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Farewell to Britain's ultimate motor racing hero

MOTORSPORT NEWS

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Sir Stirling Moss

1929-2020



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COMMENT



STIRLING MOSS: BRITAIN'S HERO

There was a major excitement. My father was beside himself: two heroes in one day. Not only was Ronnie Peterson due to race in the Brands Hatch Six Hours in 1977, Stirling Moss was also giving a demonstration run in an historic grand prix car.

I remember being dragged, as a four-year-old, at breakneck speed through the lower paddock at Brands Hatch just as Moss's laps had finished. We were granted an audience. I will be honest, it was just a blur. But I knew it must be something special. It made my old man's day, certainly, and there is a very grainy image of me stood alongside the grey-haired gent with utterly impressive sideburns.

It was only later, when I was able to read about the history of motorsport, that i began to realise what a huge talent Moss had been and how he was largely responsible for putting motorsport on the front pages of national newspapers as well as on the back.

Not only did Moss give a handy line to every policeman who was about to apprehend a speeding road-going motorist, he showed the skill, bravery and commitment, the likes of which were mostly unknown at the time.

When Moss began, motor racing was a gentleman's hobby, a pursuit of the wealthy who didn't have too much to worry about. But Moss was from a different breed. He was dedicated like no other and it was that attitude, allied to a level of ability which was a match for any of his contemporaries, that helped push him to new levels.

Moss wasn't able to claim a Formula 1 world championship title, and it was an act of selflessness that cost him a shot in 1958 when he spoke to officials on behalf of his rival Mike Hawthorn. Even though that act would cost him the elusive world crown, doing the right thing and sportsmanship were more important. That was a mark of the man. Moss was, perhaps, the driver of a generation and the recognition from his rivals, the great Juan Manuel Fangio included, was the greatest illustration of the reverence in which he was held.



Matt James
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MOTORSPORT NEWS

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A decade of iconic Fords



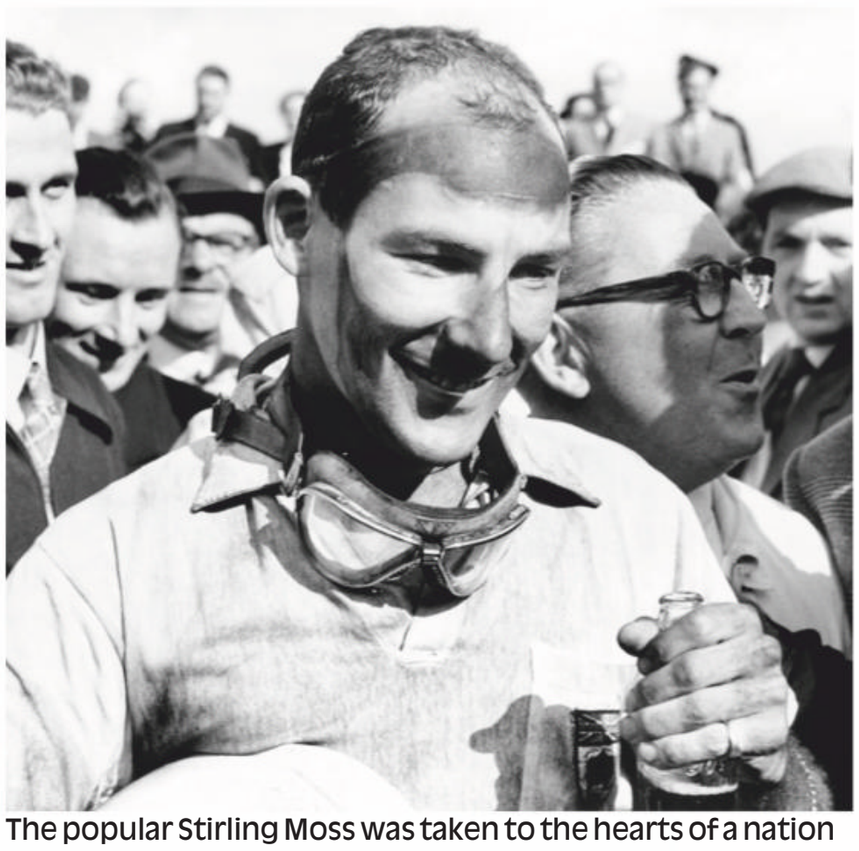
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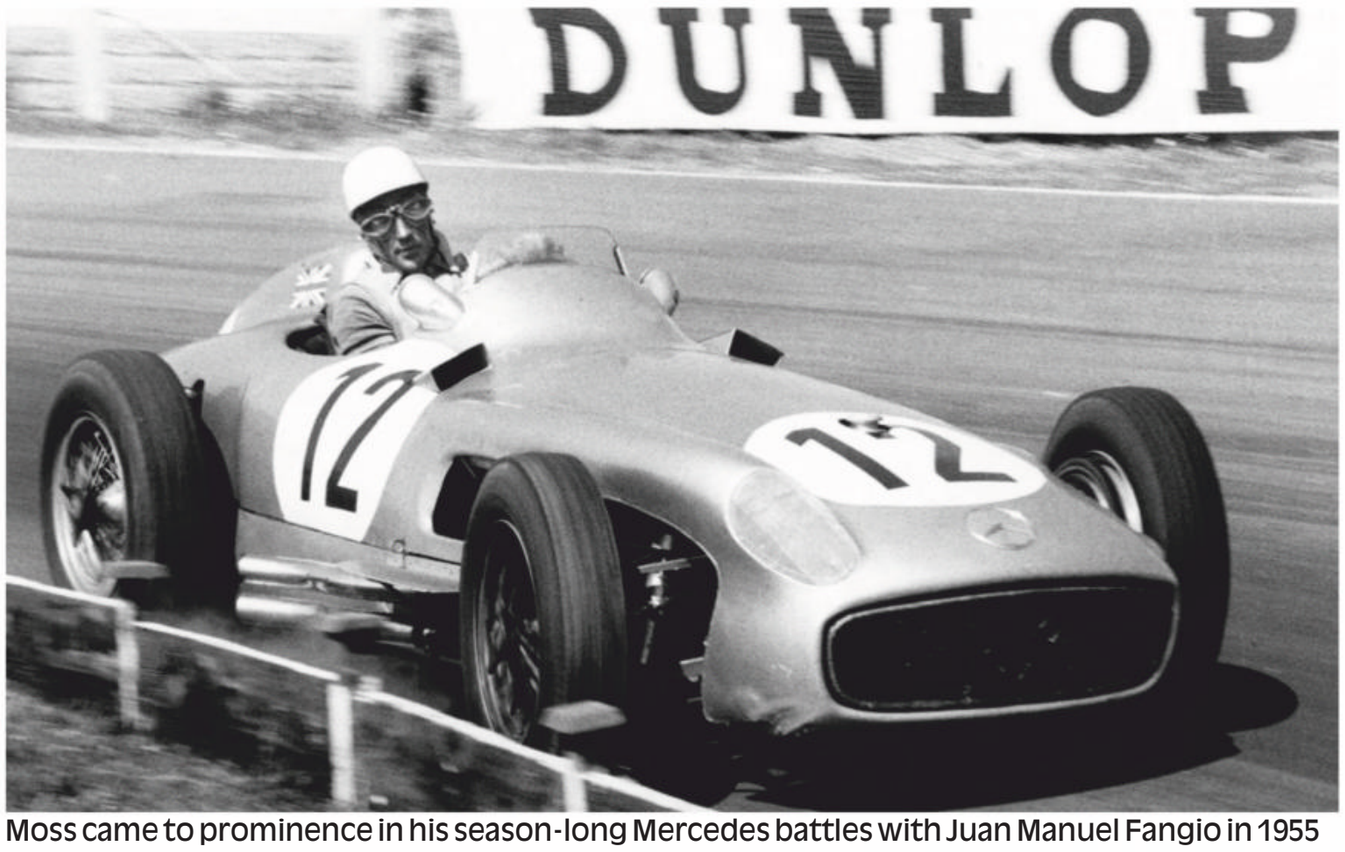
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OBITUARY

