ensure he takes all seven prize drives in an M-Sport Ford Fiesta R5 next season.



Sebastien Loeb was second in the Rally of Morcco as *MN* closed for press earlier this week. The Frenchman's Peugeot 3008 DKR was behind Nasser Al-Attiyah's Toyota. The event finished yesterday (Tuesday).

THE VOICE OF RALLYING

COLIN CLARK



"The MSA has set a precedent with this decision"

I'm back home at my kitchen table after a fabulously exciting Rally of Spain and I swear I can still hear them laughing in the service park in Salou.

And it's not the laughter from the somewhat raucous Meeke-Nagle celebration party that's ringing around half of Europe and stretching its tentacles to the darkest corners of Stoke-on-Trent. Nope, it's the unbridled laughter of the world's rallying community. You know that kind of response you get to, say, one of Billy Connolly's genius stand-up routines: deep belly laughs, tears streaking the face and blurring the eyes.

Unable to catch a breath from the sheer force of laughter. Yes, that kind. The kind I witnessed all week in Spain and sadly it's still going on.

And the cause of this wondrous merriment?

The seemingly completely out of touch judiciary who sit on the Motor Sport Council's National Court. Those eminently qualified folk who found it in their wisdom to hand down a six-month competition ban and £1000 fine to former Scottish Rally champion Jock Armstrong for the heinous crime of bearing his hairy buttocks to a rally car being driven non-competitively.

It genuinely defies belief on a number of levels. Firstly, how the hell did this even get to court? Surely a quiet word and a stern telling off would have sufficed. Secondly, what kind of precedent does this now set?

Every future punishment handed down by this court will now quite rightly be benchmarked against Armstrong's minor misdemeanour. They've created a rigid rod for their own backs that will cause serious discomfort for some time. They are going to have to start handing down 10-year bans for competitors and teams caught cheating. Class A drugs in your system on an event? Surely the only option now is to give the perps a lifetime ban? Sounds extreme, but it's proportionate – something the Motor Sport Council's court failed miserably to be when Jock Armstrong stood in front of them last week.

Listen, Armstrong was on the event as a marshal and we all respect the serious and professional job the legions of marshals do across the UK in support of British motorsport week in, week out. As a tabard-wearing marshal, you really can't go bearing your bottom to mates on road sections and Jock should have been told off. But it's the ridiculously high-handed, disproportionate response and somewhat pompous tone of the ruling that's got folk in the UK, and in particular in Scotland, fired up and riled.

I came across a social media post from one of the world's top drivers in Spain last weekend where he filmed and seemingly posted a video while driving a World Rally Car on a road section. This kind of behaviour is most certainly "highly detrimental to the interests of motorsport" and furthermore could "create a real risk of danger." If mooning a mate gets you six months, filming and posting a selfie has to be, what? At least a year? Now that might upset this year's World Rally Championship. And yes, I know: different judiciaries and different jurisdictions. But nevertheless, when we've wiped away those tears of laughter, some serious food for thought.

AGREE/DISAGREE?
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RALLY NEWS

Photos: Writtle Photographic, John Fife



Armstrong: 2015-'16 SRC champion


Armstrong has competition ban for marshalling incident

JOCK ARMSTRONG GETS SIX-MONTH RALLY BAN

Scot exposed himself to an oncoming competitor

By Jack Benyon

Jock Armstrong could miss the opening two rounds of next year's Scottish Rally Championship after being banned for six months by the Motor Sports Council National Court for showing his buttocks to a competitor on a stage.

Armstrong, 47, was marshalling on the Solway Coast Rally on August 5/6 when he exposed himself to a competitor, Niall Cowan, who is a good friend of Armstrong; he sponsors Cowan's MG ZR.

Photographer Eddie Kelly took an image of the incident for what Armstrong thought was a private joke, although Kelly posted the shot on Facebook, which the driver later confirmed he was "OK" with.

Armstrong received a six-month ban and a £1000 fine at the National Court last week. It means he will miss the Snowman (February 10) and the Border Counties (March 10) rallies, unless he successfully appeals. The ban starts from the date of the court judgement, October 3.

"This week makes me more famous for that than winning the Scottish Rally Championship two years in a row," said Armstrong. "I fully understand they have to take action as I was wearing an MSA tabard.

"Eddie put the picture on [Facebook], he didn't ask my permission, but I was OK with that as it was a harmless picture, I'm not doing anything wrong.

"The event was short of marshals, so I went to help out. The Solway Car Club have done a lot for me over the years, I sponsor the Galloway Hills Rally [a round of the SRC] and they organise that event and they do a good job. I thought I'd put something back in when I got the chance and I did that weekend.

"To get knocked over with a £1000 fine: they've made an example of me. I've come away and not said anything further. I'm just gathering my thoughts and [will] see what I can do. I haven't made my mind up yet whether it's worthwhile to appeal. I don't know the appeal process. The funny thing is, I can go out and marshal tomorrow."

Armstrong claims that Cowan didn't even see him, as the competitor wasn't at competitive rally speed after hitting a bale just before the incident took place, damaging the car.

The photographer who posted the picture, Kelly, added: "I'm obviously disappointed for Jock and what was, at the time, a lighthearted moment in the sun on a local event, has been scrutinised in a very public manner and is subject to a wide range of opinion.

"I believe that there was never any intention to cause offence and Jock was in no danger from where he was standing.

"A long lens compressed the perspective making him look closer to the road than he may have appeared. There were no spectators in the area and this was intended as a private joke between Jock and the competitor.

"The irony is that posting the image was intended to highlight the positive contribution a prominent Scottish competitor was making to rallying by turning out to marshal for the weekend.

"Jock is a colourful character in the sport in Scotland and the support he has received online and in person in the last week, has shown that many are disappointed at the outcome of this incident."

The issue has caused an outcry in the rallying community against the level of punishment issued. The Motor Sports Association, responsible for governing motorsport in the UK, referred the incident to the National Court, which is independent of the MSA as is its judgements.

The Scottish Rally Championship also issued a statement: "The SRC and its supporters are saddened to hear the news that Jock Armstrong will not be able to compete in the opening rounds of the 2018 Scottish Rally Championship.

"We are disappointed at the length of licence suspension, as Jock Armstrong is an asset to Scottish rallying and we look forward to him rejoining the championship at the earliest possible date."

The finding of the court and what Armstrong needs to do to have the ban suspended

The National Court sat on October 3, with David Munro, Peter Riches and John Felix on the panel. While the incident was referred to the court by the MSA, the ruling is made by the independent court.

The ruling read: "The court views this type of behaviour as highly detrimental to the interests of motorsport and regards it as creating a real risk of danger.

"It cannot be excused.

"Mr Armstrong was acting as a marshal at the time and was under a duty to promote safety rather than to cause any risk to anyone.

"Offences of this type must incur substantial penalties, and accordingly the court suspends Mr Armstrong's competition licence for a period of six months and orders that he makes a £1000 contribution towards costs."

Armstrong's only hope for competing in the SRC's opening two rounds next year is if his ban is suspended. He can ask the National Court to suspend his penalty under the following criteria set out in the MSA blue book: "The National Court has the right to remit any unexpired term of a suspension or disqualification, as it may think fit. Requests for remission of sentence must be submitted in writing to the National Court, accompanied by a non-returnable fee as detailed in Part 3, Appendix 1 [which for Armstrong would be £460]. Where possible, the same court which applied the penalty will deal with the application and entirely in writing, with no right to an oral hearing."

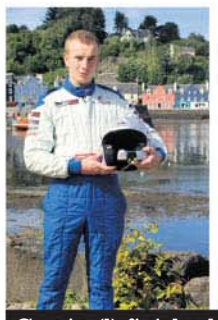
INGRAM AND KAJETANOWICZ TAKE ERC TITLES AS GRYAZIN WINS PAGE 19

RALLY NEWS

Photos: Pro-Rally Photography, Writtle Photographic

CURRIE GETS ST TROPHY PRIZE DRIVE FOR WALES RALLY GB

Scottish youngster gets an R2 for the national





Currie (l) finished second in the Fiesta ST Trophy (r)

By Jack Benyon

Alasdair Currie has won an entry into Wales Rally GB National in a Ford Fiesta R2, after finishing second in the Fiesta ST Trophy.

In July the series announced a new prize structure, which awards the ST Trophy champion two rounds in the British Rally Championship in the R2 courtesy of lubricant sponsor Castrol, which owns the car.

The second prize is an entry in Rally GB, and Currie believes he has raised the costs needed to get the car to the event and to run it.

"We've got some help from folks and some sponsors, so we should get a test in the car the week before GB, and go and get comfortable in the car," said Currie, who took his first ST Trophy win on the Trackrod earlier this month in his first full season of forest rallying.

"Hopefully we'll make the most of the opportunity that arises. I've never driven with a sequential box before, it's a bit of a step up [but] I like a bit of a challenge.

"I knew this year that if I crashed, that would be it, so I've driven at around 80 per cent this year. We've been up there and beating guys who have been in the woods for a few years."

Currie could step up to a four-wheel-drive car next year in the BTRDA, although his work involves two weeks on and two weeks off, so any series will need to fit with that. "I'm a bit limited [by work], but whatever I do it needs to be a step up. I'm thinking about four-wheel-drive, maybe a clubman Subaru," he said.



Prize drive is in Castrol's Fiesta R2

McCombie returns to headline stellar GB entry

Bruce McCombie will return to the Wales Rally GB National Rally he won last year as part of a bumper 88-car billing.

The format of the event has changed this year from three days to two, with the action on Saturday and Sunday over 59.86 stage miles.

Scot McCombie won last year's event in his Mitsubishi Lancer E9 and enters the same car. Also among the frontrunners are Dylan Davies (Subaru) and Barry Jordan, who switches from a Hillman Avenger to a Citroen DS 3 R5. Ieuan Rowlands is the first Ford Escort Mk2 on the road, while BTRDA Silver Star champion Ashley Davies is also among the order. Joe Evett, another class frontrunner on his outings in the BTRDA, will run his MG ZR.

The Armed Forces Rally Team returns with a squadron of Land Rovers, while Ginetta Supercup driver Seb Perez will restart his rally career in another Escort Mk2.

NOTABLE ENTRIES

Wales Rally GB National, October 27/28

NO.	DRIVER/CO-DRIVER	CAR
200	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9
201	Roger Duckworth/TBC	Subaru Impreza WRC
202	Thomas Preston/TBC	Skoda Fabia R5
203	Dylan Davies/Llion Williams	Subaru Impreza
205	Andy Davies/Max Freeman	Subaru Impreza
207	Barry Jordan/James Gratton-Smith	Citroen DS 3 R5
211	Ieuan Rowlands/Emyr Hall	Ford Escort Mk2
224	Joe Evett/Rob Gilham	MG ZR
227	Alasdair Currie/Steven Brown	Ford Fiesta R2
247	Seb Perez/Steve Smith	Ford Escort Mk2



BRC Junior frontrunner Davies kicked off electric rallying in UK

Electric Renault rally car makes competitive debut in the hands of Cameron Davies

Rallying history was made on Wigan & District Motor Club's Adgespeed Stages on Sunday when a battery powered Renault Zoe made its debut in the hands of Cameron Davies.

The almost standard car, prepared to Formula 1000 specification with the addition of competition suspension and safety equipment, ran faultlessly throughout and had enough power in reserve to complete a further stage. Davies and co-driver Andrew Blackwood had less than an hour's experience of the car prior to the rally but ran as high as 32nd before missing a split that earned them a stage maximum. They finished the rally 41st from 45 finishers.

For Davies, it was a second claim to fame at the Wigan track after he became the first Junior driver to start a rally when he was top seed in the 2009 Roskirk Junior Stages. That was at the wheel of a Nissan Micra, which is very different to the Zoe. The Renaut lacks a gearbox and automatically brakes as the driver lifts off the throttle.

Davies said: "The automatic braking gets a bit of getting used to but despite it effectively having just one long gear I think performance-wise it would be competitive against a Micra or a Citroen C1.

"I think we gave it a successful debut and set some competitive stage times. I'd definitely like to do another event in the car."

Knockhill rally test day open to 13-year-olds

Knockhill Race Circuit has joined forces with the Ecosse Junior 1000 Challenge organisers to help promote the forthcoming Teen Test Driver Day on Saturday, October 21.

Each year Knockhill hosts an event for 13- to 17-year-olds to get their first taste of driving and this year there will be the added attraction of a rally car drive.

To enhance the event further, the Junior 1000 Challenge will also have a presence to inform youngsters and parents what's involved in the championship, which caters for 14- to 17-year-olds allowing a first step into rallying in one-litre machines like the Nissan Micra and Citroen C1 on single-venues.

The attendees are given as much instruction and help as they need thanks to Knockhill and other challenge supporters and also some of Scotland's top rally drivers who will also attend the event.

The event is open to all, although there is a charge for those who wish to participate.

Packages from £49 to £79 are available. For more information visit: knockhill.com/teen-test-driver-day.

Photo: Michael Gilbey



World Rally Championship event winner Nicky Grist went back to his routes over the weekend, in the zero car for the 1000 Lanes road rally. The event passes Grist's house just 200 yards away, and he revisted his routes by navigating for the same driver he started his career with in the *MN* Road Rally Championship, Steve Davies, in a Ford Escort Mk2. After enjoying the run, the crew got a puncture close to the end.

ROAD RALLY ROUND-UP

Michael Gilbey kept his Welsh Championship hopes alive by guiding Kevin Davies to victory on the **1000 Lanes Rally** on Saturday night.

They finished just nine seconds ahead of Ian 'Dude' Roberts/Dylan Jenkins, keeping Jenkins in the series lead with two rounds to go.

Mark 'GT' Roberts only needs to finish one event to clinch the drivers' title.

The HRCR Clubman Championship kept its toughest event for the 13th and final counter, the aptly named **Devils Own Rally**. Guy Woodcock took his second successive win on the event, while his navigator Ryan Pickering secured the series win. Their winning margin of over four and a half minutes belied a close battle with Matt Warren/Andy Pullan; the latter crew picking up a five-minute penalty for missing a code board on a hard to find track. Warren still won the drivers' championship.

Ian Mills

Results

1000 Lanes Rally
Organiser: Heads of the Valleys Auto Club **When:** October 7/8 **Where:** Abergavenny **Championships:** WAMC **Route:** 115 miles **Starters:** 66.
1 Kevin Davies/Michael Gilbey (Ford Escort) 1m35s; 2 Ian 'Dude' Roberts/Dylan Jenkins (VW Golf GTi) +9s; 3 Reian Jones/Cadog Davies (SEAT Ibiza); 4 Kevin 'Penclaw' Jones/Alan James (Toyota Corolla); 5 Simon Summers/Dilwyn John (Escort); 6 Matthew Jones/Richard 'Tyson' Morris (Vauxhall Astra); 7 Craig Judd/Dafydd Sion Lloyd (Peugeot 306 GTi-6); 8 Steve Knibbs/Dorian Evans (Proton Satria GTi); 9 Wyn Owens/Jenny Evans (Escort); 10 Damian Cole/Carl Williamson (Escort).
Class winners: Jonathan Oliver/Kieran Price (Escort); Craig Harries/Jamie Clifford Jones (Mazda MX-5).

37th Devils Own Rally
Organiser: Kirkby Lonsdale MC **When:** October 7 **Where:** Southern Cumbria **Championships:** HRCR Clubman **Route:** 180 miles and 8 tests **Starters:** 65.
1 Guy Woodcock/Ryan Pickering (Ford Escort) 12m45s; 2 Graeme Cornthwaite/Ali Procter (Morris Mini) +4m37s; 3 Matt Warren/Andy Pullan (Escort); 4 Nick Bloxham/Richard Crozier (Escort); 5 Richard Isherwood/Ian Canavan (Nissan Stanza Jubilee); 6 Paul Bloxidge/John Youd (Porsche 911 Carrera); 7 James Pete Tyson/Neil Harrison (Mini Cooper S); 8 Russell Smith/Dan Harrison (Triumph Dolomite Sprint); 9 John Haygarth/Bob Hargreaves (Opel Kadett Rallye); 10 Simon Harris/Matthew Vokes (VW Golf GTi).
Class winners: Andrew Johnson/Dave Boyes (Lancia Fulvia); Phil Cheek/Chris Rhodes (Hillman Avenger).

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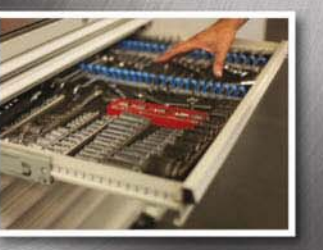
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RALLY REPORTS

Photos: FIA ERC

INGRAM IS ERC JUNIOR U27 CHAMP

Manchester driver wins after four years of trying. By Graham Lister



Ingram also took second ERC3 title

Whittock (1) guided Ingram

RESULTS

ERC Under 27
1 Chris Ingram/Ross Whittock (Opel Adam R2) 1h28m17.4s; 2 Martin Sesks/Andris Malnieks (Peugeot 208 R2); 3 Filip Mares/Jan Hlousek (208 R2); 4 Jari Huttunen/Antti Linnaketo (Adam R2); 5 Aleks Zawada/Grzegorz Dachowski (Adam R2); 6 Kristóf Klausz/Botond Csányi (208 R2).
Overall
1 Nikolay Gryazin/Yaroslav Fedorov (Skoda Fabia R5) +1h19m22.1s; 2 Kalle Rovanpera/Jonne Halttunen (Ford Fiesta R5) +18.5s; 3 Lukasz Habaj/Daniel Dymurski (Fiesta R5); 4 Jose Suarez/Candido Carrera (Peugeot 208 T16 R5); 5 Albert von Thurn und Taxis/Bjorn Degandt (Fabia R5); 6 Reinis Nitiss/Maris Neiksans (Mitsubishi Lancer E9).
Class winners: ERC Junior Under 28: Gryazin/Fedorov **ERC Junior Under 27:** Ingram/Whittock **ERC2:** Tibor Erdi/Gyorgy Papp (Lancer E10) **ERC3:** Ingram/Whittock. **ERC Ladies' Trophy:** Tamara Molinaro **Colin McRae ERC Flat Out Trophy:** Chris Ingram.