Sir Stirling Moss
1929-2020



The popular Stirling Moss was taken to the hearts of a nation



Moss came to prominence in his season-long Mercedes battles with Juan Manuel Fangio in 1955



Victory at Dundrod was a turning point



Moss's first steps came in 500cc car

His career ended violently against an earth bank at Goodwood on Easter Monday 1962, but Sir Stirling Moss still had so much to give to the world of motorsport until, 58 years later, he slipped quietly away from us in the early hours of April 12 – Easter Sunday – aged 90. 'The Boy', as he will always be remembered by devoted fans around the world, is finally at peace after a long illness.

The popular epitaph as 'the greatest racing driver never to win the Formula 1 world championship' falls far short of doing him justice. That he was, of course, is surely indisputable. But if any racing driver transcended the status that defines F1 success today, it is Stirling Moss. He always said that after losing probably his best shot at the title, to friend Mike Hawthorn in 1958, that particular quest lost its lustre. What mattered most to Moss was the next race, to be won more often than not against the odds, and by that point in his life to prove time and again just how superior he was to anyone who lined up on a grid against him.

Moss was born into a family imbued with the competitive gene. His father Alfred, the guiding light of his early career, raced at Brooklands and even the Indianapolis 500, and that sense of adventure passed directly to his son and Stirling's younger sister, Pat, who would stamp her own mark on the motorsport world as an accomplished rally driver.

The post-war boom in 500cc single-seater racing (soon to be known as Formula 3), would be young Stirling's first canvas. But the significant breakthrough would come on the narrow Northern Irish lanes of Dundrod, where he astonished the established order with victory in the 1950 Ards Tourist Trophy in a privately entered Jaguar XK120, aged just 20. Momentum built swiftly from there, as both the standout driver of Jaguar's works sportscar team and in single-seaters, driving HWM and Alta Formula 2s. By 1954, he was tipped for a place at Mercedes-Benz and its much-anticipated return to grand prix racing, only to be judged too inexperienced. To set that right his father bought a Maserati 250F. Starting third in the last Swiss Grand Prix at Bern, then leading the Italian Grand Prix at Monza – at which Juan Manuel Fangio declared him the moral victor, only undone by unreliability – sealed his fate for '55: he was certainly ready for Mercedes now.

In F1, it was a case of master leading the apprentice as Fangio and Moss ran nose to tail as a silver train through the season, the order switching at Aintree as Stirling became the first home driver to win the British Grand Prix in the world championship era. Had Fangio purposefully ceded as a mark of their towering mutual respect? Moss always thought so, even if The Maestro graciously insisted he'd been genuinely beaten. But there had been no doubt earlier that year, on May 1, when Moss outdrove Fangio and everyone else over 1000 miles around Italy. His victory on the Mille Miglia, in just over 10 hours at a little under 100mph, remains one of the landmark performances by any racing driver in history. That he was aided by co-driver Denis Jenkinson and an ingenious pacenote system they'd devised together only added to the legend. Rallying, a code at which Moss also excelled, owes them both a debt of gratitude.

Following Mercedes' withdrawal at the season's end, Moss returned to Maserati in '56, this time as a works driver – but his strong sense of patriotism drew him to Vanwall for the next two years as British Racing Green took F1 by storm. A devastating victory in '57 at fearsome Pescara, beating Fangio by more than three minutes, served further notice of Moss's ascendance. The following year he'd win four world championship grands prix only to fall short by one point to Hawthorn and his single victory.

But far beyond his consistently brilliant performances, it was his sense of sportsmanship that set Moss apart. At Oporto, he didn't think twice about appearing as a supporting witness to Hawthorn, who had been disqualified for a minor transgression. The appeal was successful, thanks in large part to Hawthorn's championship rival. Stirling's actions (imagine such a thing today) cost him the world title, but he'd done the right thing – and that was the end of it.