Chris Ingram started leg two of Rally Liepaja, the 2017 ERC finale, with a mountain – or rather 25.4s – to climb.

Team-mate Jari Huttunen, Hyundai's new WRC2 recruit, was in front and heading to the European Junior title that had eluded the Briton since 2014.

Unable to live with the Finn through the rain-affected and increasingly rutted Saturday stages, Ingram's pursuit of the crown – and the £90,000 championship promoter Eurosport Events will put towards an R5-mounted ERC Junior Under 28 campaign in 2018 – was beginning to wither.

At the finish of Sunday morning's first test, Ingram was sounding like a man heading for defeat, having lost the title in Latvia last year.

"That was unbelievably tricky, not a good stage at all, really bad," Ingram said. "I was having moments everywhere, the road was an absolute mess."

But there was a silver lining a few metres up the road in the shape of Huttunen's stranded Opel Adam. The German machine had picked up two punctures.

With one spare on board, two stages and a lengthy road section before service in Liepaja, Ingram had a chance. Although the reality of the situation was taking time to register.

"That's bizarre, I don't know what to say about that to be honest. I'm in shock," said Ingram, who was now 47.4s ahead of Huttunen, a margin that would increase to 1m37.4s by the time he reached service.

"Jari's pace was fierce and I struggled to match him, especially on the rough stages," he said later. "But then he had a lot of bad luck, which was crazy but I've been unlucky as well this year. I knew today was going to be tricky with difficult stages but I had faith."

With SS10 cancelled to allow rescue crews to attend the scene of a helicopter accident close to the stage finish, Ingram not only had the faith but just two stages to complete and a tidy lead. Although Huttunen hit back with two fastest times, Ingram finished the season 1m06.9s and 17 points ahead of the Finn, his three wins from six starts decisive and making up for a tricky mid-season spell, which included co-driver Elliott Edmondson departing and Ross Whittock recruited for the final two rounds.

Nikolay Gryazin's wait for major ERC success was also over. The Russian, who turned 20 on the first day of the rally, held off Kalle Rovanpera for his first outright win, a result that, according to co-driver Yaroslav Fedorov, more than made up for his Acropolis exit in June when an inferno engulfed their Skoda while they were leading nearing the end of the first day of running.



Champ 'Kajto' withdrew in despair after helicopter crash

Rovanpera, meanwhile, impressed on his full ERC debut, which also marked his first run in an M-Sport Ford Fiesta R5 in competition. With rain, wind and mud lashing the Latvian stages, the event represented ideal preparation for Rally GB, where the 17-year-old will make his world championship debut later this month.

While Gryazin celebrated, Kajetan Kajetanowicz's capture of a record-breaking third consecutive ERC crown was marred when it emerged a close friend had been killed and one seriously injured in the downed helicopter. Distraught, the Pole withdrew.

Bruno Magalhaes, his title rival, crashed on the same fast and flooded right-hander on the Liepaja City Stage, that also claimed Alexey Lukyanuk, on Saturday evening.

Lukyanuk had led the event before electrical issues struck.

Photo: KG Rally Pics

HURSON WINS IN ROAD-MODE IN DONEGAL

Donegal Harvest Rally

By Adam Hall

Organiser: Donegal Motor Club **When:** October 7 **Where:** Dunfanaghy, County Donegal **Championship:** Sligo Pallets Border Rally Championship **Stages:** 9 **Starters** 132.

Peadar Hurson set fastest times on all nine stages of the Donegal Harvest Rally on his way to winning the Creeslough-based event in a right-hand-drive Ford Fiesta RS WRC.

Hurson's rally wasn't all plain sailing, however, as an engine misfire on the first loop of stages forced him to run the World Rally Car in road-mode for the remaining stages, meaning no anti-lag system.

Hurson led from the start as number one seed, Declan Boyle, slid his Fiesta RS WRC off the road on the opening section of the first stage. Joseph McGonigle was unable to match the pace of the WRC Fiesta and finished in second position, a minute behind the leaders in his Skoda Fabia R5.

Rounding out the podium was Ryan Loughran who finished as top two-wheel-drive runner in his Ford Escort Mk2. Kevin Eves had been leading the battle until he bent a bottom steering arm on his Toyota Corolla after clipping a rock on SS6, forcing him to retire from the rally.

Damien Toner's Millington-powered Ford Escort Mk2 charged to fourth overall and took Class 14 honours after surviving a mechanical scare on SS1. Toner's Mk2 was hauled up on its side by his fellow competitors as he fixed the car's differential before going into SS2.

A second-fastest time on SS8 helped Donegal native Brian Brogan charge back to fifth overall after losing time on wrong tyres through the opening loop. He headed off perennial Group N winner Shane Maguire.

Ed O'Callaghan won Class 13 in seventh overall aboard his Escort Mk2.

Border champion, Mickey Conlon was second in Class 13 behind O'Callaghan, although John Bonner and Rory Kennedy were sandwiched between them in the overall results with Bonner eighth and Conlon ninth overall.

Johnny Jordan won Class 11R after surviving a big moment on SS2 to finish 10th overall.

British Rally Championship frontrunner Marty McCormack finished fourth in Class 13 in an historic-spec Mk2, 12th overall with Barney Mitchell on the notes.

Donagh Kelly – the 2015 Irish Tarmac and Irish National champion – was on 00 duties in a freshly built Opel Ascona 400, recalling the car James Cullen drove to second on the 1988 Donegal International Rally. The livery was applied by Mitchell.



Hurson won with no ALS

Results
1 Peadar Hurson/Damien Connolly (Ford Fiesta WRC) 1hr 3m 10s; 2 Joseph McGonigle/Ciaran Geaney (Skoda Fabia R5) +1m1s; 3 Ryan Loughran/Brendan McElinney (Ford Escort Mk2); 4 Damien Toner/Denver Rafferty (Escort Mk2); 5 Brian Brogan/Damien McGettigan (Escort Mk2); 6 Shane Maguire/Darragh Kelly (Mitsubishi Lancer E9); 7 Ed O'Callaghan/Raymond Scott (Escort Mk2); 8 John Bonner/Rory Kennedy (Escort Mk2); 9 Mickey Conlon/Ciaran McPhillips (Escort Mk2); 10 Johnny Jordan/Gary McNern (Toyota Starlet).
Class winners: Eamon Kelly/Conor Foley (Honda Civic); Will Graham/Steve Davey (Fiesta R2); Adrian Cannon/Bernard Gallagher (Civic); Maguire/Kelly; Colin Quirk/Kaine Treanor (Fiesta R5); Shane Carr/Ciaran Carr (Vauxhall Nova); Kevin McLaughlin/Patrick Gallagher (Civic); Jordan/McNern; Brian Armstrong/Mo Downey (Escort Mk2); O'Callaghan/Scott; Toner/Rafferty; Mark Murphy/Michael Hamilton (Civic); Stephen McFerran/James McKeefrey (Escort Mk2); Aaron McLaughlin/Enda McBride (Fiesta).

NEWBY ADDS TO WIN COUNT

Harold Palin Memorial Stages

By Peter Scherer

Organiser: Eastwood & District MC **When:** October 8 **Where:** Fulbeck, Lincolnshire **Championship:** ANEMMC, EMAMC **Stages:** 8 **Starters** 63.

It was a fairly cautious start for Arron Newby and Andrew Leach's Subaru Impreza, but it paid dividends as a seven-second opening stage lead grew to a 55s victory, setting the fastest time on all but one stage.

Dave Welch/Steve McNulty led the chase all day, but a mistake on stage three and a field trip and stall on stage four cost them dearly.

John Griffiths/Nigel Wetton had recovered from visiting a ditch on stage two to share third with fellow Impreza crew Gary Wayne/Neal Bloor. But a wrong slot on stage five put Griffiths out, while Wayne finally lost out to Ross Daniels/Paul Mankin's Impreza in a last stage duel for the final position on the podium.

Having held third after the opening run, Hugh Peat/Paul Swallow's Mitsubishi Lancer E9 secured fifth despite a stage five puncture, with Stuart Newby/John Cope's Impreza sixth.

Dave Hornbrook/Ann Forster's Mitsubishi E4 lost out to Newby Senior on the penultimate stage, but had enough in hand to retain seventh from the recovering John Tolson/Brian Ilaria, while John/Ryan Godbehere's Impreza and Luke Sparrow/Robert Ginn's Lancer E9 rounded off the top 10.

Results
1 Arron Newby/Andrew Leach (Subaru Impreza) 50m53s; 2 Dave Welch/Steve McNulty (Impreza) +55s; 3 Ross Daniels/Paul Mankin (Impreza); 4 Gary Wayne/Neal Bloor (Impreza); 5 Hugh Peat/Paul Swallow (Mitsubishi Lancer E9); 6 Stuart Newby/John Cope (Impreza); 7 Dave Hornbrook/Ann Forster (Lancer E4); 8 John Tolson/Brian Ilaria (Impreza); 9 John Godbehere/Ryan Godbehere (Impreza); 10 Luke Sparrow/Robert Ginn (Lancer E9).
Class winners: Mick Pickles/Beverley Warren (Proton Satria); Andy Graham/Gav Collins (Ford Escort Mk2); Des Moody/Ian Haynes (Escort Mk1); Roger Titley/Michele Petrie (BMW 323).

John and Alex Stone dominate another Three Sisters event with classy performance

Adgespeed Stages

By Phil James

Organiser: Wigan & District MC **When:** October 8 **Where:** Three Sisters Circuit, Wigan **Championship:** ANWCC; SD34; ANCC; AWMMC; Three Sisters Rally Challenge **Stages:** 12 **Starters** 51.

John and Alex Stone completed a clean sweep of victories in the Three Sisters Rally Challenge bringing their Ford Fiesta S2500 home 20 seconds ahead of Mark Kelly and Andy Baker's Ford Escort Mk2.

Having resolved some early overheating issues, the father and son crew headed the standings from the start, with Kelly, who struggled for traction in the early damp conditions, remaining as their closest rival throughout.

Andrew Morris and Chloe Thomas completed the podium places in another Escort Mk2 after ousting the Vauxhall Corsa of Ryan Burns and Steve Hallmark on stage four. Burns was ranked fourth by virtue of his faster opening stage time after tying with the Escort Mk2 of Mark Smith and his debutant co-driver Tim Nun.

Sean Cassidy and Sean Devlin took sixth place in their Fiesta ahead of the BMW M3 of Chris Ransley and Chris Sharpe-Simkiss. Ransley claimed the Heart of England Championship Driver's crown after brake problems forced Andy Corner and Ade Camp to retire their Peugeot 205.

Stuart and Louise Gilks recovered from a slow start to end the day eighth in their Sunbeam Lotus, one second ahead of the Escort Mk2 of Graham Brindley and David Evans. Richard Poole and James Dowley completed the top 10 in their BMW M3.

Results
1 John Stone/Alex Stone (Ford Fiesta S2500) 27m47s; 2 Mark Kelly/Andy Baker (Ford Escort Mk2) +20s; 3 Andrew Morris/Chloe Thomas (Escort Mk2) +1m22s; 4 Ryan Burns/Steve Hallmark (Vauxhall Corsa); 5 Mark Smith/Tim Nun (Escort Mk2); 6 Sean Cassidy/Sean Devlin (Fiesta); 7 Chris Ransley/Chris Sharpe-Simkiss (BMW M3); 8 Stuart Gilks/Louise Gilks (Sunbeam Lotus); 9 Graham Brindley/David Evans (Escort Mk2); 10 Richard Poole/James Dowley (BMW M3).
Class winners: Gethin Jones/Tomos Williams (Vauxhall Nova); Burns/Hallmark; Smith/Nun; Cassidy/Devlin; Cameron Davies/Andrew Blackwood (Renault Zoe).

Photo: Pro-Rally Photography



Stone family took a dominant victory in Millington Fiesta

RALLY SPAIN



BY DAVID EVANS

Citroen driver stuns with his fifth career victory

MEEKE: PUR

Jimi Hendrix never took a guitar lesson in his life. Nobody taught David Bowie how to play the piano. They took their instruments and made sense of them. Last week in Spain, Kris Meeke did the same with a Citroen C3 WRC. For much of the summer this man and that machine have been at complete odds. Not last week. Meeke didn't give anybody a look in at Rally of Spain. Meeke, Paul Nagle and their French motor crushed allcomers in Catalunya. They made music.

Day one: 72.02 miles; Six stages

Weather: sunny 16-28°C

Having answered the next year question for the millionth time, getting into his Ford Fiesta WRC on Friday morning must have come as a blessed relief for championship leader Sebastien Ogier.

The Frenchman had spent the last week or so telling people he'd parked 2018 talk while he got on with the business of bringing 2017 to a successful conclusion. An explanation of that plan drew the same response.

"Yeah, but where are you going?"

The start of the rally meant the end of such talk. And the start of another familiar conversation: gravel, road-sweeping and running order.

There was a vague threat of rain inland from the Costa Daurada, but Friday dawned beautifully bright, sunny and soon to be hot. This was not what Ogier had ordered. He knew he would be sacrificed, but he had a plan. A plan he wasn't willing to share. Luckily, team principal Malcolm Wilson was in on it.

"Watch him on the Tarmac sections…" grinned the Cumbrian.

This day of Spanish dirt south of Salou is littered with asphalt sections, most of which strike fear into the drivers who know keeping hot knobblies in anything resembling good order is one of the season's trickiest tasks. Unless, that is, you're from Gap and called Sebastien.

But the whole cleaning thing didn't really happen in the first two stages.

Ogier's team-mate Ott Tanak hit the front on SS1 and stayed there after two, but he was slightly bemused. "There's so much loose [gravel] on the roads," he said. "I think it's too thick. There are some lines, but it's not cleaning."

Combined, the Caseres and Bot tests didn't constitute even half the mileage of the Terra Alta stage which lay in wait at the end of the loop. The 24-miler –morning and afternoon – would be where the day was won and lost.

Arriving at the start of SS3, times were predictably close after such a small amount of competition. Hyundai new boy Andreas Mikkelsen was a largely unnoticed fifth. Starting ninth, there's no doubt he would be starting to benefit from a more swept road, but the flip side was his lack of knowledge of the i20 Coupe WRC – just a day of running on the dirt before the start.

Fastest time and the lead after Terra Alta was, therefore, something of a surprise.

"I think I'm going to like this car," he smiled after the stage.

And Norway was smiling with him; 0.6s behind was private Ford Fiesta WRC driver Mads Ostberg. Ostberg's run hadn't been so straightforward.

"I can't see a thing," Ostberg said at the finish. "We have dust coming in somewhere, it's hard to breathe. Always it's something stupid…"

As Ostberg nosed his Onebet-backed car in the direction of Salou service, and hopefully something to stick in the hole (if the hole could be found), the rest of the field crowded into position behind. Ogier was third, four seconds off Ostberg, with Tanak, Meeke, Dani Sordo and Thierry Neuville in close attendance.

Sordo in particular was in determined form.

"I don't want to be at the back here," he said. "I'm pushing like hell."

A lack of feeling from the hard tyres hindered him early doors, but the problem was the complete reverse for his Belgian team-mate.

Neuville was the only driver to run all soft tyres on Friday morning. The clouds stayed away, the sun shone, the temperature climbed and Ogier's main title rival rocked up at the finish on slicks.

"It was not my choice," he said, stern-faced at the finish. "OK, we managed it. Now we continue."

The focus on the repeated short stages was the all-Norwegian battle. Ostberg moved into the lead by three-tenths after SS4, only for Mikkelsen to retake the place by 0.7s one stage later.

Then it was back to Terra Alta. Everybody had learned from Neuville's morning mistake and, after an Indian Summer-baked day, the tortuous mix of gravel and asphalt would demand the hardest boots possible.

The only question was how many? You could certainly get through with one spare, but equations were done across the service park in an effort to chart the improved performance and balance from fitting two new tyres against the extra 20 kilos carrying a sixth tyre would cost.

Citroen and Hyundai went for six. M-Sport and Toyota took five. Given Hyundai's widely reported readiness to gamble to keep its own and Neuville's title hopes alive, eyebrows were raised when all three i20s headed out of town fully laden.

Such was the intensity of the lead battle, it had carried them 8.5s clear of third-placed Ogier. But the Frenchman was ready. And, don't forget, he was ready with a plan.

The 24 miles ahead were split by five miles on an asphalt road which wound its way up and down a hill and through a real mix of corners. The tyres were in for a real work over. Before the Tarmac, the splits were pretty uniform with most drivers at the races, but afterwards, one number shone through: the number one.

Ogier loves this stage because he knows what he can do. And what he can do is demand less from his tyres on Tarmac, while keeping the speed and performance of those around him.

So when the going gets dirty again, there's enough left beneath him to carry him to the finish. That's precisely what happened. That's precisely how he arrived at the end of Friday just 1.4s off leader Mikkelsen.

Mikkelsen's challenge had been blunted slightly by a damper problem mid-way through, while Ostberg had fallen away when the heater in his car couldn't be switched off, rocketing cockpit temperatures.

"I can't focus when it's like this," he fumed at the end. "Always something…" He dropped from the top to fifth, 7.1s off the front.

Mikkelsen took the plaudits for leading – a great story for the Hyundai newcomer – but it could so easily have been Meeke making the day one headlines. The only driver to win more than one stage in the day, he ended the leg third.

"I spun in the last hairpin on first stage of the afternoon," he said. "I had to reverse, it cost us five seconds or so."

The difference to the front? Three.