Between 1958 and that fateful encounter with the St Mary's banking on April 23 1962, Moss was unequivocally the greatest racing driver in the world, adding further landmark victories in sportscars and GTs, at the Nurburgring, Sebring, the Targa Florio, Goodwood… wherever the racing clans gathered. In F1, his sense of patriotism and loyalty to privateer entrant Rob Walker made these perhaps the happiest of his career, even if it meant missing out on the latest machinery. But it was Moss, not Jack Brabham, who would win first in a rear-engined Cooper (Argentina, 1958) and his Walker-entered Lotus that would win (Monaco, 1960) before Colin Chapman's works team. His final full season, 1961, would feature two of his greatest performances: Monaco, for a third time, where he put in perhaps the greatest virtuoso drive in history to defeat the 'Sharknose' Ferrari 156s, and in a rain-affected German GP at the Nürburgring – a performance Walker believed better even than his Monte-Carlo triumph.

What the world lost the following year, beside the obvious joy of watching Stirling Moss still at the height of his powers, was a what-might-have-been duel with the emerging Jim Clark. Instead, Moss called time after a long recovery from the serious injuries incurred that day at Goodwood. The things he'd done subconsciously now required effort, he said, and it wasn't the same.

Instead, he'd live the rest of his life as 'Motor Racing's Stirling Moss'. A true professional ahead of his time, he always understood his own self-worth and carried that through the decades as the first person on the invites list at any historic motor racing event around the world. His quick wit, charm and twinkled-eyed references of having raced for "the crumpet" combined to make him our most beloved sporting hero – in the best and most true sense.

To his beloved wife Lady Moss, his family and many friends, we extend our deepest and most sincere condolences. Ciao, Stirling.

Damien Smith

RACING NEWS

Photos: Jakob Ebrey, Rachel Bourne



Clubs getting cash support

MOTORSPORT UK UNVEILS £1M VIRUS HELP FOR CLUBS

The governing body unveils cash pool from which clubs can apply for a grant or loan

By Graham Keilloh

Motorsport UK is offering a pool of £1 million to help the country's motorsport clubs alleviate the financial consequences of the ongoing coronavirus pandemic.

The governing body has, due to the virus, suspended all its events until the end of June. Now to help its member clubs through this period it has set aside £1m so that they can apply for a grant or loan. A club's maximum available grant will be £10,000 and the maximum loan £25,000; the £1m will split equally between grants and loans. Applications, which will be reviewed by a Motorsport UK panel, are open now on the body's website. One application per club is permitted.

"Fundamentally a governing body is there to be the safe guardianship of the sport through good times and bad," Motorsport UK CEO Hugh Chambers told Motorsport News. "[Our role] was to see in what way we could try and ensure that when motorsport does resume that the clubs will still be in a healthy state. We see that as the spine running through motorsport in this country.

"We would have got to around about 45,000 licence holders this year, and of those there might be 100, 150 that earn a living from driving a motorsport vehicle. So the vast majority of our community are funding motorsport out of their own pocket, they're doing it because of their passion and their love for it, so it's that grassroots level that we need to protect. We've got 720 clubs and the majority of those are quite small clubs, they're run by volunteers"

Motorsport UK has said all applications to this fund should be as a last resort, and Chambers added that the financial need should be due strictly to the coronavirus situation. "What we're not there to do is to resolve a long-standing financial distress that might have been there anyway, that would be a separate conversation and I really hope that we, through this process, get a much better understanding of the financial health of a lot of our clubs."

Chambers added his hope that Motorsport UK would be able to process applications within a fortnight. He also confirmed that applications will be considered on their individual merits and Motorsport UK will not aim to distribute support on the basis of clubs' disciplines, size or other demographics.



Chambers outlined the thinking

National racing clubs grateful for a top-up as they struggle to cope with 2020 expenditure

The news of Motorsport UK's support package was welcomed by national racing clubs.

Castle Combe Racing Club's chairman Ken Davies said: "In the present circumstances the Motorsport UK initiative is very very welcome and it's a very generous scheme.

"It is worth clubs submitting an application because we're looking to the recommencement of motorsport as quickly as we can. To the clubs that are struggling, I think it would make a huge difference. Motorsport UK, they've been very quick to come up with this grant and loan scheme and it's much appreciated."

And while larger clubs may be particularly likely to benefit from support, given their greater overheads from employees and the like, smaller clubs also perceive benefits with their major revenue source of race entry fees currently halted.

"Our only other race meeting is Cadwell at the end of July and hopefully we can run that," said Richard Culverhouse of Classic and Modern Motorsport Club. "If we lose that as well then we will be looking for a bit of funding. But not a great deal because we haven't got any full paid employees or anything like that.

"If we ask for anything it'll probably be a couple of thousand just to tide us over. We should be alright. We've had expenditures this year, we were at Race Retro and that's not cheap. Of course we were going to recover that from the income we got from the [cancelled] Mallory meeting, but now we've lost that that's a great blow."

"I think we could weather it out this year if we have to," added Davies. "It [a grant or loan] would certainly help make things just a little bit easier."

How move will affect rallying

Rallying isn't set to be the chief beneficiary of Motorsport UK's scheme, but organising teams and motor clubs remain grateful of the intent shown by the governing body.

Due to the differing demands between disciplines, circuit racing clubs are set to prosper far more than their rallying equivalents.

Colin Heppenstall, chairman of Roger Albert Clark Motor Club, said: "The scheme is very specific and it's great that they've been able to do that and find £1m to fund this type of scheme, but for the vast majority of clubs they won't be able to claim anything for it because they don't fall under that criteria.

"But for those racing clubs who are tied up with venues and have big loans they'll need to be able to deal with; I think it's a great thing for them."

Andrew Little, president of the 63 Car Club in the north of Scotland, believes Motorsport UK is doing everything it can to help clubs through this period.

Little said: "It's a positive effort being led by DR [Motorsport UK chairman David Richards] and Hugh Chambers and they are doing things I don't believe the old regime would have done."

But Tony Clements of Chelmsford Motor Club is more sceptical. "I would suspect most non-race organising clubs will not be needing [the support] because they don't really have expenses. Most clubs are run by their members for their members," he said.

"There won't be a case for them needing to use Motorsport UK's very considerate offer.

"[But] for the larger race clubs [who will make use of it], you would have to wonder whether £25,000 is going to be enough given £25,000 is what it costs to run Brands Hatch for one day in the summer."

OBITUARY

Ken Mellor 1939-2020



Motorsport News was saddened to learn that popular ST-XR Challenge deputy co-ordinator Ken Mellor passed away last week following a short illness.

Long-time motorsport enthusiast Mellor had been an Oulton Park regular including as a marshal, and started racing himself at the age of 52 to join his son Sean in the XR Challenge. Ken later became the rebranded ST-XR Challenge's deputy coordinator, a role he held for close to a decade until his death.

"He always was so well liked and everyone made a beeline for him in the paddock," championship co-ordinator David Fairclough told Motorsport News. "He will be really well missed. [He was] very popular both with officials and the drivers, and the marshals, because he always used to make them very welcome.

"He did a lot of the paperwork for me. He also got quite a bit of sponsorship over the years. Because we got good sponsorship from a company called Hyperdrive, Ken organised at various race meetings them a ride round the circuit at dinner times, their guests thought it was wonderful."

Fairclough confirmed that the championship will honour Mellor when racing resumes. "I'm going to have a trophy produced and we're going to present that each year to the driver of the year in the championship. We're going to do other things as well."

LE MANS CLASSIC EVENT POSTPONED UNTIL JULY 2021

The Le Mans Classic has been postponed for 12 months due to the Covid-19 pandemic and will now run in July 2021.

Event promoter Peter Auto has postponed the biennial event from the first weekend of July to the corresponding date in 2021.

The world-famous event attracts cars from the 1920s to the 2000s. Competitors, including many from the UK, contest a series of sprint races for age-based grids over a 24-hour period.

Organiser Patrick Peter said: "Le Mans Classic is an international event that brings together 200,000 spectators in one place. As you can imagine, keeping this event at the original dates in the current context was therefore not an option."

David Brabham to race virtual BT62 in Britcar E-Series

David Brabham will race in the opening rounds of the inaugural Britcar Endurance esports competition in a new virtual BT62 hypercar that soon will be released to the public.

The real-life Brabham BT62 took its maiden victory on race debut in Britcar's Brands Hatch meeting late last year, with David and co-driver Will Powell driving. Now they will give the virtual car its race debut with Britcar too.

"As they raced for real with us for the first time last year he [Powell] thought it would be a good idea for them to race virtually for the first time with us this year in the virtual series," Britcar's technical manager David Hornsey told Motorsport News. "So it all fell together as a perfect happenstance."

The esports competition was opened to Britcar drivers or representatives of Britcar teams. Due to demand there will be two opening races on successive days, April 22 and 23, both at a virtual Spa-Francorchamps, and Brabham will take part in both. Other notable drivers competing include Max Coates and Ross Wylie, and three Britcar classes are present. Britcar also intends to hold a full esports season in 2020 with races around every three weeks roughly following the originally-scheduled real-life calendar.



Brabham going virtual racing

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RALLY NEWS

IN BRIEF

Bouncing back

Motorsport Ireland president John Naylor believes the motorsport family is a strong one and we will survive the ongoing pandemic. "This will come to an end and motorsport will be back," he said. "When that time comes, I am 100% confident that our clubs and competitors will be ready, willing and able to step up to the challenge."

Prize driver offer

BTRDA frontrunner Dylan Davies has teamed up with Irish competitor Barry Murphy to offer somebody a full arrive-and-drive rally package in a Subaru Impreza, valid for a UK or Irish event in 2020 or '21. Tyres, fuel and a service crew are all included but the winner must fund their own insurance. To be one of 159 entrants, like the MC Competitions page on Facebook, share the competition post and tag five friends in the comments. The winner will be announced on Facebook live via a random number generator.

Continued support

The rally community is continuing to do all it can to support the NHS's efforts in minimising the effects of the coronavirus. A charity auction has been hosted by Tuthill Porsche with a full day's ice-driving experience in a 911 on offer. All proceeds will go towards the Heroes 'Help Them Help Us' cause. When MN went to press the leading bid was over £2,500. Michael Binnie has donated £600 – what would've been his Speyside Stages entry fee – to his local Borders General Hospital which has set up a dedicated COVID-19 fundraising effort.

Rallies on track

Organisers of events at the back end of the year are confident that their rallies will be unaffected by the coronavirus. The Trackrod Rally, provisionally the final round of the BTRDA, runs on September 26. Clerk of the course Rod Parkin told MN: "Planning is progressing as normal. Clearly nobody knows how this scenario is going to be resolved but we have to remain positive." Motorsport News also understands Galloway Hills Rally organisers are also pressing ahead as normal.



Late rallies will still be run

Photos: Eurosport Events, Jakob Ebrey



Ingram wants online battle

DiRT RALLY SERIES LAUNCHED BY CHRIS INGRAM AND MOTORSPORT NEWS

European title winner joins forces with MN for an online four-round challenge

By Luke Barry

European Rally champion Chris Ingram has unveiled a new DiRT Rally 2.0 esports championship together with Motorsport News called the Motorsport News Chris Ingram Challenge.

Ingram has invited gamers from across the world to challenge him and a host of other ERC regulars in a four-round series that kicks off tomorrow (Friday, April 17).

Beginning in Monte Carlo, the calendar incorporates all kinds of conditions and surface types with further rounds in Finland, Greece and Scotland set to determine the champion. Players can choose to drive one of six R5 models from Skoda, Volkswagen, Ford, Citroen, Peugeot or Mitsubishi.

Ingram said: "Everyone is self-isolating and we don't know when we can all go racing and rallying again, so I thought it'd be a great opportunity for anyone to compete against top drivers they may not otherwise be able to measure themselves against and just have a bit of fun as well. .