No matter. Tomorrow would be another day and another very different day as the teams set about an extended Friday night service to switch the cars from gravel to asphalt set-up for a weekend of sealed surface racing.

And the fight was finely balanced with just 12.8s separating Hyundai top dog Mikkelsen from his buddy and team-mate Neuville in seventh.

The Belgian would, however, be needing something for the weekend if he was going to fulfil his pre-event ambition of finishing ahead of series leader Ogier.

End of day one: 1 Mikkelsen/Jaeger 1h11m56.3s; 2 Ogier/Ingrassia +1.4s; 3 Meeke/Nagle +3.0s; 4 Tanak/Jarveoja +6.3s; 5 Ostberg/Eriksen +7.1s; 6 Sordo/Marti +10.8s

Day two: 75.72 miles; Seven stages

Weather: overcast/sunny 14-20°C

The one thing Mikkelsen wanted on Saturday morning was consistency. Learning a new car on asphalt is generally more demanding than on gravel, but learning one in changeable conditions on asphalt is toughest of the lot.

Cloud. Cloud everywhere. That's what Andreas saw when he pulled back the curtains just after 0600hrs on Saturday morning.

"Rain coming later…" he said as he walked to the window of Hyundai's command centre, "…that's not so good."

And he didn't have to wait long. Just after the start of El Montmell, the storm arrived.

And departed almost as quickly.

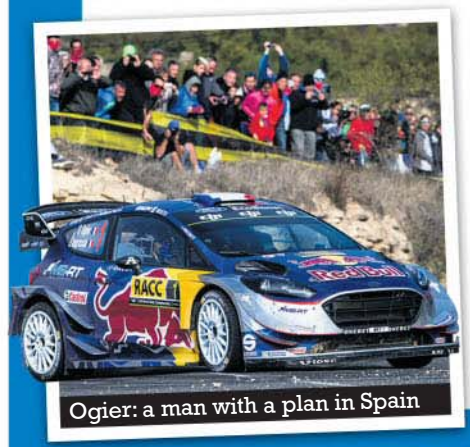
"I struggled for the feeling," was Mikkelsen's predictable verdict on a seventh fastest time which dropped him to third place.

The lead was gone and gone to the team he passed over.

Gone to Citroen and Meeke. Meeke delivered an inch-perfect run to elevate hi
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Meeke and Nagle's performance was sublime



Ogier: a man with a plan in Spain

'Sordo was definitely the home favourite

Hyundai man's drama, p23



ROUND 11

Photos: mcklein-imagedatabase.com

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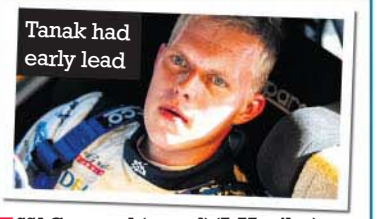
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said. "The car's
nal though."

Continued on page 22



Neuville pushed hard for points, but damaged his car

STAGE TIMES



SS1 Caseres 1 (gravel) (7.77 miles)
Fastest: Tanak 7m16.7s **Leader:** Tanak
Second: Ostberg +1.8s

SS2 Bot 1 (gravel) (4.04 miles)
Fastest: Meeke 4m04.5s **Leader:** Tanak
Second: Ostberg +2.2s

SS3 Terra Alta 1 (gravel and asphalt) (24.20 miles)
Fastest: Mikkelsen 24m55.0s **Leader:** Mikkelsen **Second:** Ostberg +0.6s

SS4 Caseres 2 (gravel) (7.77 miles)
Fastest: Latvala 7m08.1s **Leader:** Ostberg
Second: Mikkelsen +0.3s

SS5 Bot 2 (gravel) (4.04 miles)
Fastest: Meeke 3m57.7s **Leader:** Mikkelsen
Second: Ostberg +0.7s

SS6 Terra Alta 2 (gravel and asphalt) (24.20 miles)
Fastest: Ogier 24m18.9s **Leader:** Mikkelsen **Second:** Ogier +1.4s

SS7 El Montmell 1 (asphalt) (15.16 miles)
Fastest: Meeke 12m22.0s **Leader:** Meeke
Second: Ogier +9.1s

SS8 El Pont d'Armentera 1 (asphalt) (13.23 miles)
Fastest: Hanninen 10m54.6s **Leader:** Meeke **Second:** Sordo +15.4s

SS9 Savalla 1 (asphalt) (8.77 miles)
Fastest: Hanninen 7m25.3s **Leader:** Meeke
Second: Tanak +13.5s

SS10 El Montmell 2 (asphalt) (15.16 miles)
Fastest: Neuville 12m25.3s **Leader:** Meeke
Second: Sordo +13.5s

SS11 El Pont d'Armentera 2 (asphalt) (13.23 miles)
Fastest: Ogier 10m59.6s **Leader:** Meeke
Second: Sordo +14.1s

SS12 Savalla 2 (asphalt) (8.77 miles)
Fastest: Ogier 7m30.0s **Leader:** Meeke
Second: Ogier +13.9s

SS13 Salou (asphalt) (1.39 miles)
Fastest: Ogier 2m33.8s **Leader:** Meeke
Second: Ogier +13.0s

SS14 L'Albiol 1 (asphalt) (3.90 miles)
Fastest: Meeke 4m00.9s **Leader:** Meeke
Second: Ogier +14.7s

SS15 Riudecanyes 1 (asphalt) (10.16 miles)
Fastest: Meeke 10m20.2s **Leader:** Meeke
Second: Ogier +18.5s

SS16 Santa Marina 1 (asphalt) (9.01 miles)
Fastest: Meeke 8m09.5s **Leader:** Meeke
Second: Ogier +23.9s

SS17 L'Albiol 2 (asphalt) (3.90 miles)
Fastest: Meeke 3m58.6s **Leader:** Meeke
Second: Ogier +26.2s

SS18 Riudecanyes 2 (asphalt) (10.16 miles)
Fastest: Meeke 10m19.5s **Leader:** Meeke
Second: Ogier +27.3s

SS19 Santa Marina 2 [Power Stage] (asphalt) (9.01 miles)
Fastest: Sordo 8m07.8s **Leader:** Meeke
Second: Ogier +28.0s

KRIS MEEKE

"The driving just came naturally"



George Custer was a soldier in the American Civil War. He said: "It's not how many times you get knocked down, it's how many times you get back up."

He'd have been ahead of his time by quite a bit, but it's quite possible he was talking about my season. I was pretty low on the Thursday night in Germany after that stupid mistake in the superspecial, but Paul [Nagle], myself and the whole Citroen team got up again after that knock. And it was a very special feeling to be back on the top step of the podium again on Sunday.

We saw back in Corsica how good this car is on asphalt and it was always in my mind that Spain could be a strong event for us. Trouble is, I just don't know the gravel stages very well. I've been here a few times, but have very little experience of the roads: in 2014 I had a double puncture and retired early; in 2015 I was slow and last year it was pouring with rain. Before that I did the stages once in the Mini [in 2011], but the dust was a nightmare.

The feeling was that if I could stay in the lead group then there might be a chance. But then we got the tyres wrong on Friday morning and ended up with nothing left at the rear of the car. Literally, we were on the canvas at the end of Terra Alta first time through; we were lucky not to get a puncture.

I was really fed up about that. Then we spun at the end of the first stage after lunch. The inside front wheel got hooked up on the lip of the Tarmac as we came off the gravel and it just spun us around.

I reckon those problems probably cost us around 15 seconds, so to be right there on Friday night was pretty good. People were then starting to talk about our chances on the Tarmac stages. But they seemed to have forgotten that Ott [Tanak] won in Germany and he was right behind us, [Sebastien] Ogier wasn't a million miles away from us in Corsica and [Thierry] Neuville was there as well.

This was no walk in the park.

But from the first stage on Saturday morning, the car felt perfect and driving it came completely naturally. Everything just worked. When it's like this, the confidence rises and it feels like there's less and less risk. This was how I felt in Corsica and in Mexico – or in Finland last year.

When we got to the dark stages on Sunday morning, it was an amazing feeling driving the best car down this tunnel of light. It was beautiful.

And getting to the end of the final stage and seeing my family there waiting for me was just mega. My wife Danielle doesn't come on rallies. It's six years since she came to the last one and I can understand that. Work for me means getting up and going out of the hotel at 0600hrs on recces and the same on rallies – there's not much fun in that. Now we live in Andorra, I asked if she fancied bringing our two daughters down for a look around. They came on Thursday and were going home on Friday.They stayed until Sunday and enjoyed it.

So, I've got up again. And this time I'd really like to stay up. But at the same time, this result came on an event where we know the car's strong. Nothing changed overnight. Rally GB and Australia will still be tough, but we're on the right road.

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RALLY SPAIN



BY DAVID EVANS

Photos: mcklein-imagedatabase.com



Evans scored more points with seventh

Continued from page 21

As Meeke moved clear, the fight for second intensified with four drivers within a second of each other. After SS8, it was Sordo-Ogier-Tanak-Neuville, but one stage later that four had become three with Neuville dropping time in the most unusual circumstances.

The #5 Hyundai had lost hydraulic pressure right at the end of SS8. On the short road section between the end of eight and the start of nine, Neuville stopped the car to investigate the issue. The car then refused to start. When it did start, he was late for the stage, pushed on and promptly went off on the road section damaging the rear of the i20. Three minutes late translated to a 30-second penalty. One second off second became eighth overall and almost a minute off the lead.

His season was unravelling before his eyes.

Three stages later and Hyundai's collapse was pretty much complete – even if, ironically, it helped Neuville in the overall classification. Sordo and Mikkelsen both fell victim to the same cut in the same second gear Savalla corner. Ostberg and Tanak hit the same object buried deep in the right-hander, but without anything like the gut-wrenching consequences for the boys in blue and orange.

The angst was everywhere. Sordo had lost his shot at a possible home win; Mikkelsen had ruined his good first impression and Hyundai looked to have thrown away its last chance to challenge M-Sport for the makes' title.

This one was hard to take.

Team boss Michel Nandan said: "This was not a good day, but these things happen and you have to accept it."

Almost in the blink of an eye the fight had gone from the event. Post-Hyundai connection with camouflaged concrete box (or post, depending who you listened to), the only scrap of note was the 1.5s gap which separated Ogier and Tanak in second and third. That all-M-Sport affair brought its own considerations; yes, Ott wanted to keep his own championship going, but holding position would pretty much bank the Cumbrians a first world championship crown in a decade.



Latvala's oil leak halted his rally

Malcolm?

"No team orders," he announced. "We're close to Kris and Juho's close behind. There's everything to play for. Let's keep the guys going and see what happens."

Hanninen drove brilliantly, scoring two fastest times in the morning, to home in on a podium slot. The Finn ended Saturday the thick end of 20s behind Tanak, with Neuville a similar distance behind him in fifth.

Out front, Meeke would take a 13s lead into the final 46 competitive miles of asphalt this season. A mark of how relaxed the Dungannon man was feeling came as he arrived on the Salou seafront for the notoriously slippery and tricky superspecial.

"I didn't exactly cover myself in glory on the superspecial in Germany," he said. "I have to concentrate here!"

He did. One day to go.

End of day two:
1 Meeke/Nagle 2h16m21.1s; 2 Ogier/Ingrassia +13.0s; 3 Tanak/Jarveoja +14.5s 4 Hanninen/Lindstrom +34.0s; 5 Neuville/Gilsoul +53.2s; 6 Lappi/Ferm +1m22.1s

Day three: 46.14 miles; Six stages

Weather: sunny 13-21°C

Two stages in the dark might have spooked a lesser man. Not Meeke. He was ready for the additional challenge that came with running a C3 complete with lamp pod and map light illuminated. And he loved it.

He won them both and said: "It was beautiful, you go into this tunnel of light and in a car working this well, it's just perfect."

Finding a rhythm in the dark made everything that little bit easier when daylight came. And when the sun came up, Meeke kept on winning the stages, taking five from six on the final day.

Ogier and Tanak quarreled initially over second, but heading into the second loop, the Estonian's phone rang. 'Malcolm Wilson' flashed up. He knew what was coming. He settled for third with Ogier one place ahead and one step nearer another title.

That fifth crown came closer still when Neuville damaged the suspension on the front-right of his Hyundai. With wheel-opening damage reminiscent of his team-mates on Saturday and his own car in Germany, the Belgian was out.

Hyundai's darkest hour contrasted hugely with the delight at the front of the field as Meeke and Nagle stood on the roof of their Citroen at the end of the final stage.

Nobody was going to deny the C3 men their moment; collectively, onlookers have winced at the pain this pair has endured at times this year. If Hyundai is looking for a torch to guide them out of the darkness, Meeke would gladly hand over the one he used to find a path back from the pits of despair. Success in Salou was a long way from sorrow in Saarbrucken last time out.

Solans lifts the Junior title with a measured victory in Spain

SUPPORTS

For the rest of his career Nil Solans will never celebrate finishing second on a stage the way he did when Terry Folb beat him on Saturday morning's El Montmell opener.

Solans' only rival for the **Junior World Rally Championship** title, Nicolas Ciamin, had to win that stage. In fact, Ciamin had to win every stage and hope the series-leading Spaniard hit trouble. Folb won SS7 and Solans set about some mid-event revelry.

Worse was to come for Ciamin, when he crashed in the afternoon, allowing Solans to lead the field home and clinch a third pair of prize drives in an M-Sport Ford Fiesta R5 next season.

Solans, who won the WRC3 crown in Germany in August, said: "It's fantastic to take the Junior championship, but the extra two rallies in the R5 car are really special."

M-Sport celebrated a second **WRC2** win in as many rounds with Teemu Suninen dominating day one's gravel stages before defending his advantage over the weekend on asphalt.

Truth be told, Skoda factory driver Jan Kopecky probably deserved this one. There are few in the WRC2 series who can match the Czech star's pace on asphalt, but he was denied a possible victory by privateer World Rally Car driver Jourdan Serderidis. Kopecky started Friday's Terra Alta test three minutes behind the Greek driver's DS 3 WRC, but the R5 man made up that time well before the end of the 24-miler and was left lost in his dust.

Understandably Kopecky was fuming at the finish, but turned his anger into adrenalin and romped through the weekend's asphalt stages, fastest on every one he pulled a minute back on Suninen.

The super-cool Finn admitted he'd driven with his minute-plus lead in the back of his mind to deliver a first class win of the year.

Mexican Benito Guerra overcame the flu to bring his Fabia home a distant third.

British drivers Gus Greensmith and Jon Armstrong struggled to make the impression they would have hoped for. Greensmith retired on the opening test with damaged steering, but bounced back with some solid times through Saturday and Sunday – the highlight being a seventh fastest overall on the second run along the Salou seafront.

Armstrong, in his second and final DMACK prize drive of the year, started the event never having driven an R5 on gravel before and immediately ran into trouble with a puncture on the opener.

He said: "The temperatures have been pretty high this weekend so we struggled a bit with some tyre wear on the gravel. On the Tarmac we had a good enough run – just some spins and overshoots of my own making.

"I felt like we were pushing just as hard as we were in Germany but just couldn't get the same balance with the car so there's some work to do there. But we're here in one bit and the car is looking good so we're happy enough with that on what was only our second time in an R5 car."

BRC regular Rhys Yates was forced out with powersteering failure at the end of Saturday, but returned on Sunday, furthering his experience.

Fellow Fiesta R5 driver Max Vatanen crashed heavily on the second stage of the event and was airlifted to hospital, but was later discharged without serious injury.



Champion Solans won another two outings in an M-Sport Fiesta R5

ROUND 11

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER
M-SPORT FORD FIESTA

The drive of a champion on the verge of becoming a champion once more, Ogier was sublime on Friday. Could probably have gone harder, but increased speed equals increased risk and none of that was necessary for the superstar Frenchman who moved to touching distance of title five.



8/10

OTT TANAK
M-SPORT FORD FIESTA

Cracking start and leading after SS2, but that was as good as it would get for the Estonian who faded and lacked feel in the car thereafter. Promised to engage in a big scrap with Ogier for second on Sunday, but toed a likely party line and came home third.



7/10

ELFYN EVANS
M-SPORT FORD FIESTA

The Welshman was hamstrung by tyres which weren't up to the job in Spain. The news that they would be up to the job in Wales didn't do much to lift Evans' mood. Brought the car home unmarked and at the limit of the grip on Dan Barritt's 100th WRC start.



6/10

THIERRY NEUVILLE
HYUNDAI MOTORSPORT HYUNDAI i20

The Belgian's event was a disaster from start to finish. From the moment he bolted soft tyres to his i20 on Friday morning, he was never going to win this rally. Went off on the road section on Saturday, retired with steering damage on Sunday.



1/10

ANDREAS MIKKELSEN
HYUNDAI MOTORSPORT HYUNDAI i20

Day one in the new job couldn't have gone better for Mikkelsen – he was leading after a superb leg on the gravel. But the weekend was one to forget after he broke the steering on SS12 in the same corner as Sordo.



7/10

DANI SORDO
HYUNDAI MOTORSPORT HYUNDAI i20

Argh! If you'd toured the service park before the start and asked who folk wanted to win this one, Sordo would have been at the top of the list. But, for the 15th time at home, it wasn't to be. Broken steering meant broken hearts on SS12.



3/10

KRIS MEEKE
TOTAL ABU DHABI CITROEN C3 WRC

Out of darkness. Meeke was relaxed coming into this event and he carried that approach throughout. There was nothing forced this time, the pace came naturally and the times got quicker and quicker until he was untouchable through the final day. Brilliant.



10/10

STEPHANE LEFEBVRE
ABU DHABI CITROEN C3 WRC

First time in the C3 since Poland at the start of July and only his third start in Spain meant the Frenchman took his time to settle in to the event. Confidence improved but hydraulic problem at the end didn't help.