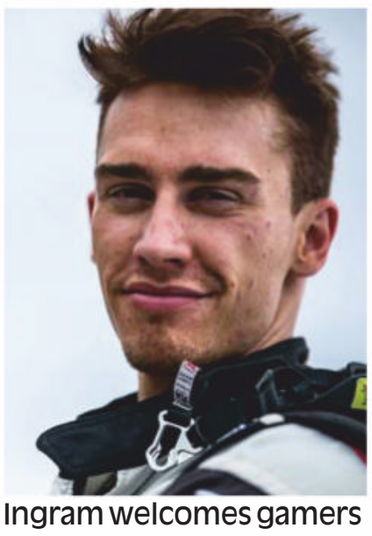
"It's another chance to celebrate winning the ERC and hopefully I'll have my new livery on the game soon which reflects our success. A top 10 would be a good result for me as there's some unbelievably talented gamers and sim drivers out there, but I'll be going for the win definitely."

Several money-can't-buy prizes are on offer to the top three overall in the championship including a passenger ride with Ingram on a pre-event test, the gloves he used in last year's title-winning season and an annual subscription to Motorsport News. Random giveaways and a prize for 'best social media clip' per rally will also be incorporated.

"To be able to give away so many fantastic prizes is simply mega," Ingram added. "Huge thanks to all my sponsors and to Motorsport News for getting involved and supporting this series. I'll see you on the stages!"

Each event will run for seven days from Friday-Thursday with the succeeding round beginning the next day. A full report from each rally will appear in Motorsport News.

To participate, simply search for 'Motorsport News Chris Ingram Challenge' on the Clubs section of DiRT Rally and join the private Facebook group to upload your social media clips and event reports to be included in MN.



Ingram welcomes gamers



Davies: table-top challenge

ONLINE NAVIGATIONAL RALLY EVENTS PROVE A BIG SUCCESS

A number of motor clubs across the UK are hosting navigational rallies online due to self-isolation forcing a halt to traditional club nights.

Several events in varying styles have been hosted by the Historic Rally Car Register, 63 Car Club and co-driver Michael Gilbey among others. But Tom Llewellin's navigator Peredur Davies' table-top event for Caernarvonshire and Anglesey Motor Club was unique in that it all took place over the course of one evening, utilising Facebook live for communication. Davies will host another event this weekend after his first went better than expected.

He told MN: "I'd seen a couple of different formats, but I wanted to make mine as near as the format you'd have at a table-top evening in a pub. It keeps people sharp. It's not the same as doing a proper table-top but given the situation we're in, it's infinitely better than doing absolutely nothing and as a co-driver there's only so much DiRT you can play before you're bored out of your mind."

CORONAVIRUS CONTINUES TO DISRUPT 2020 WORLD RALLY SEASON

The Safari Rally has been postponed and staff working on the next scheduled WRC event in Finland have been laid-off for 90 days as the coronavirus pandemic continues to blight the World Rally Championship season.

With the Safari delayed from July 16-19, Rally Finland is, in theory, the next event on the calendar from August 6-9.

On April 6, Finland organiser AKK-Motorsport put its staff on mandatory leave, although it has pledged that "arrangements will continue as normally as possible".

Meanwhile in Kenya, the Daily Nation was reporting as Motorsport News went to press last week that Kenyan sports cabinet secretary Amina Mohamed joined a conference call with FIA president Jean Todt, a WRC Promoter representative and Safari boss Phineas Kimathi to agree on a postponement, albeit without finalising a revised date. However, that is likely to prove complex given the increasingly congested calendar, following the postponing of the rallies in Argentina, Portugal and Sardinia.

In New Zealand, where the WRC is set to run from September 3-6, strict quarantine measures effectively preventing non-citizens or residents to enter are in force, prompting the following statement from the rally organisers.

"Over the coming weeks we will continue to liaise closely with local and central government agencies as well as the WRC Promoter and [FIA]."

The European Rally Championship's visit to Latvia from May 29-31 has also been postponed although it is understood that Rally Liepaja will take place in July instead as promoter Eurosport Events works to maintain the planned eight-round calendar.

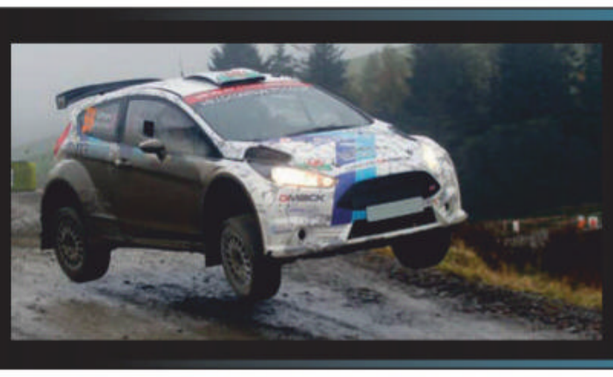
BELGIUM AND NORWAY WRX ROUNDS POSTPONED

The Belgian and Norwegian rounds of the World Rallycross Championship have been officially postponed, while the Swedish round is in doubt.

Spa was due to host the third round of the series on May 16-17, but due to directives issued by the National Security Council of Belgium, has been rescheduled to October 3-4.

The Norwegian round meanwhile (June 13-14) was shelved when the Norwegian Government announced that no sports or cultural events can be held until after June 15. Sweden now holds the season-opener slot on July 4-5, but Holjes boss Morgan Ostlund has been quoted saying his team needs two months' notice. "In our mind, there is no question of cancelling the event, in the worst case we have to move it instead," he said.

But World RX's first RX Esports Invitational will take place this weekend on the same weekend that was to host the first round in Barcelona.



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FEATURE

Photos: Iain Nicolson



A Formula Libre field negotiates the esses

INGLISTON – A CIRCUIT LIKE NO OTHER

Many circuits have been lost to history, but none were like Ingliston in Edinburgh. Some 55 years on from its opening race, Graham Keilloh looks back



A packed grandstand is poised for the saloon final

Many motorsport enthusiasts can recall in detail their first meeting. To my shame, my recollection has got vague over time. I know that it was in the mid-to-late 1980s and I was aged around eight. I was fortunate enough to live within easy reach of two circuits, Knockhill and Ingliston. Though this is part of the problem, as I do not recall which I visited first. I do however remember the difference in my reaction to them.

To this then-young Formula 1 obsessive, Knockhill seemed conspicuously bare. My reaction to Ingliston was in stark contrast. 'Ah,' I thought, 'there's a large grandstand, and lots of buildings and the like crammed in. It's just like an F1 circuit.'

And it is gratifying to know I'm not alone in this sort of reaction. Iain Nicolson, who visited Ingliston for the first time in 1966 aged nine, thought similar. "I just thought they [circuits] were all like that!," he tells Motorsport News. "Once I started reading the magazines, about Silverstone, Brands Hatch, Snetterton, Oulton Park, I just assumed that they were at least as good and probably better than Ingliston, you know down south, the big smoke and all that! But it was only in later years when I visited some of these tracks that I realised how special Ingliston really was."

Ingliston – pronounced 'ingle-ston' – was a 1.03-mile circuit situated on Edinburgh's outskirts next to the airport. We are now 55 years on from its first race meeting, and as the opening anecdotes indicate, the venue certainly stood apart.

Rather than the usual airfield or parkland venue, Ingliston instead was in the grounds of the Royal Highland & Agricultural Society, then-as-now venue of the Royal Highland Show, Scotland's largest outdoor event.

And this brought many benefits to Ingliston the racing circuit. "For those days in the mid '60s the

Continued on page 8

Advertising enquiries: 01233 228753



A BMW race starts - led by a certain Barry Sheene!

facilities were fantastic," notes Scottish Motor Racing Club president Hugh McCaig, who ran Ingliston for a decade. "There were good loos, restaurants and canteens etc, the MacRobert Pavilion, it really was a class place." Another feature far from the norm, even today, was that Ingliston had a covered paddock, using a roofed structure there for the show's livestock.

"It was only in later years that I realised that they really were quite unique to Ingliston," adds Nicolson, who became a long-time Ingliston spectator and occasional racer and now has a website gathering Ingliston memories. "My first visit to Snetterton I thought 'my God, there's nothing here!'"

For 1965 it was clear that the Scottish motorsport venue at Charterhall airfield in the Borders was not getting a renewed licence from the governing body, the RAC. A replacement host was rapidly sought, and a plan for a new track at Polkemmet, about halfway between Edinburgh and Glasgow, was developed; the famous John Hugenholtz even completing a design. But then the Ingliston option came into view thanks to Ian Scott-Watson, who as well as being SMRC's secretary – and the man who launched Jim Clark's career – was also a Highland Society member. In another stroke of luck, the society had also decided to asphalt its showground's roads after rain during the previous show turned the place into a quagmire.

McCaig notes there also was another crucial element. "Jim Clark [as] a farmer, and of course his status, had the clout to persuade the Highland Society to build a racing circuit there."

With the society duly convinced, John Romanes – a long-time racing man who had returned to Edinburgh to run the family chemical business – took the reins, chairing the company that would run the circuit and convincing Lombard North Central to put money up.

The track opened in 1965; a loop added in '68 brought it up to its 1.03 miles. "Literally from day one, everyone thought it was great stuff," explains journalist and historian Graham Gauld, who later ran the circuit alongside McCaig. "There was a lot of activity, there was a lot of fun, we could never have seen that kind of development at Charterhall because Charterhall, in a sense, was too remote."

The track in itself also did much to set the place apart – it was rapid but compact and claustrophobic, with barriers, and spectators, close to hand. Saloon racer Doug Niven recalls: "Ingliston was a very demanding circuit, it was a bit like Monaco. You couldn't afford to go off at all and that's when I noticed it when you went down to somewhere like Silverstone or Rufforth or some of these old airfields down south, people would be all over the place but you were tidy but only because you were trained to be tidy."

Three-time Indianapolis 500 winner Dario Franchitti raced there in his Vauxhall Lotus Junior days, and also remembers the track with affection. "I thought it was the most amazing place, I loved it so much. Every time I fly out of Edinburgh and I see it from the left-hand-side window of the plane, I get a little pang of nostalgia. It was wonderful. Even in Vauxhall Junior, it was very tough. My favourite part was always the esses, which were flat out in a Vauxhall Junior car.

"I used to go there in the late 1970s and they had that huge grandstand all the way around the arena section and if you look at pictures from back then, it was full up. Loads of people went to watch there – even for club races."

McCaig can attest, based on an early experience after, with Gauld, taking over for 1982. "The first meeting was a Marlboro [Challenge] meeting that we ran, we had something like 12,000 people through the gate. It was just 'wow'. John Webb who ran Brands Hatch at that time came up to me and said 'Autosport says that you had 12,000 people through the gate, I don't think you lot can count!' I said 'I don't really care what you think…'"

Grids were strong too, with saloon races – all varied machinery and colourful characters – particularly popular. Formula Ford races had big turnouts also. "A lot of the sport was local and the races were geared towards the cars that were available locally," Gauld notes. Many competitors attended from Ireland and the north of England too. And in perhaps the circuit's zenith the BTCC-forerunner British Saloon Car Championship held a round here on three occasions in the 1970s.

There also were frequent Formula Libre races, whose eclectic mix often included recent F1 cars gone into private hands. "Where else could you go a club event and have two-year-old Formula 1 cars racing?," Franchitti asks. "It was a wicked place to watch racing."

"You could get to it by bus," adds Gauld. "It was much easier for people in Edinburgh to look out the window on Sunday morning and say 'oh it's a quite a nice morning let's go to Ingliston', rather than 'oh will we go away up to Knockhill', even though it wasn't all that far away, but it was the getting into the car, going across the Forth Road Bridge and getting up to Knockhill and so on and knowing that if the weather changed you were going to get wet."

Even with all this success though Ingliston, in McCaig's words, financially "was barely washing its face". Using the Highland Society's showground had a major drawback – barriers had to be dismantled then reassembled around the Highland Show.