5/10



A Lancia Stratos engaged fans

TOYOTA YARIS WRC

JARI-MATTI LATVALA
4/10

Failed to make the most of the best tyre choice on Friday morning and then retired ahead of stage six after a couple of heavy impacts damaged the engine and caused an oil leak in SS5. Highlight was a fourth-stage scratch.

TOYOTA YARIS WRC

JUHO HANNINEN
9/10

I've given up trying to make sense of the Finn. Having wobbled his way through the first half of the year, he's become Mr Dependable and Captain Quick with the end of the season in sight. One of his best rallies ever included two fastest times.

TOTAL ABU DHABI CITROEN C3 WRC

KHALID AL QASSIMI
5/10

Sensible, no nonsense drive from Al Qassimi. Stalling on the line wasn't the best start to SS17 and the fire going out at the Riudecanyes roundabout gave the massed ranks something to cheer.

TOYOTA YARIS WRC

ESAPEKKA LAPPI
4/10

Suffered complete brake failure on the first run through Terra Alta and reckoned a brake issue caused him to whack the Armco on Sunday morning. Four black lines painted 50 yards before the bend would indicate the anchors were working…

MOTORSPORT NEWS STAR DRIVER



KRIS MEEKE
Got to be. Rarely does typing one paragraph offer so much happiness. Or relief. We've all been through it a bit with Kris haven't we. Dropped in Poland, off the pace in Finland, stupid in Germany, but back to his brilliant best in Spain. And not a car park in sight.

MOTORSPORT NEWS WOODEN SPOON



THIERRY NEUVILLE
Dropping 15 seconds on the first loop meant Neuville was forever on the back foot in Spain. He can blame the Hyundai suspension for Sunday's retirement, but the fact is he was too hot through the previous left, which is why he ran wide and cut the right-hander. And he crashed on a road section.

RESULTS

FIA World Rally Championship, round 11/13, Rally Racc Catalunya – Costa Daurada 2017, October 5-8

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen C3 WRC	3h01m21.1s
2	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	+28.0s
3	Ott Tanak (EST)/Martin Jarveoja (EST)	Ford Fiesta WRC	+33.0s
4	Juho Hanninen (FIN)/Kaj Lindstrom (FIN)	Toyota Yaris WRC	+54.1s
5	Mads Ostberg (NOR)/Torstein Eriksen (NOR)	Ford Fiesta WRC	+2m26.2s
6	Stephane Lefebvre (FRA)/Gabin Moreau (FRA)	Citroen C3 WRC	+2m43.0s
7	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+4m37.4s
8	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Ford Fiesta R5	+8m22.7s
9	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5	+8m54.5s
10	Ole-Christian Veiby (NOR)/Stig Rune Skjaermoen (NOR)	Skoda Fabia R5	+9m04.8s
15	Dani Sordo (ESP)/Marc Marti (ESP)	Hyundai i20 Coupe WRC	+14m19.3s
17	Khalid Al-Qassimi (UAE)/Chris Patterson (GBR)	Citroen C3 WRC	+15m14.8s
18	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+15m39.3s
24	Valeriy Gorban (UKR)/Sergei Larens (RUS)	Mini John Cooper Works WRC	+23m36.2s
25	Jean-Michel Raoux (FRA)/Laurent Magat (FRA)	Citroen DS 3 WRC	+23m54.8s
33	Jourdan Serderidis (GRE)/Frederic Miclotte (BEL)	Citroen DS 3 WRC	+33m04.0s
R	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL	Hyundai i20 Coupe WRC	SS16/damage
R	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	SS15/crash
R	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	SS5/engine

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Sebastien Ogier	198
2	Ott Tanak	161
3	Thierry Neuville	160
4	Jari-Matti Latvala	123
5	Dani Sordo	94
6	Elfyn Evans	93
7	Juho Hanninen	71
8	Craig Breen	64
9	Kris Meeke	60
10	Hayden Paddon	55

MANUFACTURERS

POS	TEAMS	PTS
1	M-Sport WRT	358
2	Hyundai Motorsport	275
3	Toyota Gazoo Racing WRC	225
4	Citroen Total	198

NEXT RALLY Will Ogier be crowned in the Welsh forests?

RALLY GB OCTOBER 27-29

BRITISH GT REVIEW

How Parfitt and Morris topped the British GT order. By **Rob Ladbrook**

BENTLEY'S BIG BRITISH BREAKTHROUGH



Morris (left) and Parfitt were the stand-out GT3 performers



What do you get when you cross a rock star with a part-time fashion model and add an iconic British brand into the mix? Sounds like a recipe for a *Hello* magazine shoot, but it's the mixture that landed a historic British GT Championship title.

The rock star in question is Rick Parfitt Jr – son of the Status Quo legend, and frontman of his own band. The model, the one-time face of the Jack Wills fashion brand, and former GP3 Series racer Seb Morris. The car, M-Sport's Bentley Continental GT3. This year that trio proved to be the perfect combination and rammed home their credentials as being much more than just the aforementioned labels.

The fact is that Parfitt proved himself to be a rising star of sportscar racing this year. Morris has always had great potential – he's a former Ginetta Junior champion – but various factors prevented him from starring on the international single-seater stage. A strong debut year in GTs last season set him up as one of the favourites to shine this year, and he did so with aplomb, securing his second British championship title.

The glue to bind the three winning components was Team Parker Racing. Stuart Parker's crew excelled itself this year and rarely put a foot wrong to cement what will hopefully be a long and fruitful relationship with the Bentley brand.

However, although the mixture sounds glamorous, the title fight was anything but as Team Parker had to overcome an awful lot of obstacles, challenges and even heartbreak to secure what was in the end a very hard-earned title.

Parfitt in particular had multiple demons to battle this year. The loss of his father on Christmas Eve 2016 hit hard, and it was a recurring theme of the season that Parfitt would look to the skies and offer a wordless tribute following his, often stellar, performances. Something changed in Parfitt this year. He arrived with a gritty determination that was unwavering. The stress of his personal issues brought the added difficulty of multiple flare-ups of his debilitating Crohns Disease. He could often be found doubled over in pain in the garage pre-race before somehow strapping himself in for a stint.

"Sometimes I don't know how I drove at all," says Parfitt. "It seemed like everything was getting on top of me but I just had to focus and block it all out. My engineer even said to me at one point 'you drive even better when you're ill, keep it up!' Although I'd rather have had an easier time in truth! Seb brought me on so much as a driver this year. We worked together more closely and he was simply ballistic all year."

The fact Parfitt did drive, and performed as well as he did, can be put down to a real mental strength. His stints often removed a lot of the pressure during the second half of races, making Morris's job look almost easy at times.

The Bentley's strength lay in its consistency over the longer races. Parfitt and Morris won three of the four endurance rounds, banking the one-and-a-half times normal points they offered as the crux of their challenge.

Team Parker did a lot of work to improve the consistency of the Continental's set-up. The car's Achilles' heel has always been traction. It has never powered out of slow corners particularly well against its rivals. Accepting this trait, the team worked to make the car better on its tyres and maximise its speed through the fast turns. Despite its bulky appearance, the Bentley has great aero through high-gear corners, and its frontal engine weight also made it great on the brakes.

This year's title battle ultimately favoured whoever could cope best with their weaknesses. Parfitt and Morris looked a long way off the title at the season-opener, when Barwell Motorsport's regulars Jon Minshaw and Phil Keen looked solidly in control.

The Lamborghini Huracan pair won both races at Oulton Park, and then added a win in race one at Snetterton to make it three wins from the first four races and open a substantial lead in the points. But their hopes faded in the latter half of the season when the longer races came thick and fast.

Lamborghini's parent firm Audi opted to change the front tyre size for the Huracan before the season – increasing from 660mm to 680mm – which threw out a lot of Barwell's set-up data. The team racked up the testing mileage to learn as much as it could about the new wheels, which had a knock-on effect of over-gripping the front and unsettling the rear.

Barwell found a balance, but the Huracan still wasn't the easiest of cars for the amateurs to drive, with the more sensitive rear axle needing more precision and confidence. The car also wasn't the kindest on its tyres, a combination of things that hindered Minshaw/Keen in the longer races.

Minshaw drove excellently in the sprint events, but tended to struggle toward the end of the hour-long stints in longer rounds – being passed by Parfitt at Brands Hatch and then falling down the order, ultimately ceding the points lead in the penultimate round being the best example.

If the title had been decided on hour-long races alone, Minshaw and Keen would have been untouchable.

It was sad that another last-round mistake ended their title dreams when Minshaw suffered a costly spin early in the finale. From then on it was over to Parfitt/Morris to keep their heads and bring the title back to Crewe for the first time ever with another podium finish.

This year's fight boiled down to a two-horse race when the sister cars of both top teams hit trouble. The second Bentley of Ian Loggie and Callum MacLeod suffered dire luck, with punctures at both Rockingham and Snetterton and a big crash at Silverstone. MacLeod was often the fastest of all the Bentley drivers, and the pair's win at Spa showed their potential, had they got more running.

The second Lambo of Sam Tordoff and Liam Griffin was a constant podium threat. Tordoff acquitted himself well in his first year of GT3 racing, and was never too far off the benchmarks that Keen laid down. With more experience he could be a star. Griffin ultimately suffered against a lack of seat time compared to Minshaw, who put in extra testing and appearances in other European classes to maximise his familiarity with the Huracan.

Aston Martin was reduced to a bit-part player in the title fight after an indifferent season for the TF Sport team. Last year's champions Derek Johnston and Jonny Adam suffered a mid-season slump that cost them the title. A chassis fault was found just before Spa, traced back to Johnston



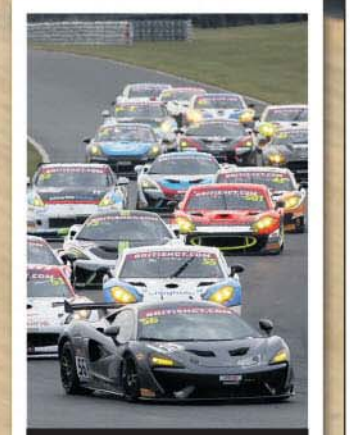
'The Macmillan Aston was an interesting factor in GT3'

Photos: Jakob Ebrey

BRITISH GT4



TF's Astons: mixed year



Osborne: rapid in GT4



Victory at Brands Hatch swung title Bentley's way



Keen and Minshaw took four victories

TOP 10 DRIVERS



Keen was rapid in Huracan



Parfitt was the stand-out Am

TOP 5 PRO DRIVERS

1 Phil Keen
Barwell Motorsport Lamborghini Huracan GT3

What more does Keen need to do to win this championship? His pace aboard the Huracan was often staggering. Every time he went out, he lit up the timesheets. Barwell needed a superstar driver after losing BMW man Alexander Sims for this year, and Keen filled that void superbly.

2 Joe Osborne
Tolman Motorsport McLaren 570S GT4

Dropping back to GT4 for this year, nobody got more from a McLaren than Osborne did. His lap times were exceptional, and team-mate David Pattison has improved massively under his tutelage. With better luck – and more durable tyres – they'd have been in the title hunt.

3 Will Tregurtha/ Stuart Middleton
HHC Motorsport Ginetta G55 GT4

They're the same in the car, so they're the same here. Both GT4 newcomers were superb all year. They would trade fastest laps and showed amazing consistency. That's two British titles in two years for Tregurtha, who boasts an amazing record of 30 top five finishes in 33 races over the last two years.

4 Seb Morris
Team Parker Racing Bentley Continental GT3

Fourth may seem harsh, but that's only because of the two stand-out GT4 performers, he's safely second in the GT3 rankings. Super consistent and removed the mistakes of 2016. Another year like this and expect to see him up there in European GTs. Had a big role in Parfitt's improvement too.

5 Callum MacLeod
Team Parker Racing Bentley Continental GT3

Flew under the radar a bit this year due to bad luck, but check the times and you'll see his pace. Was often the fastest Bentley driver, when the car was running and he got to get in it, that is.

TOP 5 AM DRIVERS

1 Rick Parfitt Jr
Team Parker Racing Bentley Continental GT3

This time last year I got a text. "Dude, why didn't I make the top five in the review?" Quickly followed by: "Sorry, just realised. Made too many mistakes. Shouldn't have text. Ignore me." There was no ignoring him this year. British GT is won and lost on the Am drivers. And he drove like a Pro. Class act.

2 Jon Minshaw
Barwell Motorsport Lamborghini Huracan GT3

Another year, another last-round heartbreak for Minshaw. Forget the spin in the finale, he had to push as it was basically his only chance of stealing the title. Gave it his all this year and his form at the start of the season was supreme. Let's hope he has another go next year.

3 Alex Reed
Lanan Racing Ginetta G55 GT4

You have to feel sorry for Lanan, were it not for a bungling one-off GT3 entry whacking them at Spa, Reed and David Pittard may well have been champions. That kick-started a run of bad luck. But Reed always put in solid performances, and had a great bond with Pittard.

4 Graham Johnson
Optimum Motorsport McLaren 570S GT4

"See, told you I'd get back to out-qualifying the kids before the end of the year," he beamed at me at Donington. The move to McLaren essentially sacrificed this year's championship, but Johnson is a great example of an Am driver working hard to catch, and beat, the Pros. Next year will be good for he and rapid co-driver Mike Robinson.

5 Mark Farmer
TF Sport Aston Martin Vantage GT3

He's come a long way in his two years in British GT and probably should have won more races this year. He and Jon Barnes are turning into a fine partnership for TF. Farmer had the slight edge in pace over last year's champion Derek Johnston for much of the year.

HONOURABLE MENTIONS

GT3: Jonny Adam
TF Sport Aston Martin Vantage GT3

Consistent season for Adam, whose qualifying performances often dragged times out of his dented car that really flattered it. Hopefully he and Johnston come back for more, if Adam's world championship plans allow. Oh, and did anybody realise he won Le Mans too..?

GT4: Scott Malvern
Team Parker Racing Porsche Cayman Clubsport GT4

Donington Park, September 24 will be remembered as the day a Porsche Cayman sat solidly inside the top four times – faster than all but two of the McLarens – and it wasn't even wet. Malvern continued to show the kind of pace that makes the Cayman look like a competitive GT4 car… even if it wasn't.

smashing a kerb at Rockingham. The damage led to their car suffering from inconsistent set-up and handling problems that varied from oversteer to understeer, depending on the car's mood. They switched chassis for Spa and repaired the car fully for the final two races and won at Donington, sadly just in time to hand their crown over.

The second car of Mark Farmer and Jon Barnes showed flashes of pace, but the pair lost their way a bit mid-year when they diverged from the number 1 Aston's set-up to try and find more pace. Once the two cars were aligned for Donington, TF dominated and showed what could have been.

The Macmillan AMR team was an interesting element, with its all-Silver pairing of James Littlejohn and Jack Mitchell. The pair often starred in qualifying, but couldn't quite overcome the extra weight and pitstop penalties their car carried to snatch a breakthrough win. Four podium finishes were a solid reward, and it was a shame they couldn't contest the finale after the team was forced to withdraw citing "unforeseen circumstances", skipping what was the Aston's strongest circuit of the year.

With teams reporting stronger interest in GT3 for next year, Britain's top sportscar class appears to have more longevity than the scaremongers of this time last year ever gave it. ■

Tregurtha and Middleton make GT history

It's ironic that in GT4's year of change, it was the old warrior with the young chargers installed that took the title.

GT4 this season was essentially created in Woking as McLaren's new 570S GT4 swarmed the grid. After a development season with one car last year, McLarens invaded as seven chassis joined the fun across the year.

However, while the carbon-chassied 570S redefined the parameters for GT4, it didn't take home the glory. Despite the influx from Woking, Leeds holds the trophies as Ginetta retained the crown.

HHC Motorsport's teenage pairing of William Tregurtha and Stuart Middleton were nothing short of exceptional in their maiden season of 'adult' racing. Ginetta Junior title rivals last year, they teamed up with GT4 newcomer HHC Motorsport and proved a revelation.

They featured at the head of every race, scoring four podium finishes and three wins to take the title. Despite the G55 GT4 being the oldest car on the grid, updates to the traction control and braking helped it compete with the newer McLaren. The Ginetta proved to be the more 'racey' machine this year, enjoying a traction and cornering speed advantage over the McLaren, but it lagged way behind the 570S's huge straight-line pace.

Tregurtha and Middleton proved so evenly matched in the car that their stints were near inseparable. "We're basically the same in the car," says Tregurtha. "We like the same setups, take the same lines, make the same decisions, and we're basically always within a tenth of each other."

That made them formidable, with Middleton or Tregurtha often alternating longer first stints before pitting during the quietest sections of the pit window and enjoying the greater track space. There was the odd mistake, like Tregurtha's unforced shunt at Snetterton, but their pace was such that it hardly mattered.

Their biggest rivals were Alex Reed and David Pittard in the Lanan Ginetta. Originally due to share with Joey Foster before business commitments came knocking for the Cornishman, Reed did brilliantly to forge a relationship with the rapid Pittard. The pair won at Oulton Park, and again at Spa to boost their chances. However, they were taken out in the second race at Spa by a guest GT3 entry, suffered a steering failure at Brands Hatch and their challenge finally ended after an unlucky collision at Donington Park.

Of the McLaren crews, it was again ironic that the best-placed one started the year in a Ginetta! Last year's champions, Optimum Motorsport's Graham Johnson and Mike Robinson, switched to the McLaren for Silverstone and gradually increased their setup knowledge to win the season finale. Their consistency, despite battling some early technical troubles, helped them just pip Reed/Pittard to second in the points.

The Track-club team of Adam Balon/ Adam Mackay were fourth in their 570S, after showing great pace, but four non-scores dented their chances. The Garage 59 McLaren of Sandy Mitchell and Ciaran Haggerty was tipped as the title favourite, but had a chequered year. The car and its drivers were quick enough, but a non-finish in the season opener and exclusion from race two at Spa due to contact after the flag between Haggerty and the HHC Ginetta hurt badly. Haggerty's crash at Brands ended any hopes, and his season, in sad fashion.