"It was always very difficult and it was an expensive thing to do," Gauld notes. "We had to take the barriers up and put them down again twice a season and we only had six race meetings per season, and it doesn't take long to work out logistics. If you have 100 competitors in a race each paying X entry fees, the entry fees were not frantically high, you soon ran out of money."

And though there were barriers on much of the track's outside, there wasn't necessarily much to stop drivers hitting various infield hazards. "If you tried hard enough there, you could hit the trees," Franchitti recalls. "It was pretty hairy, and there were some pretty big accidents there." Niven, notoriously, once landed his V8 Escort on the top of a toilet block that was situated sub-optimally – and surely uniquely – next to the back straight. A McLaren M26 – driven by, no relation as far as we know, Iain McLaren – once vaulted the barrier and landed in a spectator area.

Given everything, therefore, it was just as well that, for most of its existence, Ingliston was in good hands. "John Romanes really put his own money into it," Niven says of Ingliston's first and long-serving custodian.

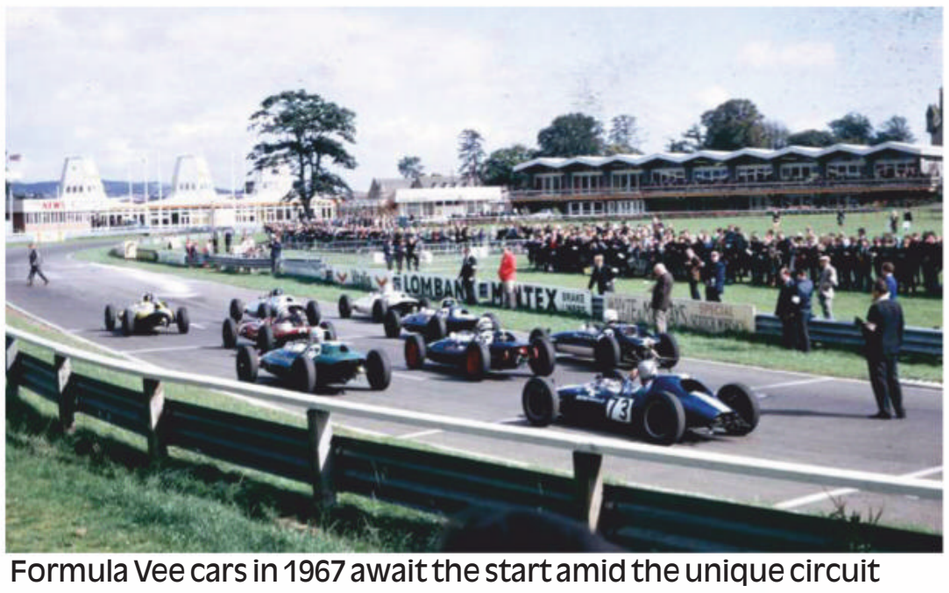
"He did it for the love of that, the connection with Jim Clark and everything else." Gauld concurs: "John Romanes was the perfect person to run Ingliston. A very hard businessman. But generous, and loved motor racing."

McCaig adds: "He was very much a motivator of the whole thing, really kept it going. I thought he was wonderful, quite a character.

"I'll never forget when John Cleland [raced there]. I'd started as a marshal in my school holidays. Old Bill Cleland [John's father] had bought John an ex-Red Rose Racing Chevron, ex-John Lepp car. And John went off going through the esses and took three corners off the bloody car. Bill was not happy and nobody would go near him but John Romanes went up to him and said 'mmm, pretty mess this Bill'; 'aye