Macmillan's Aston Martin of William Phillips and Jan Jonck won at Brands, but the team's withdrawal left Phillips jumping ship to McLaren. Arguably the fastest car in GT4 – Joe Osborne and David Pattison's McLaren – was also the unluckiest. A string of punctures cost them early in the year, despite Osborne's pace sometimes being in a league of its own. Brake failure at Donington spelled a dramatic end to their Pro-Am championship hopes.

Scott Malvern and Nick Jones gradually hauled some pace out of the heavy, under-powered Porsche Cayman Clubsport GT4. A best finish of fifth at Donington was impressive and, with the car now sold, probably marks the last appearance for the rather underwhelming Stuttgart machine in British GT anytime soon.



HHC's pairing secured the GT4 crown

CHAMPIONSHIP POINTS

British GT3 Championship (after 10 of 10 rounds)

POS	DRIVERS	TEAM	POINTS
1	Rick Parfitt Jr/Seb Morris	Team Parker Racing Bentley Continental GT3	200
2	Jon Minshaw/Phil Keen	Barwell Motorsport Lamborghini Huracan GT3	167
3	Derek Johnston/Jonny Adam	TF Sport Aston Martin Vantage GT3	150.5
4	Mark Farmer/Jon Barnes	TF Sport Aston Martin Vantage GT3	135.5
5	Liam Griffin/Sam Tordoff	Barwell Motorsport Lamborghini Huracan GT3	134
6	Jack Mitchell/James Littlejohn	Macmillan AMR Aston Martin Vantage GT3	107.5

GT4

1	Will Tregurtha/Stuart Middleton	HHC Motorsport Ginetta G55 GT4	185
2	Graham Johnson/Mike Robinson	PMW/Optimum Motorsport Ginetta G55/McLaren 570S	135
3	Alex Reed/David Pittard	Lanan Racing Ginetta G55 GT4	133
4	Adam Balon/Adam Mackay	Track-club McLaren 570S GT4	112.5
5	William Phillips	Macmillan AMR Aston Martin Vantage/In2 McLaren 570S	101.5
6	Sandy Mitchell	Black Bull Garage 59 McLaren 570S GT4	100

GT3 Teams

POS	TEAM	POINTS
1	Barwell Motorsport	301
2	TF Sport	286
3	Team Parker Racing	275

GT4 Teams

POS	TEAM	POINTS
1	HHC Motorsport	185
2	Black Bull Garage 59	145.5
3	PMW/Optimum	135

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RACING REPORTS

CASTLE COMBE: AUTUMN CLASSIC BY PAUL LAWRENCE — OCTOBER 7

Photos: Ollie Read

LOTUS DUO STAR AT COMBE CLASSIC



Walker and Griffiths had to work hard for 53s win

Boultbee Brooks took a double

The circuit debut of the GT and Sports Car Cup capped an excellent Autumn Classic at Castle Combe and provided victory for the Lotus 15 of Philip Walker and Miles Griffiths.

On paper, a winning margin of 53 seconds suggests an easy run for Walker and Griffiths but that does not tell the full story of an absorbing contest over the hour-long race for pre-'66 GT cars and pre-'63 sports-racers. Had Ben Adams not gone solo in his Lola Mk1, thus accruing a mandatory one-minute pitstop, the outcome could have been far closer.

The 39-car field represented the best quality grid in the history of this tremendously popular event and it was Walker who set the early pace as the grid, shuffled by a wet qualifying session, sorted itself out. Through to second came the charging Mark Williams in his AC Cobra and Adams in the diminutive Lola. However, both elected to drive alone and take the 60s pitstop hit while Walker duly handed over to Griffiths as the best driver changes cost around 20s.

Williams went ahead but dropped time with a quick spin and when they pitted on the same lap Walker had only a second in hand over Adams. Once installed in the Lotus, Griffiths had a useful margin and could reel off the remaining laps for victory as only Adams stayed on the lead lap. "We like this car a lot," said Griffiths. "Philip made my life very easy."

Williams was in the first GT car home in third while up to fourth came the Chris Milner/Nigel Greensall Jaguar E-type. Milner turned in a strong opening stint and Greensall then delivered a virtuoso performance to fend off the more developed E-type of Martin Hunt and Patrick Blakeney-Edwards for fourth.

Steve Boultbee Brooks continued his winning form at the event by taking a brace of victories in his glorious Aston Martin DB3S. The first strike came in the **Jon Gross Memorial Aston Martin** race as he stretched clear of a pack headed by the invited Frazer Nash Le Mans Replica of Martyn Corfield. Up to a class-winning third went marque expert Chris Woodgate in the DB MkIII formerly raced by Gross.

At the end of the afternoon, Boultbee Brooks was back out at the head of a strong **FISCAR** field and had to keep pressing on as Robin Ellis never stopped chasing in his Lotus Elite. Through heavy traffic over the final few laps Ellis hunted the leading Aston and pared the margin back to just three seconds at the flag. Over the first half of the race, the pace and experience of Richard Fores took the Elite of Barry Dye up to and then past Boultbee-Brooks. But after the driver change Dye could not match the pace of his co-driver.

Teenage rising star Ben Tilley was the class of a large **Formula Junior** field in the Lotus 22 of Paul Smeeth and was never headed with a sure-footed performance. However, early on Westie Mitchell had his De Tomaso on the leader's gearbox until a time-consuming spin onto the grass on the exit of Quarry put him out of contention.

Peter De La Roche took over in second place in his BMC and was always close enough to keep Tilley on his toes while Richard Smeeton rounded out the podium in his Wainer. Stuart Roach was mighty on his way to fourth overall and leading front-engined car in his Alexis Mk2 while Mark Woodhouse could have been up there but for a spin at Quarry in his Lotus 20/22. On wet and slippery grass, Woodhouse avoided the tyre wall by inches as he rotated before rejoining to finish eighth.

Harry Wyndham topped an entertaining **Pre-'66 Jaguar** race for the Norman Dewis Trophy but it came down to a very close finish when E-type debutant Grant Williams almost caught the leading E on the line as Chris Milner chased from not too far adrift.

There was a rare Staride one-two in the **500cc Formula 3** race when Darrell Woods overhauled and then pulled away from the similar car of Xavier Kingsland. Hunched over the wheel of the forward-cockpit design, Woods took control to win by nearly 10s.

The racing opened with the now traditional race for **Pre-War Sports Cars** from the Vintage Sports Car Club and Patrick Blakeney-Edwards over-steered his Frazer Nash Super Sports to another win over the similar car of Edward Williams. Trevor Swete was fortunate to be unharmed after his Invicta charged the tyre wall at Camp on the opening lap.

RESULTS

GT & Sports Car Cup (45 laps) 1 Philip Walker/Miles Griffiths (Lotus 15); 2 Ben Adams (Lola Mk1 BR-33) +53.337s; 3 Mark Williams (AC Cobra); 4 Chris Milner/Nigel Greensall (Jaguar E-type); 5 Martin Hunt/Patrick Blakeney-Edwards (Jaguar E-type); 6 Chris Wilson/Nigel Williams (AC Cobra). Class winners Adams; Williams; Milner/Greensall; Rick Bourne/Malcolm Paul (TVR Grantura MkIII); Marc Gordon/Nick Finburgh (Lotus Elite). Fastest lap Griffiths 1m17.941s (85.44mph). Pole Milner/Greensall. Starters 39.

Jon Gross Memorial Trophy: Historic Aston Martins & Invited Sports Cars (14 laps) 1 Steve Boultbee Brooks (AM DB3S); 2 Martyn Corfield (Frazer Nash Le Mans Replica Mk2) +5.048s; 3 Chris Woodgate (AM DB MkIII); 4 Mark Gillies (AM Monoposto Speed Model); 5 Peter Dubsky (AM 15/98 2-seater); 6 Simon Jefferies (AM DB MkII). CW Gillies; Corfield. FL Boultbee Brooks 1m26.716s (76.80mph). P Boultbee Brooks. S 16.

Spencer Lane-Jones Trophy: FISCAR (21 laps) 1 Steve Boultbee Brooks (Aston Martin DB3S/104); 2 Robin Ellis (Lotus Elite) +3.165s; 3 Nick Matthews (Austin-Healey 100/4); 4 Martyn Corfield (Frazer Nash Le Mans Replica Mk2); 5 Martin Hunt/Patrick Blakeney-Edwards (Frazer Nash Le Mans Replica); 6 Richard Fores/Barry Dye (Lotus Elite). FL Fores 1m23.409s (79.84mph). P Boultbee Brooks. S 28.

Formula Junior (13 laps) 1 Benn Tilley (Lotus 22); 2 Peter de la Roche (BMC Mk2) +3.751s; 3 Richard Smeeton (Wainer 63); 4 Stuart Roach (Alexis Mk2); 5 Jim Blockley (Caravelle Mk2); 6 Andrew Wilkinson (Lynx T3). CW de la Roche; Roach; Andrew Taylor (Cooper T56). FL Tilley 1m15.760s (87.90mph). P de la Roche. S 28.

Norman Dewis Trophy: Pre-1966 Jaguars (18 laps) 1 Harry Wyndham (E-type FHC); 2 Grant Williams (E-type FHC) +0.200s; 3 Chris Milner (E-type); 4 Jamie Boot (E-type); 5 Richard Butterfield (Mk2); 6 Peter Dorlin (Mk2). CW Milner; Butterfield; Jim Dean (XK120). FL Milner 1m21.038s (82.18mph). P Kevin Zwolinski (XK140 FHC). S 22.

500cc F3 (10 laps) 1 Darrell Woods (Staride-Norton Mk3); 2 Xavier Kingsland (Staride-Norton Mk3) +9.755s; 3 Stuart Wright (Cooper-JAP Mk11); 4 Roy Hunt (Martin-Norton Special); 5 Nigel Challis (Cooper-Norton Mk8); 6 Roy Wright (Cooper Flash Special-Norton). CW Kingsland; Duncan Rabagliati (Comet-JAP Mk1). FL Woods 1m31.331s (72.92mph). P John Chisholm (Arnott-JAP). S 11.

VSCC Pre-War Sports Cars (11 laps) 1 Patrick Blakeney-Edwards (Frazer Nash Super Sports); 2 Eddie Williams (Frazer Nash Super Sports) +5.365s; 3 Tim Kneller (Riley TT Sprite); 4 Sue Darbyshire (Morgan Super Aero); 5 Mark Gillies (Aston Martin Monoposto Speed Model); 6 Theodore Hunt (Frazer Nash TT Replica). CW Gillies; David Lewis (Alvis Firebird Speed 25); Richard Bradley (Aston Martin Ulster). FL Blakeney-Edwards 1m33.542s (71.19mph). P Blakeney-Edwards. S 27.

OULTON PARK: CSCC BY IAN SOWMAN — OCTOBER 7

BATES' WAIT FOR FIRST FUTURE CLASSICS WIN OF YEAR IS OVER

Photos: Steve Jones



Bates (r) jumped from third to first at the start in his Porsche 911

Tim Bates improved on his second-place double at Donington with his first **Future Classics** victory of the season at Oulton Park.

From third on the grid, his rear-engined Porsche 911 transmitted its power to the wet track more effectively than the cars around it to give Bates a big lead by Cascades. Brian Lilley, however, set a string of fastest laps in his Ford Sierra Cosworth and took the lead on lap five. Bates and Mark Chilton (Porsche 928) pitted from second and third on lap seven with Chilton getting the jump in the stops. When Lilley lost time handing over to Aaron Tucker, the Porsches were left in the top two positions.

Although Bates overshot Hislops chicane on lap 12, he took the lead on the run to that corner a lap later as the leaders encountered a slower car. Bates eventually finished comfortably clear of Chilton, who won the 1980s division, with Tucker more than 30s back.

The **Swinging Sixties** contest was slashed to 20 minutes after a race-stopping first corner shunt. Solo driver Mark Campbell won the restart from the front row in his Triumph TR5 despite making two stops rather than the mandatory one. "The first time I got told that my penalty [for wins at earlier events] didn't apply, but I hadn't done my actual 'driver change', so I needed to come back in," he explained. The Ford Mustang of Martin Sledmore had charged into the lead at Hill Top, three laps before early leader Malcolm Johnson retired his smoky Lotus Europa. Campbell retook the lead on the same lap, while Sledmore's grunt fended off Ian Everett's nimble BMW 1502.

The safety car was out twice during the combined **New Millennium and Modern Classics** race, the second time to allow treatment to a marshal who had been taken ill, but the rules for pitstops under caution rendered it a disappointing sporting contest. A BMW M3 pair was worst affected: Dominic Malone led before the driver change, but the pit lap took almost nine minutes as Arran Moulton-Smith waited for the pit exit lights to turn green although the track was empty. He rejoined 22nd, climbing back to 13th. Piers Reid had pitted earlier, and although he was penalised for a faulty stop he still ran out a comfortable winner in his E46 M3 from Mark Smith's E36.

Nic Grindrod was a convincing victor in **Magnificent Sevens** in his Caterham R300, immediately pulling clear of a three-way battle for second. Gary Bate (CSR) took the position from Tim Davis (C400) at Cascades early on, but the positions were reversed after the stops and Jonathan Mitchell (CSR) eventually lost touch. Davis won the programme-closing **Open** race, which was flagged early in dark, dank conditions.

Tin Tops poleman Lee Williams was swamped on the run to the first corner, spun at Old Hall a lap later and eventually retired his Honda Civic. Tom Mensley had a much more successful race in the wet, winning by more than a minute in his Renault Clio 172 – rendering the success penalties of the three cars ahead of him on the grid irrelevant. "I tried to take some wider lines and that seemed to be working," explained the Leicestershire driver. The Peugeot 206 of Colin and Steve Simpson and the Ford Fiesta ST of Paul Mensley were the only other cars on the lead lap at the end.

RESULTS

Future Classics (18 laps) 1 Tim Bates (Porsche 911SC); 2 Mark Chilton (Porsche 928) +7.895s; 3 Brian Lilley/Aaron Tucker (Ford Sierra Cosworth); 4 Aston Blake/Joshua Waddington (Porsche 944); 5 Paul Dingle (Porsche 944); 6 Tony Maryon (Porsche 944). Class winners Chilton; Blake/Waddington; Sam Smith (Mazda MX-5); John Hammersley/Adam Brown (Vauxhall Astra); Martyn Adams (Triumph TR7); Mark Lucock (Ford Escort Mk1); Matthew Molineaux/Stephen Gilbey (Porsche 944). Fastest lap Dingle 2m12.537s (73.12mph). Pole Chilton. Starters 27.

Swinging Sixties (9 laps) 1 Mark Campbell (Triumph TR5); 2 Martin Sledmore (Ford Mustang) +8.715s; 3 Ian Everett (BMW 1502); 4 Phil Otley (Reliant Scimitar); 5 Andy Southcott (Lenham GT); 6 Mel Taylor (Lotus Elan). CW Sledmore; Everett; Southcott; Taylor; Steve Chapman (Triumph TR4); Michael Wade/Steve Kirton (Ford Anglia). FL Campbell 2m00.872s (80.17mph). P Malcolm Johnson (Lotus Europa). S 35.

New Millennium/Modern Classic (17 laps) 1 Piers Reid (BMW M3 E46); 2 Mark Smith (BMW M3 E36) +27.439s; 3 Matthew Evans (BMW M3 E46); 4 Lee Frost (BMW M3 E36); 5 Lucky Khera (BMW M3 E46); 6 Edward Leigh (BMW M3 E36). CW Leigh; Paul Livesey (Porsche 968); Kevin Bird (Aston Martin V8 Vantage); Robert Williams (Honda Integra); David Beatty (Ginetta G50); Tina Cooper/David Sharp (Lotus Elise); Dale Albutt (Mini Cooper S); Howard Hunt/Jon Warburton (MG ZS); Tom Barley (BMW 325i); Chris Etheridge/Andrew Etheridge (SEAT Leon). FL Reid 1m50.598s (87.62mph). P Evans. S 36.

Magnificent Sevens (17 laps) 1 Nic Grindrod (Caterham R300); 2 Tim Davis (Caterham C400) +13.731s; 3 Gary Bate (Caterham CSR); 4 Jonathan Mitchell (Caterham CSR); 5 Simon Smith (Caterham CSR); 6 Mike Aikens (Caterham CSR). CW Davis; Stephen Riley (MK Indy); Matthew Gibbon (Caterham Tracksport); Pete Basterfield (Caterham Supersport); Peter French (Caterham Superlight). FL Grindrod 1m57.313s (82.61mph). P Stephen Nuttall/Darren Burke (Caterham Supersport). S 19.

Open Series (10 laps) 1 Tim Davis (Caterham C400); 2 Jonathan Mitchell (Caterham CSR) +4.196s; 3 Colin Watson (Caterham C400); 4 Ryan Edmonds (Ariel Atom); 5 Lee Frost (BMW M3); 6 Lucky Khera (BMW M3). CW Mitchell; Edmonds, Frost; Pat McBennett (Lotus Elise); Ian Haire/Andrew Greenwood (Caterham Supersport); Michael Oakes/Paul Turner (Honda Civic). FL Rich Webb (MK Indy) 2m01.568s (79.71mph). P Watson. S 27.

Tin Tops (18 laps) 1 Tom Mensley (Renault Clio 172); 2 Colin Simpson/Steven Simpson (Peugeot 206) +1m07.229s; 3 Paul Mensley (Ford Fiesta ST); 4 Tim Evans (Honda Civic); 5 Vic Hope/Billy Hardy (Honda Civic); 6 Andrew Windmill (Honda Civic). CW Simpson/Simpson; P Mensley; Evans; Mark Alexander-Williams (Citroen Saxo); Wayne Rushworth (Ford Puma); Lisa Selby/Toby Harris (Ford Puma). FL T Mensley 2m10.680s (74.16mph). P Lee Williams (Honda Civic). S 27.



Campbell triumphed in his TR5

SILVERSTONE: BARC BY JOE HUDSON — OCTOBER 7/8

Photo: Steve Jones



Palmer on his way to Clio Cup glory

CHAMPIONS CROWNED AT SILVERSTONE

Ben Palmer declared that his Clio Cup Series title success was the result of a season of hard work as he claimed the series crown at Silverstone.

Going into the final round of 2017, all Palmer had to do was finish in the top six in both races to claim the title from season-long rival Anton Spires. His cause was assisted by a throttle problem that plagued Spires' qualifying session which relegated him to a mid-pack start for the pair of races while Palmer took a brace of poles.

He converted his first pole to second place in race one, beaten by a returning James Colburn, but that was enough to claim the title as Spires finished third despite a recurrence of his throttle problem. In the second race, Palmer got the better of Colburn on the last lap to finish the season with victory.

In the Road Class, Nic Harrison overcame his car going into 'limp home' mode in the opener to beat race one winner Shanel Drewe to the class crown in race two thanks to a hard-fought third-place finish behind Finlay Robinson and Sean Thomas.

Four class titles were decided in the Caterham Graduates Championship. In the **Mega** class, Declan Dolan won twice to beat Glenn Burtenshaw while outgoing class champion Oliver Gibson continued his run of success in the **Sigmax** category, his podium and fourth enough to maintain his lead in the championship.

Two wins in the **Super** class for Toby Briant was enough to overturn a 39-point deficit to Barry White and secure championship honours. Finally, Graeme Smith took a second and a first to win the **Classic** title from race one winner Robin Webb.

James Clarke said the most disappointing thing of the weekend is that he didn't lead every lap as he took a hat-trick of victories in the **Clubmans Championship** to end his title-winning season in style.

The biggest grids of the weekend were in the amalgamated Classic Touring Car Championship races with grids of more than 30 cars in each of the six races. In the combined **Classic Thunder, BOSS, Classic VW and VTEC** races, Dale Gent took a double victory in his Subaru Impreza while Andrew Harrison did the same in his rapid Jaguar XJS in the **Pre-'66 & Pre-'83** races. David Griffin and Craig Jamieson shared victories in the **Pre-'93, Pre-'03, Pre-'05 and 4Two** races.

In the **Hyundai Coupe Cup**, Alex Cursley took a pair of wins to finish the season with seven as Steve Kite – who came into the weekend with five wins – finished second in the opener before retiring with a clutch issue in race two.

Kevin Denwood claimed the only **Kumho BMW** class championship still to be decided as he took two CC class victories while James Card took both overall victories in his BMW M3 E46.

Jon Halliwell claimed the top Class C title in the **MaX5** Championship with a win and a podium to beat John Loversidge, who came into the weekend tied on points with Halliwell.

In the two **MG Owners Club Championship** races, Alan Forster took a double victory in his MG ZR to round-off an exemplary season with the Class Z title. Simon Kendrick and David Amphlett took the crown in Class F and A respectively.

RESULTS

Clio Cup Series (14 laps) 1 James Colburn; 2 Ben Palmer +0.251s; 3 Anton Spires; 4 Ben Colburn; 5 Simon Freeman; 6 John Hamilton. Class winners Shanel Drewe. Fastest lapPalmer 1m15.282s (88.51mph). Pole Palmer. Starters 17. **Race 2 (14 laps)** 1 Palmer; 2 Colburn +0.131s; 3 Spires; 4 Tyler Lidsey; 5 Hamilton; 6 Freeman. CW Finlay Robinson. FL Colburn 1m15.263s (88.53mph). P Palmer. S 17.

Caterham Graduates Classic, Super, Mega, Sigma (17 laps) 1 Declan Dolan (Mega); 2 Glenn Burtenshaw (Mega) +0.326s; 3 Roger Ford (Mega); 4 Toby Briant (Super); 5 Andy Molsom (Super); 6 Barry White (Super). CW Briant; David Morris (Sigma); Robin Webb (Classic). FL Dolan 1m17.120s (86.40mph). P Burtenshaw. S 33. **Race 2 (17 laps)** 1 Dolan; 2 Simon Longman (Mega) +0.484s; 3 Burtenshaw; 4 Briant; 5 Molsom; 6 Christopher Benfield (Mega). CW Briant; Morris; Graeme Smith (Classic). FL Benfield 1m16.757s (86.80mph). P Burtenshaw. S 31.

Caterham Graduates Sigmax (17 laps) 1 Adrian Russell; 2 Mark Johnson +0.393s; 3 Oliver Gibson; 4 Tom Hayman-Joyce; 5 Jason Gale; 6 Jonathan Curry (310R). FL Gareth Cordey 1m16.136s (87.51mph). P Johnson. S 21. **Race 2 (17 laps)** 1 Johnson; 2 James Russell +0.009s; 3 Harry Cramer; 4 Gibson; 5 Jamie Ellwood; 6 Samuel Wilson. FL Gibson 1m15.798s (87.90mph). P Johnson. S 20.

Clubmans Championship (15 laps) 1 James Clarke (Mallock Mk27); 2 Steve Dickens (Mallock Mk29) +33.476s; 3 Peter Richings (Mallock Mk30 PR); 4 Mike Evans (Mk27); 5 Alex Champkin (Phantom P94); 6 Alze Fulco (Mallock 24B). CW Evans; Champkin; Clive Wood (Mallock Mk20B). FL Clarke 1m06.866s (99.65mph). P Clarke. S 21. **Race 2 (15 laps)** 1 Clarke; 2 Richings +31.552s; 3 Adrian Lester (Mallock Mk35); 4 Champkin; 5 Evans; 6 Fulco. CW Champkin; Evans; Wood. FL Clarke 1m05.182s (102.22mph). P Clarke. S 20. **Race 3 (15 laps)** 1 Clarke; 2 Dickens +47.901s; 3 Richings; 4 Champkin; 5 Kevin Burnham (Mallock Mk31); 6 Steve Everson (Mallock Mk21). CW Champkin; Everson; Wood. FL Clarke 1m05.830s (101.21mph). P Clarke. S 20.

CTCRC Classic Thunder, BOSS, Classic VW & VTEC (13 laps) 1 Dale Gent (Subaru Impreza); 2 Dave Cockell (Ford Escort Cosworth) +15.614s; 3 Garrie Whittaker (BMW E36); 4 Steve Scott (Ford Sierra Cosworth); 5 Steve Putt (Mazda RX-7); 6 James Mumbray (BMW M3). CW Whittaker; Dan Roberts-Jefferson (VW Golf Mk4); William Casswell (Honda Civic); Ken Lark (VW Corrado); Richard Askham (Jaguar XJR); Alexander Tait (Ford Fiesta); Andrew Mizzi (Civic); Chris Brown (Fiesta XR2). FL Gent 1m10.076s (95.08mph). P Gent. S 42. **Race 2 (13 laps)** 1 Gent; 2 Cockell +6.742s; 3 Putt; 4 Mike Hibbert (E36); 5 Andrew Wilson (Holden Monaro); 6 Martin Davies (Sierra). CW Putt; Roberts-Jefferson; Lark; Chris Sparks (Civic); Askham; Tait; Mizzi; Brown. FL Gent 1m10.203s (94.91mph). P Gent. S 39.

CTCRC Pre-'66 & Pre-'83 (12 laps) 1 Andrew Harrison (Jaguar XJS); 2 Mark Osborne (Triumph Dolomite Sprint) +5.243s; 3 Stephen Primett (Ford Escort Mk1); 4 Jim McLoughlin (Ford Capri); 5 Stephen Cripps (Ford Escort Mk2); 6 Mark Cholerton (Escort). CW Osborne; McLoughlin; Malcolm Jeffs (Alfa Romeo Alfasud); David Hall (Ford Lotus Cortina); Tim Dodwell (Volkswagen Scirocco). FL Harrison 1m19.094s (84.24mph). P Harrison. S 37. **Race 2 (12 laps)** 1 Harrison; 2 Primett +4.269s; 3 Osborne; 4 McLoughlin; 5 Cholerton; 6 Cripps. CW Primett; McLoughlin; Jeffs; Hall; Tom Abbott (Skoda 110R). FL Harrison 1m19.021s (84.32mph) P Harrison. S 31.

CTCRC Pre-'93, Pre-'03, Pre-'05 & 4Two (12 laps) 1 David Griffin (BMW E36 M3); 2 Craig Jamieson (Ford Sierra Cosworth) +2.726s; 3 Karl Cattliff (M3); 4 Simon Ward (Vauxhall Astra GTE); 5 Luke Allen (Honda Civic Type R); 6 James Tracey (Honda Civic EG). CW Cattliff; Ward; Alistair Lindsay (VW Golf); Steve Barber (Renault Clio 182); Andrew Smith (Civic). FL Ray West (M3) 1m15.166s (88.64mph). P Griffin. S 42. **Race 2 (12 laps)** 1 Jamieson; 2 Griffin +2.785s; 3 West; 4 Alexander Owen (Civic); 5 Cattliff; 6 Ward. CW West; Ward; Lindsay; Barber; Smith. FL Jamieson 1m14.877s (88.98mph). P Griffin. S 42.

Hyundai Coupes (11 laps) 1 Alex Cursley; 2 Steve Kite +0.244s; 3 Wayne Rockett; 4 William Taylforth; 5 Kevin Middleton; 6 Jon Winter. FL Cursley 1m23.466s (79.83mph). P Rockett. S 18. **Race 2 (11 laps)** 1 Cursley; 2 Taylforth +1.708s; 3 Rockett; 4 Winter; 5 Simon Miles; 6 Eddie O'Kane. FL Cursley 1m23.807s (79.50mph). P Cursley. S 18.

Kumho BMW (17 laps) 1 James Card (M3 E46); 2 Ian Crisp (1M E82) +7.334s; 3 Lee Frost (E90 V8 WTCC); 4 Lucky Khera (M3 E46); 5 David Griffin (E36 M3); 6 Kevin Denwood (E46 Compact). CW Crisp; Griffin; Denwood; Peter Miller (M3). FL James Macintyre-Ure (M3 E46) 1m11.523s (93.16mph). P Card. S 20. **Race 2 (17 laps)** 1 Card; 2 Crisp +8.175s; 3 Frost; 4 Khera; 5 Macintyre-Ure; 6 Ben McClelland (E36 M3). CW Crisp; McClelland; Denwood. FL Macintyre-Ure 1m11.857s (92.72mph). P Card. S 18.

Max5 (12 laps) 1 Jon Halliwell; 2 Paul Roddison +4.289s; 3 Ian Loversidge; 4 Jeremy Shipley; 5 Andrew Pretorius; 6 Lee Hollin. CW Pretorius; Daniel Grist. FL Halliwell 1m20.217s (83.06mph). P Roddison. S 20. **Race 2 (12 laps)** 1 Roddison; 2 Halliwell +0.374s; 3 Loversidge; 4 Shipley; 5 Matthew Tidmarsh; 6 Pretorius. CW Tidmarsh; Michael Kirk. FL Roddison 1m19.555s (83.75mph). P Halliwell. S 20.

MG Owners Club (15 laps) 1 Alan Forster (ZR); 2 Martin Wills (F) +5.342s; 3 Michael Weidner (ZR); 4 Phil Walker (ZR); 5 Mark Baker (F); 6 Darryl Davis (ZR). CW Wills; Jim Baynam (B). FL Forster 1m22.291s (80.97mph). P Weidner. S 21. **Race 2 (15 laps)** 1 Forster; 2 Simon Kendrick (F) +10.232s; 3 Wills; 4 Weidner; 5 Stuart Plotnek (F); 6 Davis. CW Kendrick; Baynam. FL Forster 1m21.895s (81.36mph). P Weidner. S 21.

KNOCKHILL: SMRC BY STEPHEN BRUNSDON — OCTOBER 8

SCOTTISH MINI COOPER TITLE FOR SERIES ROOKIE GERAGHTY

Mark Geraghty overcame a 12-point deficit and a trio of action-packed races to clinch the **Scottish Mini Cooper** title in the season finale at Knockhill. The rookie, in his second year of car racing, took a win and a second before wrapping up the championship with 10th in race three.

"It's amazing," said Geraghty. "I never thought I'd be able to achieve this in my first year in the series!"

Five drivers arrived at the Fife circuit with a mathematical chance of taking the title. At the start of the opening race, one of them, Ian Munro forcefully seized the advantage into Duffus, as poleman Robbie Dalgleish and long-time points-leader Morgan Murray collided. Dalgleish was able to continue out of the Leslie's gravel trap, but Murray's race was run with a broken driveshaft.

Second for Geraghty moved the Perth driver into the points lead, which he subsequently extended taking victory from Dalgleish in an enthralling race two. The 19-car field embraced panel-rubbing with such alacrity that three-abreast battles into Duffus and the Hairpin were the norm in the nine-lap encounter, with Geraghty beating Dalgleish and Dylan O'Donnell by 0.1s at the flag.

An incredible stroke of luck placed Murray, who recovered to eighth in race two, on pole for the reversed-grid third race. He duly took his seventh win of the season, but it wasn't enough to usurp Geraghty, whose top 10 finish secured the title by six points.

Lee Elrick claimed the **Scottish BMW Championship** after a pair of nail-biting races won by interloper Ally Smith. Elrick was fourth behind chief rival Gary Clark in race one and knew a repeat result in the second would be enough to secure the title. His cause was helped massively by David McNaughton, himself an outside bet for the championship. In an attempt to wrestle second from Clark into Duffus, McNaughton tapped the reigning champion into a spin at Leslie's, dropping him to last and allowing Elrick, who finished third, to take the title.

Disqualification from the opening **Scottish Legends** race due to an underweight car delayed John Paterson's title celebrations, but the defending champion didn't have to wait long to be crowned for the fourth successive year. 'Wee Pat' took race two victory from pole, before annihilating the field in the final race, winning by a staggering 12s in just eight racing laps. Race one victor Ivor Greenwood spectacularly crashed out when contact with Colin McNeill launched the Northern Irishman into a sickening barrel-roll exiting the Hairpin.

Photo: Jim Moir



Mark Geraghty on the hunt for the title

Ross Martin ended the **Scottish Formula Ford 1600** season how he started it back in April, claiming two lights-to-flag victories. Jordan Gronkowski stroked his Van Diemen to a brace of second places, with Seb Melrose completing both podiums and consolidating runner-up position in the championship.

Fresh from securing the **Scottish Classic** title last month, Alastair Baptie gave his new MGB GT V8 car a winning debut with a comfortable race two victory. Baptie's guest-entry car headed race one winner Tommy Gilmartin (Morgan +8) to the flag by 3.1s. Harry Simpson, Raymond Boyd, Bruce Mitchell and Mario Ferrari each took class wins.

Ron Cumming (Nemesis Kit Car) and Kenneth McKell (Mitsubishi Lancer E8) split the **Scottish Saloons and Sportscars** victories. The **Scottish Fiesta** races were won by Steven Gray and Barry Farquharson.

RESULTS

Mini Coopers (11 laps) 1 Ian Munro; 2 Mark Geraghty +1.081s; 3 Dylan O'Donnell; 4 Hannah Chapman; 5 John Duncan; 6 Dominic Wheatley. Class winners Geraghty; Chapman; Craig Dillon. Fastest lap Munro 1m03.335s (72.01mph). Pole Robbie Dalgleish. Starters 19. **Race 2 (9 laps)** 1 Geraghty; 2 Dalgleish +0.118s; 3 O'Donnell; 4 Duncan; 5 Wheatley; 6 Chapman. CW Dalgleish; Chapman; Dillon. FL Duncan 1m03.289s (72.06mph). P Munro. S 19. **Race 3 (9 laps)** 1 Morgan Murray; 2 O'Donnell +1.705s; 3 Munro; 4 Chapman; 5 Duncan; 6 Dalgleish. CW Chapman; Duncan; Dillon. FL Chapman 1m03.416s (71.91mph). P Murray. S 19.

BMW Championship (12 laps) 1 Ally Smith; 2 David McNaughton +0.424s; 3 Gary Clark; 4 Lee Elrick; 5 Liam McGill; 6 Greig Sutherland. FL Smith 1m02.273s (73.23mph). P Smith. S 11. **Race 2 (12 laps)** 1 Smith; 2 McNaughton +6.348s; 3 Elrick; 4 Cliff Harper; 5 Sutherland; 6 Clark. FL Smith 1m02.566s (72.89mph). P Smith. S 11.

Legends (8 laps) 1 Ivor Greenwood; 2 David Hunter +4.265s; 3 Stewart Black; 4 Steven McGill; 5 Ryan McLeish; 6 Jordan Hodgson. CW Hodgson; Paul O'Brien. FL Black 59.365s (76.82mph). P Mark Beaty. S 18. **Race 2 (8 laps)** 1 John Paterson; 2 Hunter +2.130s; 3 O'Brien; 4 Black; 5 Ben Mason; 6 Greenwood. CW O'Brien; Hodgson. FL Black 59.466s (76.69 mph). P Paterson. S 18. **Race 3 (8 laps)** 1 Paterson; 2 O'Brien +12.207s; 3 Hunter; 4 McGill; 5 McLeish; 6 Black. CW O'Brien; Hodgson. FL Paterson 59.678s (76.42mph). P Pino Palazzo. S 12.

Scottish Formula Ford (10 laps) 1 Ross Martin (Ray GR17); 2 Jordan Gronkowski (Van Diemen JL012K) +0.383s; 3 Sebastian Melrose (Ray GR14); 4 Michael MacPherson (GR14); 5 David Hourie (Van Diemen JL013); 6 Neil Broome (GR17). CW Gronkowski; Ivor Mairs (Ray GR15). FL Gronkowski 54.943s (83.01mph). P Martin. S 9. **Race 2 (12 laps)** 1 Martin; 2 Gronkowski +0.978s; 3 Melrose; 4 MacPherson; 5 Broome; 6 Ross Howe (Van Diemen RF99). CW Gronkowski; Mairs. FL Gronkowski 54.985s (82.94mph). P Martin. S 9.

Classics (12 laps) 1 Tommy Gilmartin (Morgan +8); 2 Alastair Baptie (MGB GT V8) +1.995s; 3 Harry Simpson (Ginetta G4R); 4 Andrew Smith (+8); 5 Raymond Boyd (Porsche 911); 6 Bruce Mitchell (Lotus Europa). CW Baptie; Simpson; Boyd; Mitchell; Mario Ferrari (Alfa Sprint Trofeo). FL Gilmartin 56.849s (80.22mph). P Gilmartin. S 12. **Race 2 (12 laps)** 1 Baptie; 2 Gilmartin +3.113s; 3 Simpson; 4 Smith; 5 Boyd; 6 Mitchell. CW Gilmartin; Simpson; Boyd; Mitchell; Ferrari. FL Baptie 56.838s (80.24mph). P Gilmartin. S 12.

Saloons & Sportscars (14 laps) 1 Ron Cumming (Nemesis Kit Car); 2 Colin Simpson (Marcos Mantis) +14.113s; 3 Kenneth McKell (Mitsubishi Lancer E8); 4 Paul Brydon (BMW M3); 5 Andrew Morrison (SEAT Leon Eurocup); 6 William Robson (Ford Focus RS). CW Simpson; McKell; Brydon; Robson; Oliver Mortimer (Mini Cooper R53); Andrew Paterson (BMW E36 318i). FL Cumming 52.052s (87.62mph). P Brydon. S 17. **Race 2 (12 laps)** 1 McKell; 2 Simpson +0.594s; 3 Brydon; 4 Morrison; 5 Thomson McIntyre (Subaru Impreza); 6 Lowell Forsyth (Lotus Exige). CW Simpson; Brydon; McIntyre; Mortimer; Paterson. FL McKell 53.921s (84.58mph). P Simpson. S 14.

Fiestas (11 laps) 1 Steven Gray (ST); 2 Jim Deans (ST) +3.920s; 3 Barry Farquharson (ST); 4 Peter Cruickshank (ST); 5 Russell Morgan (ST); 6 Nicholas Forsyth (ST). CW Farquharson; Kristian Leith (XR); Duncan Fox (XR). FL Farquharson 1m02.445s (73.03mph). P Gray. S 12. **Race 2 (14 laps)** 1 Farquharson; 2 Wayne MacCaulay (ST) +1.487s; 3 Deans; 4 Cruickshank; 5 Morgan; 6 Forsyth. CW Deans; Leith; Fox. FL MacCaulay 1m02.074s (73.47mph). P Gray. S 13.

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RACING REPORTS

KIRKISTOWN: MARTIN DONNELLY TROPHY BY RICHARD YOUNG — OCTOBER 7

Photo: Roy Dempster

O'HARA VICTORIOUS IN TROPHY THRILLER



O'Hara was under pressure all race

Pressure affects different people in different ways. Some crumble under it, others thrive. Kevin O'Hara falls into the latter category and he proved that in no uncertain manner at Kirkistown, becoming the first three-time winner of the Martin Donnelly Trophy. In a titanic 21-lap FF1600 battle, he fought off a series of determined attacks right up to the flag.

O'Hara clinched pole in an earlier qualifying race, with victory over James Roe. Noel Robinson and Jordan Dempsey lined up on the second row, and with both showing strong pace all day, nothing was certain going into the final. O'Hara got the drop as they ran down to Colonial for the first time with the pack close behind, Robinson getting shuffled down the order by a fast-starting David McCullough from row three.

Roe mounted the first attack, getting alongside O'Hara several times, but he left the door open too long, allowing Dempsey to slip into second. Dempsey applied intense pressure to the leader, setting fastest lap in the process and even getting ahead briefly, before the cool O'Hara reestablished himself at the front. Robinson and David McCullough had their own battle for position, but soon joined the top trio, creating a five-car battle for the lead, until David McCullough's adventures caused him to fall back. Robinson passed Roe and Dempsey to become O'Hara's latest tormentor, drawing alongside several times but never quite managing to grab the lead.

At the flag, O'Hara, Robinson, Dempsey and Roe were covered by just 0.8 seconds. Ivor McCullough, having his first race in more than a year, took fifth ahead of Alan Davidson.

Earlier in the day, Davidson had followed winner Roe across the line in the **Northern Irish FF1600** finale.

If anything, **Formula Vee** produced an even more intense battle for the Emerson Fittipaldi Trophy. Ray Moore took the honours, despite the best efforts of a 10-car train, which changed every lap until the flag. Behind Moore, Adam Macaulay took second and Dan Polley third, chased home by Anthony Cross, Gavin Buckley and Jack Byrne.

Even the normally placid **Roadsports** gang got in on the Kirkistown battles, with Jim Larkham and Mike Johnston enjoying plenty of side-by-side action. Johnston got ahead a few laps from the finish, only to spin at the Hairpin on the final tour and hand the win to Larkham.

Race two might have been quieter, with Larkham going out in the early stages, but the fast-starting Paul Conn fought hard to keep Johnston honest all the way.

James Turkington led the first **Libre Saloon** race all the way, only to find himself removed from the results due to a 'dead' transponder. Ulick Burke, driving a Honda Integra, inherited the victory. Turkington reappeared in his SEAT Leon for race two, only to spin on the opening lap. He carved his way back to the head of the field, but Burke held him off to the flag.

Brendan Fitzgerald took the honours in both **Fiesta** races, beating Paul Stewart in the first and Mark Stewart in the second. Dan Conlon and Eorann O'Neill filled the podium positions.

All three **Legends** encounters went to Paul O'Brien despite the best efforts of Ian Conroy, Jonathan Taylor and several others to unseat him.

RESULTS

Martin Donnelly Trophy Qualifier (10 laps) 1 Kevin O'Hara (Van Diemen RF01); 2 James Roe (Van Diemen RF99) +0.259s; 3 Noel Robinson (Van Diemen JL012K); 4 Jordan Dempsey (Van Diemen RF00); 5 David McCullough (Van Diemen RF01); 6 Ivor McCullough (Van Diemen RF01). Fastest lap Robinson 1m01.193s (88.95mph). Pole Roe. Starters 19. **Final (21 laps)** 1 O'Hara; 2 Robinson +0.383s; 3 Dempsey; 4 Roe; 5 I McCullough; 6 Alan Davidson (Mondiale M89S). FL Dempsey 1m01.340s (88.74mph). P O'Hara. S 18.

Northern Irish FF1600 (13 laps) 1 James Roe (Van Diemen RF99); 2 Alan Davidson (Mondiale M89S) +0.454s; 3 David McCullough (Van Diemen RF01); 4 Ivor McCullough (Van Diemen RF01); 5 Ryan Campbell (Reynard FF89); 6 Henry Campbell (Reynard FF89). Class winner Davidson. FL Roe 1m01.723s (88.19mph). P Roe. S 17.

Irish Formula Vee (11 laps) 1 Ray Moore (Leastone JH004); 2 Dan Polley (LOH Sheane) +0.253s; 3 Adam Macaulay (Sheane FV); 4 Anthony Cross (Sheane FV); 5 Ken Brown (Sheane FV); 6 Stephen Morrin (Leastone JH004). FL Gavin Buckley (Sheane FV) 1m06.351s (82.03mph). P Moore. S 15. **Emerson Fittipaldi Trophy (12 laps)** 1 Moore; 2 Macaulay +0.215s; 3 Polley; 4 Cross; 5 Buckley; 6 Jack Byrne (LOH Sheane). FL Cross 1m06.732s (81.57mph). P Moore. S 15.

Roadsports (13 laps) 1 Jim Larkham (Radical PR06); 2 Mike Johnston (Opel Tigra) +14.706s; 3 Paul Conn (Crossle 47S); 4 John Benson (Crossle 37S); 5 Paul Thompson (Stryker Honda); 6 John McCandless (Crossle 47S). CW Johnston; Thompson. FL Larkham 59.686s (91.19mph). P Larkham. S 9.

Race 2 (13 laps) 1 Johnston; 2 Conn +1.099s; 3 Thompson; 4 Maurice McClay (Westfield SEi); 5 McCandless; 6 Wesley McCreary (Westfield Honda). CW Conn; Thompson. FL Conn 1m00.675s (89.71mph) P Larkham. S 9.

Libre Saloon (13 laps) 1 Ulick Burke (Honda Integra); 2 Stephen Potter (Honda Integra) +0.448s; 3 Ciaran Denvir (Honda Civic); 4 Stephen Traub (Honda Integra); 5 Donal O'Neill (SEAT Cupra); 6 Francis Allen (BMW 330i). FL Potter 1m02.335s (87.32mph). P James Turkington (SEAT Leon). S 12. **Race 2 (13 laps)** 1 Burke; 2 Turkington +0.912s; 3 Potter; 4 O'Neill; 5 Paul Sheridan (BMW 330i); 6 Aidan Byrne (Toyota Celica). FL Turkington 1m01.469s (88.55mph). P Turkington. S 12.

Fiesta Zetec (11 laps) 1 Brendan Fitzgerald; 2 Paul Stewart +0.606s; 3 Daniel Conlon; 4 Michael Fitzgerald; 5 Eorann O'Neill; 6 Ricky Hull. FL M Fitzgerald 1m17.369s (70.35mph). P Conlon. S 14. **Race 2 (11 laps)** 1 B Fitzgerald; 2 Mark Stewart +1.695s; 3 O'Neill; 4 Conlon; 5 P Stewart; 6 M Fitzgerald. FL Conlon 1m17.481s (70.25mph). P Conlon. S 14.

Legends (8 laps) 1 Paul O'Brien; 2 Niki Meredith +1.264s; 3 Jonathan Taylor; 4 Ian Conroy; 5 Greg Richardson; 6 Richard Kearney. FL Conroy 1m07.981s (80.07mph). P O'Brien. S 9. **Race 2 (8 laps)** 1 O'Brien; 2 Taylor +3.261s; 3 Kearney; 4 Conroy; 5 Geoff Richardson; 6 Lawrence Davey. FL Conroy 1m07.297s (80.88mph). P O'Brien. S 10. **Race 3 (8 laps)** 1 O'Brien; 2 Conroy +1.066s; 3 Taylor; 4 Kearney; 5 Geoff Richardson; 6 Greg Richardson. FL Conroy 1m07.195s (81.00mph). P Gordon Brown. S 9.







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SPORTING SCENE

Photos: FIA World Rallycross

LOEB AND PEUGEOT COMMIT TO WRX FUTURE

French firm to remain in rallycross and looks to electric project



Loeb is fourth in 2017 points

By Hal Ridge

Nine-time World Rally champion Sebastien Loeb will race in the World Rallycross Championship for a third season next year after Peugeot announced that it will continue with its programme in the series.

The announcement puts an end to doubt over Peugeot's rallycross future beyond the conclusion of 2017. Although no timeframe has been announced, references to electric rallycross in a statement suggest that Peugeot sees a long-term future in the sport.

World RX promotor IMG revealed recently that the addition of an electric category in the World RX structure wouldn't happen until 2020 at the earliest. Peugeot stated that World RX's "global ambitions" tie in with its business growth plan outside Europe and that "the brand is ready to support the evolutions in E-WRX as part of its technological plan, which aims to offer 80 per cent of the models in electrified version by 2023".

Peugeot brand chief executive, Jean-Philippe Imparato said: "The brand wants to be involved in a new challenge with the idea of accompanying its own energy transition but also to create a strong and unique link with new customers and the new generation. The E-WRX is the perfect fit for this strategy.

"The goal of the 2018 season will be to win the title. To this end, we are strengthening the developments initiated by Peugeot Sport and studying the sports management system implemented by the Hansen family since 2014."

It is not known if the relationship with Kenneth Hansen's squad, which has partnered Peugeot Sport since it entered World RX in 2014 and won the Teams' Championship in 2015, will continue into next season, or if current Team Peugeot-Hansen drivers Timmy Hansen and Kevin Hansen will be retained.

"It's a great opportunity to launch myself into a new electrifying experience and to be even closer to my fans with the WRX," said Loeb. "I look forward to discovering this new frontier."

Block axes WRX Hoonigan project



Ken Block's Ford-backed Hoonigan Racing Division will terminate its World Rallycross Championship programme at the end of 2017 after the season finale in South Africa next month.

The announcement came just hours after Peugeot had pledged to continue in the series last week. The Hoonigan team has campaigned M-Sport-built Ford Focus RS RX Supercars since the start of 2016, claiming three wins in its first year, but hasn't been able to challenge for wins in 2017.

"Although we have thoroughly enjoyed competing in the exciting FIA World Rallycross Championship, it's a natural time for us to take a break as the future of the series takes shape," said Dave Pericak, global director of Ford Performance. "To continue we would have required a new race car, and with so much discussion happening around the future of rallycross from a powertrain package standpoint, it made sense for us to pause."

ROUND-UP

Dave Robinson won the **Lulworth Cove Car Trial**, the opening round of the highly competitive and successful Woolbridge Motor Club winter series of six events. Uncharacteristic hot sunny weather made for dry sections with Robinson taking a very narrow overall win from Mark Hoppe.

Hoppe won the ballasted front-wheel-drive class by a clear margin and secured the ASWMC championship at the final round for the third time. Norton Selwood swapped cars to share Robinson's Reliant, in the absence of his smaller brother Jack, and finished a fabulous third overall.

New national BTRDA Gold Star champion Shawn Franklin returned to where he started just four years ago to take a class win and fourth overall from Jeremy Searle who drove superbly in his 106. The trial was dominated by Citroen Saxos with nearly half the entry made up of the car in various model variants. Vicki Hayward shared Franklin's Saxo, and achieved best Lady, with son Harvey best Junior, and husband Craig third in class. Simon Thomlinson borrowed the motor club's loan Vauxhall Corsa, winning best Novice. Dominic Bishop won the specials class by a single point after 24 tough technical sections.

The next event of the series is on November 5.

Duncan Stephens

Results

Organiser: Woolbridge Motor Club **When:** Sunday, October 8 **Where:** Dorchester, Dorset **Starters:** 30.
1 David Robinson (Reliant SS1) 35.7 per cent; 2 Mark Hoppe (Citroen Saxo) 39.5 per cent; 3 Norton Selwood (Reliant SS1); 4 Shawn Franklin (Citroen Saxo); 5 Gary Arnold (Citroen Saxo); 6 Will Lawrence (Citroen Saxo); 7 Jeremy Searle (Peugeot 106); 8 Dave Hiscock (Citroen Saxo); 9 Dan Dechazel (Citroen Saxo); 10 Vic Rose (Citroen Saxo).

New format for British Rallycross GP

The British Rallycross Grand Prix will feature a revised schedule for the 2017 running at Croft next week, moving away from the A, B, C, D final format.

The event, which will run the day after the final round of British RX at the same venue, will adopt the semi-final and final format used by the British and World Championships, with the addition of quarter-finals.

The Grand Prix has been restricted to 40 cars, with the top 32 after two qualifiers going into four eight-car quarter-finals.

The top four from each will move into two semi-finals, from which the top four in each will progress to the Grand Prix final.

Having previously held the British Rallycross finals on Saturday afternoon before the Grand Prix on Sunday, organisers will run the MSA category (Supercar, Supernational and Junior) finals on Sunday morning this year, to give spectators a full day of action, commencing with the last British RX finals of the season.

BriSCA F1 REPORT

FAIRHURST MAKES HIS MARK AS SHOOTOUT SERIES HEATS UP

BriSCA F1

By Neil Randon

Organiser: Startrax **When:** October 6 **Where:** Belle Vue, Manchester **Starters:** 29

Lee Fairhurst leapt up the National Points Shootout rankings after romping away with the Belle Vue meeting final on Sunday night.

Having chased home Frankie Wainman Jr to finish second in his opening heat, Fairhurst was then forced to race most of the second heat without power steering to finish sixth.

In a race against time to compete for the final after unravelling and remounting the power steering belt, Fairhurst was lying in third place when the race had to be restarted at the halfway point.

The Turn 1 fence had to be repaired after heat one winner John Dowson had planted Joe Booth into Ben Riley, who went sideways into the fence and snapped a fence post.

At this stage it was Jack France who led from world champion Nigel Green, Fairhurst and Shootout points leader Stuart Smith Jr. Two laps after the restart Fairhurst made his move and shoved Green on to France – who both tangled out of contention – to take the lead.

"I got a good start," said Fairhurst. "I just dinked Nigel into Jack and went up the inside them. I was half expecting Stuart [Smith Jr] to be breathing down my neck, but when I looked in my mirrors there was no-one there. He must have had some sort of problem, so that was a bonus."

From that point on Fairhurst stretched his lead and took the flag for his second Belle Vue final victory of the season. Mat Newson finished second ahead of Paul Hines. Smith Jr limped home a lap down in 10th place with a broken halfshaft.

France made amends to take a flag-to-flag victory in the Grand National, winning from Green and Craig Finnikin.

Fairhurst now lies in second place in the Shootout after five rounds, 47 points behind leader Smith Jr, in the race for the silver roof that concludes at Belle Vue on November 12.

Series leader Smith Jr's main rival Frankie Wainman Jr had a night to forget, only scoring 14 points after an evening beset with mechanical issues after his opening heat victory.

Results

Whites and Yellows heat 1: 1 Karl Roberts; 2 Sam Jacklin; 3 Chris Brocksopp. **Heat 2:** 1 Frankie Wainman Jr; 2 Lee Fairhurst; 3 Stuart Smith Jr; 4 Mat Newson; 5 Nigel Green; 6 Craig Finnikin. **Heat 3:** 1 John Dowson; 2 Smith Jr; 3 Finnikin; 4 James Morris; 5 Green; 6 Fairhurst. **Grand Final:** 1 Fairhurst; 2 Newson; 3 Paul Hines; 4 Morris; 5 Danny Wainman; 6 Scott Davids. **Grand National:** 1 Jack France; 2 Green; 3 Finnikin; 4 Ben Riley; 5 Smith Jr; 6 Stephen Mallinson.

MN'S RALLYCROSS REPORTER

HAL RIDGE



"Bakkerud will be a hot property"

The afternoon of October 4 2017 was pivotal for next season's World Rallycross Championship. Within a matter of hours, Peugeot and Ford laid out their future plans (*see lead story*). In short, Peugeot is staying, Ford is not.

While uncertainty has hung over Peugeot's rallycross future in recent months, all indications pointed towards Ford remaining in World RX. Although Ken Block's Hoonigan Racing Division hadn't had the second term it intended, on the back of winning three events with the Focus RS RX in 2016 and finishing third overall in both the drivers' and teams' championships, Block admitted to *MN* in August that focus had already shifted to developments for 2018.

Ford's departure is a big shame for World RX, but the move has also thrown a curveball into the driver market. Norwegian Andreas Bakkerud, who has scored all but one of the Hoonigan squad's 11 podiums since the start of 2016, is at the end of a two-year contract but had been expected to be retained for 2018. However, now a free agent, the 26-year-old is one of the most desirable drivers in the paddock. It would be mightily surprising if his phone hasn't been ringing off the hook in the last week.

Bakkerud has won with every Supercar team he has raced for in his career (LD Motorsports, OlsbergsMSE and Hoonigan) in cars with a variety of technical specifications. Assuming that Peugeot will maintain Red Bull backing, the same going for Mattias Ekstrom's EKS squad if it continues next year, as a Monster Energy athlete an energy drink clash may play a part in Bakkerud's next move.

Despite a Monster link with Petter Solberg's PSRX team, World champion Johan Kristoffersson is expected to remain with Solberg next year and even if he didn't, Bakkerud and Solberg are hardly the best of friends. While they have been competitive in 2017, Bakkerud is unlikely to move to either MJP Racing or STARD, squads that don't have works-support, the latter also requiring budget to obtain a seat.

There are murmurs in the paddock of potential new teams, but there is a confirmed new outfit that has the 'correct' energy drink ties and is in need of rallycross experience. Guerlain Chicherit's GCK squad will campaign a pair of Prodrive-built Renault Megane Supercars next season. While Prodrive clearly knows all about creating title-winning equipment, an experienced rallycross driver who has already helped to develop cars would be a big asset.

GCK needs to learn the discipline too, and while Chicherit continues to progress as a driver, a proven winner alongside him would be a significant boost. Bakkerud and his spotter, Dave Mansfield, are just the package that GCK needs to get up to speed quickly and Bakkerud's full-of-life outgoing personality could fit Chicherit's bill perfectly.

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MN SAYS...

A great week for UK success

Brits are making the headlines across the motorsport world



There was nothing but widespread joy at Kris Meeke's victory on Rally Spain last weekend, but it wasn't just the success that made the Citroen man the star of the event, it was the way that he clinched the win. This was not inherited, but this was earned. It was a really excellent performance, and it should hopefully boost Wales Rally GB ticket sales even further.

On the other side of the world, Lewis Hamilton took a giant leap towards clinching his fourth world title with glory at Suzuka. It would not just be another crown for the Mercedes man, it would be a history-making benchmark. No other Brit has won four F1 world titles. We are in the middle of a phenomenal period and it should be judged as that.

Then there is Chris Ingram too, who sealed the Under 27s division of the European Rally Championship in Latvia with a dramatic triumph. He has now scooped a £90,000 prize pot and it will certainly help him to continue his career trajectory.

It not often that there is a week where there a reason to wave the Union flag with a little more vigour, but this is one.

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Car Trials, and Mark Hoppe looks out for the markers. Taken by Duncan Stephens



Adam Chamberlain trekked into the woods for the BTCC at Brands Hatch



Ollie Coles leads, taken by Rebecca Farrow



Ash Sutton's lunchtime read, taken by editor Matt James

Photographs must be of a good quality and please send no more than three images



Ben Lawrence enjoyed a trip to Loton Park...



...Lawrence also captured this car pushing hard



Richard Salisbury enjoyed Combe's Rallyday



James Dewar's shot from the McRae Challenge

LETTERS



Motorsport News, October 4

Drain is a strain

F1 teams spend countless millions on developing and building race cars that are the pinnacle of motorsport.

Some do it better than others going on to achieve podium success.

To make it the pinnacle of motorsport, the race circuits have upped their game and improved facilities and importantly safety to keep up with the demands of faster cars.

So why was Romain Grosjean's life threatened by a simple drain cover in Malaysia. Video replays of the second free practice session showed it had been flicked up by a right rear tyre, when Valtteri Bottas's Mercedes hit the cover on Turn 12.

Fortunately there was no damage to Grosjean but the same cannot be said for his race car. Post-incident, the powers that be applied common sense as the FIA decided that the circumstances causing the crash were 'force majeure' and no team penalties were given for breaking overnight garage working regulations.

However, I heard nothing during the weekend's GP coverage about what penalty the circuit has been hit with for providing an unsafe circuit?

If that were an incident on a public road the local council would foot the bill for fixing your car, at the very least.

Working as a design engineer by profession in the aerospace industry where the impossible is always taken account of at the design stage, it seems ridiculous that such a simple item can be allowed to cause such carnage to a multi-million pound race car.

I do not know how those covers are fixed in place but as it flipped up are they hinged?

Should that be the case, then surly putting the hinge such that a passing car would simply close a cover that came loose and stuck up, along with a hinge and cover fixing design that can take the full load of a race car at speed with an adequate margin of safety in strength to cope with the unexpected, would seem like simple design logic.

Conveniently Malaysia is stepping off the F1 calendar from this point on but I hope the FIA don't walk away from this incident without further investigation.

Stephen Cameron
Worcestershire

Well done Meeke

What a great result for Kris Meeke and Paul Nagle on winning Rally Spain last weekend.

Colin McRae would surely be so proud of his protege !

With M-Sport closing in on the manufacturers title as well, it is good to get some good rally news for Great Britain for a change

Let's hope Wales Rally GB continues the good news.

Also, well done also Travis Pastrama and Britain's Robbie Durant on winning the USA Rally Championship.

Chris Wigmore
Via email

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TV GUIDE

The penultimate round of the **TCR International Series** comes from Zhejiang in China (Friday, 0910-1040hrs, Motorsport.tv), with Brits Rob Huff and James Nash looking to take victory.

From Down Under there is the Bathurst 1000 (Friday, 1040-1240hrs, Motorsport.tv), as the **Aussie Supercar** field take on The Mountain.

Take a step back in time to the 2005 Japanese GP with **Classic F1** (Saturday, 2300-0100hrs, Sky Sports F1), where McLaren's Kimi Raikkonen took the lead from Renault's Giancarlo Fisichella on the last lap.

And watch the thrills from the **WRC** which visited Spain (Sunday, 0920-1010hrs, Motorsport.tv) as M-Sport's Sebastien Ogier still leads the standings.

LIVE TV

World Endurance Championship: Fuji
■ **Race:** Sunday, 0300-0930hrs, BT Sport 3/0730-0915hrs, Eurosport 1

DTM: Hockenheim
■ **Race 1:** Saturday, 1330-1500hrs, BT Sport 3 (delayed)
■ **Race 2:** Sunday, 1400-1530hrs, BT Sport 1 (delayed)

World Touring Car Championship: Zhejiang
■ **Race 1:** Sunday, 0730-0830hrs, Eurosport 2
■ **Race 2:** Sunday, 0915-1030hrs, Eurosport 1

NASCAR: Talladega
■ **Race:** Sunday, 1830-2300hrs, Premier Sports

motorsport.tv

SUNDAY
WORLD ENDURANCE CHAMPIONSHIP: FUJI
0245-0920hrs



Porsche will aim for its fifth win in a row

LISTINGS

RACING
SATURDAY
■ **Castle Combe, Wilts**
Finals Day: Formula Ford Carnival, Saloons, Sports/GT, Hot Hatch, Porsches, Monoposto **Starts** racing from 1300hrs (qualifying from 0830hrs) **Admission** adult £15, child free **Web** castlecombecircuit.co.uk **Contact** 01249 782417

SATURDAY
■ **Oulton Park, Cheshire**
BRSCC meeting: FF1600, Formula 1000, XR Challenge, Fun Cup **Starts** racing from 1040hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
■ **Silverstone, Northants**
BRSCC meeting: Caterham Academy, Caterham Roadsports, Caterham 270R, Caterham Supersport, Caterham 310R, Caterham 420R, Open Sports, Track Attack, Production GTi Mk2, GTi Mk5 **Starts** Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 1015hrs (qualifying from 0900hrs) **Admission** £10 **Web** silverstone.co.uk **Contact** 08704 588260

SATURDAY/SUNDAY
■ **Donington Park, Leics**
BRSCC meeting: Alfa Romeo, Ford Fiesta, Fiesta Junior, Mazda MX-5, Coombs Challenge, HRDC Touring Greats, HRDC Academy/A-Series **Starts** Saturday, racing from 1240hrs (qualifying from 0910hrs) Sunday, racing from 0905hrs **Admission** adult £17 **Web** Donington-park.co.uk **Contact** 01332 810048

Photo: Steve Jones



Saloons will race at Combe on Saturday

SATURDAY/SUNDAY
■ **Snetterton, Norfolk**
MSVR meeting: GT Cup, Lotus Elise, Lotus Trophy, Mini Challenge, Production BMW, Racing Saloons, Radical Challenge **Starts** Saturday, racing from 1235hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000
■ **Pembrey, S Wales**
BARC meeting: Trucks, Mighty Minis, Formula Academy, Renault Clio Junior, Welsh Sports/Saloons **Starts** Saturday, racing from 1345hrs (qualifying from 0930hrs) Sunday, racing from 0930hrs (qualifying from 0900hrs) **Admission** adult £15, child free **Web** barc.net **Contact** 01264 882200

RALLYING
FRIDAY
■ **Isle of Mull**
Beatsons Building Supplies Mull Targa Rally
Starts 1030hrs
Admission free
Web mullrally.org

FRIDAY-SATURDAY
■ **Jersey, Channel Islands**
Roberts Garages Jersey Rally
Starts 1200hrs
Admission free
Web jerseyrally.com

SPORTING SCENE SATURDAY
■ **Tullyroan, Northern Ireland**
Hot Rods, Ulster Championship
Starts 1830hrs
Admission TBC
Web nationalhotrod.com
■ **Skegness, Lincs**
BriSCA F1
Starts 1830hrs
Admission adult £19, junior £8
Web brisca.com

SUNDAY
■ **Blyton Park, Lincs**
BTRDA Clubmans Rallycross
Starts 0900hrs
Admission TBC
Web btrda.com
■ **Hednesford**
National Hot Rods
Starts 1330hrs
Admission TBC
Web nationalhotrod.com

Details correct at time of press but check before travelling

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Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



X-Flow ally radiator £179.60 £215.52

X-Flow ally radiator	£179.60	£215.52
RS2000 (Pinto) ally radiator	£179.60	£215.52
13/235 oil cooler	£50.10	£60.12



WCP Interupter pump £29.00 £34.80

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£19.62	£23.55
Bonnet pin kits, stainless		£5.00	£6.00
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20



M16 calipers to fit standard discs, pair	£89.00	£106.80
M16 calipers to fit vented discs (no spacers needed), pair	£98.50	£118.20
Group 1 vented discs (247x20, pair	£41.20	£9.44

Escort Laminated Windscreens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
Perspex sliding window kit pair	£19.85	£23.82

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48





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7 piece metric set, 8 - 19mm	£23.70	£28.44
7 piece SAE set, 5/16 - 3/4	£23.70	£28.44

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10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
Spare tips for circlip pliers	£4.90	£5.88
Pocket brake fluid tester, LED readout	£5.83	£6.99
Bralle piston wind back tool	£9.98	£11.98
'Pro' brake piston wind back tool	£17.69	£21.23
Windscreen removal tool	£4.98	£5.97
13 piece impact screwdriver kit	£7.49	£8.98
Magnetic wing protector cover	£7.36	£8.83
Coil spring compressors pair	£11.90	£14.28
Bralle bleeder vacuum tester	£17.69	£21.23
16 piece oil filter removal sockets	£18.73	£22.48
Motorcycle chain breaker	£15.63	£18.76
Heavy duty crimper set	£24.90	£29.88
1/2" drive 3 piece wheel nut socket	£12.64	£15.17
17 piece clutch alignment kit	£10.11	£12.13
125mm piston ring compressor	£4.55	£5.46
46 piece multi-purpose puller kit	£8.25	£9.90
10 piece bearing race driver kit	£23.69	£19.89
96 piece drain plug repair kit	£25.76	£29.90

Lockable fuel filler cap assembly £49.50 £59.40

Pro Riveter Kit £39.90 £47.88



99 Pc Socket/Tool set £55.90 £67.08

12 piece 1/2" drive metric socket set (inc. 72 tooth 'Pro' ratchet handle)	£14.48	£17.38
10 piece 1/2" drive SAE socket set	£9.68	£11.62
48 piece 1/4" drive socket set	£15.59	£18.71
72 piece 1/4 & 1/2" drive socket set	£37.80	£45.36
99 piece 1/4 & 1/2" drive socket set plus useful service tools	£55.90	£67.08
5 piece socket extractor set - remove locking nuts	£19.92	£23.90
1/2" drive universal coupling	£8.25	£9.90
Pro riveter kit - rivets, rivstuds, pop rivets	£39.90	£47.88
Box set of rivets, studs & pop rivets	£34.50	£41.40
Torque wrench, 40 - 210Nm	£33.90	£40.68
3 piece magnetic bits socket	£4.85	£5.82
4 piece socket adaptors, 1/4 - 3/8 - 1/2	£2.98	£3.58
3/8 drive oxygen sensor socket, 8mm slot	£3.66	£4.39
3/8 drive oxygen sensor socket, 22mm slot	£3.66	£4.39
3 piece 3/8 & 1/2 spark plug socket	£3.72	£4.46
8 piece socket adaptors, impact 1/4 - 3/8 - 1/2 - 3/4 - 1	£16.46	£17.75
6 piece 1/2 Volkswagen impact socket	£11.90	£14.28
18 piece 3/8 oil drain socket	£18.51	£22.21
5/8 oxygen sensor crowfoot wrench	£3.84	£4.61
1/2 oxygen sensor crowfoot wrench	£3.98	£4.78
14/17mm hex drain plug key	£2.90	£3.48
11 piece 3/8 spark plug/glow socket	£18.34	£22.01
Vernier calipers, 0-6" (150mm), high quality	£17.90	£21.48
10 piece T-Handle Allen key set	£11.90	£14.28

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88



19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from £58.00 £69.60



Trackace in cardboard box	£58.00	£69.60
Trackace in blow moulded case	£68.00	£81.60
Gunson Trackrite caster/camber gauge - magnetic mount	£19.50	£23.40
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge £67.27 £80.72



Blackline digital caster/camber gauge, magnetic mount	£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"	£107.28	£128.74
Turntables, 1.5ton each capacity pair	£139.80	£167.76
Digital tyre pressure gauge	£3.80	£4.56
Digital tyre depth gauge	£4.80	£5.76

TESTING EQUIPMENT

Cylinder Leak Detector £21.83 £26.80



Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£39.50	£47.40

STEERING WHEELS

Prices from £39.50 £47.40



Natural Carbon from £159.50 £191.40

Black spokes, suede rim	£39.50	£47.40
Black spokes, black leather rim	£43.50	£52.20
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CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp £39.00 £46.80



Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88
Power LED spotlamps, 7" x 12,600 lumens	each	£94.00	£112.80
Power LED spotlamps, 9" x 22,000 lumens	each	£112.40	£134.88

WELDERS - ARC, MIG & TIG

MIG 200amp £194.48 £233.38



Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£194.48	£233.38
ARC & TIG welder, 180 amp	£157.20	£188.64

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Starter/Charger, max. 100 amp	£98.70	£118.44
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BlackLine POWER TOOLS 450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180° head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
250Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
1.5Ah Samsung spare lithium battery	£13.25	£15.90
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Polisher, 800-3000rpm, 180mm pad	£39.83	£47.80
Heat gun, 2000w, 50-650°, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

Blackline Portable Generators



0.9kw Portable generator	£82.42	£98.90
1.2kw Portable generator	£124.58	£149.50
2.5kw Workshop generator	£166.58	£199.90
3.0kw Workshop generator	£229.08	£274.90
ELP 2.0kw Inverter/Generator (suitcase style)	£331.67	£398.00

Torin BIG RED JACKS 2.0 Ton Nascar Quick jack £141.25 £169.50



JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
2.0 ton, loin profile 'Pro' garage jack	£136.65	£163.98
3.0 ton, loin profile 'Pro' garage jack	£186.40	£223.68
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
6 ton double lock 'Pro' axle stands - pair	£28.50	£34.20
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£49.58	£59.50
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
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(4) Wheel tyre carrier	£24.92	£29.90
(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock £39.80 £47.76

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Hi-flow air pump (150ltrs/min)	£59.50	£71.40
Sealey Direct Drive, 1hp, 6ltr tank, 4cfm	£92.98	£111.58
Sealey direct drive, 3hp, 100ltr tank, 12.6cfm	£246.97	£296.36
15 piece 1/2" Impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
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SEAT

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Official fuel consumption for the SEAT Leon CUPRA range in mpg (litres per 100km): urban 31.0 (9.1) – 33.6 (8.4); extra-urban 46.3 (6.1) – 49.6 (5.7); combined 39.2 (7.2) – 42.2 (6.7). CO_2 emissions 164 – 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.