Photos: Iain Nicolson, Jim Moir, Colin Lourie



Formula Vee cars in 1967 await the start amid the unique circuit



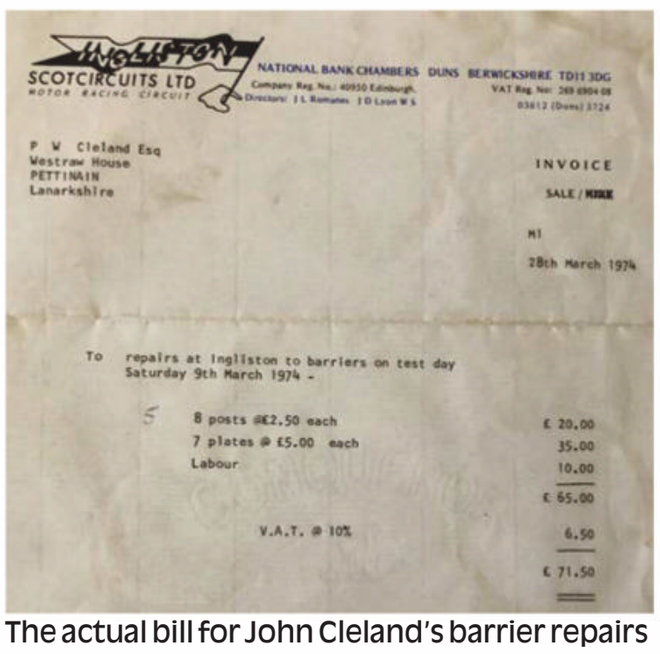
This McLaren M26 cleared the barriers



A fine array of machinery on a Formula Libre dummy grid in 1980



John Romanes: Ingliston's long-serving custodian



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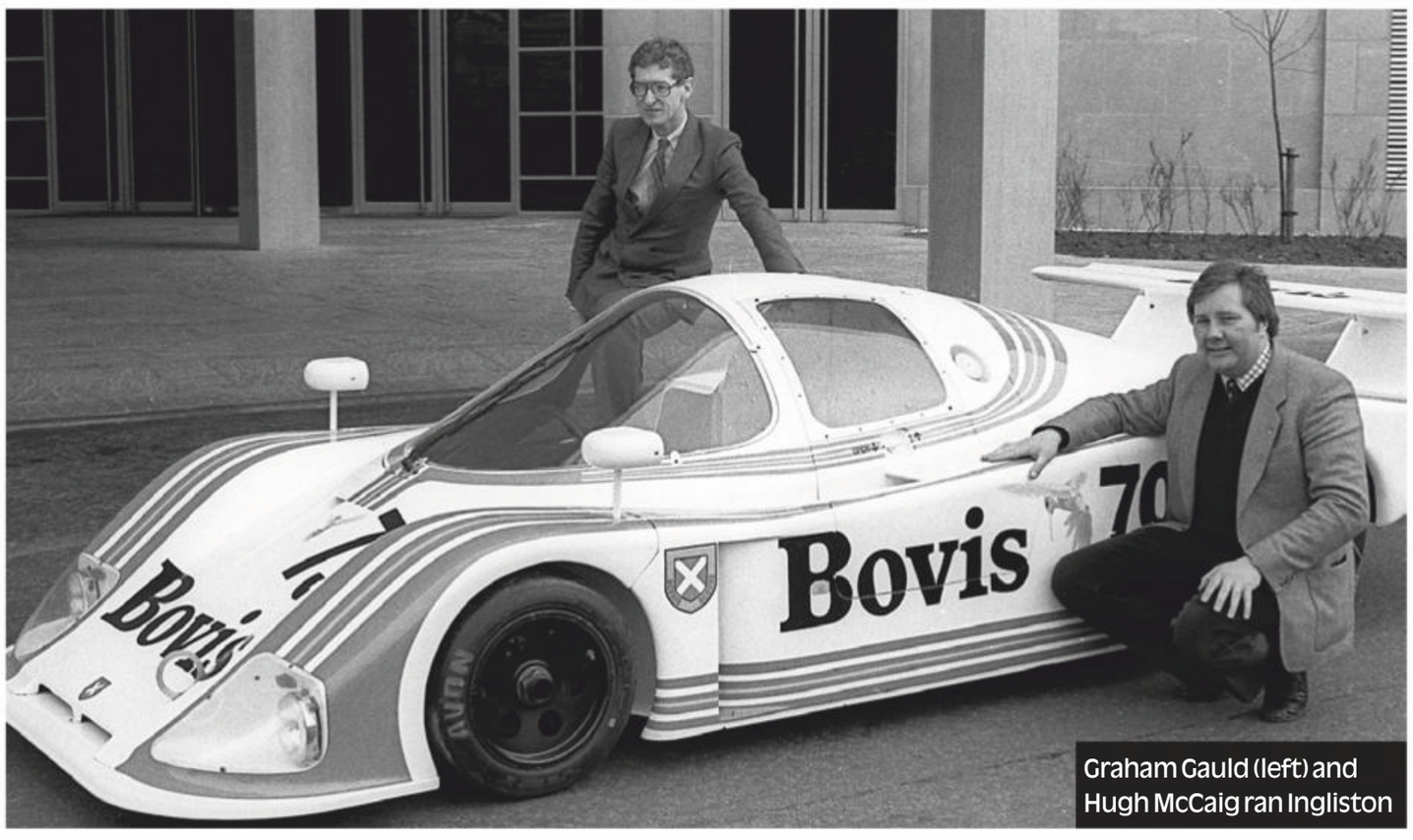
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28th March 1974

To repairs at Ingliston to barriers on test day Saturday 9th March 1974 -

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7 plates @ £5.00 each	35.00
Labour	10.00
	£ 65.00
V.A.T. @ 10%	6.50
	£ 71.50

The actual bill for John Cleland's barrier repairs



Graham Gauld (left) and Hugh McCaig ran Ingliston



Ingliston attracted the British Saloon Car contest

yes it's not good at all'; 'it'll cost you a few quid to get that sorted?'; 'oh aye aye, bloody hell, we should never have done this today'; 'well to make it worse I'll need £30 for the barriers!'"

McCaig, taking over four years after Romanes stepped aside, similarly went beyond the call of duty. "[My business was] a quarrying and mining company," McCaig notes. "If I didn't have that behind us to be able to use the facilities that we had there between machines and manpower it [Ingliston] wouldn't have been able to run. I could manage to pull people off jobs and get them to put barriers up etc and help and bring office staff to man ticket sales and handle the paperwork etc."

Gauld adds: "Some, shall we say, older people, we got much more deeply involved in these things than people now, and so we cared a lot more. We all threw everything into it."

The location's drawbacks went further. "[Knockhill] had space, it had the freedom to expand and to develop," Gauld continues. "We couldn't do anything else at Ingliston. The Highland Show was the important thing, Ingliston wasn't that important."

Other problems coalesced. The grandstand, following football disasters such as the 1985 Bradford fire, was deemed unsafe and shut. Nearby Knockhill had been open since 1975 and as noted had nothing like Ingliston's restrictions.

"A lot of drivers were going over the kerbs and cutting up the grass," Gauld adds, "[the Highland Society] used to send us quite enormous bills for replacing the grass and all that kind of thing. Also the RAC were getting tighter and tighter [on safety], virtually every year for the last few years we operated we were having a spend money on 'oh yes can you move that barrier to there, can you do this and do that'."

Then the Highland Society received a better offer than McCaig's to run the franchise, from Scottish Formula Ford champion and regular Ingliston racer Tom Brown. "He had aspirations do great things," McCaig says. "I think he lasted two seasons and the whole thing folded. I think he found that he'd offered the Highland Society more than was viable and discovered that the thing wasn't making money and he didn't have the resources behind him. And that was it."

Ingliston's final meeting was in 1994.

"My own feeling was that in the latter years Ingliston just began to fade away," Gauld adds. "It needed a new impetus."

Still, the venue's place in history should not be underestimated.

"Ingliston was the saviour of Scottish motor racing, end of story," Gauld says. "If it hadn't been for Ingliston there would have been no Knockhill."

Might racing return to Ingliston? The track is still there, albeit with a mini-roundabout added and the new grandstand sited, in someone's wisdom, covering half the width of the start-finish area. Supercar driving experiences are held there using part of the circuit. Also a weekend revival event was run a couple of times in the 2010s but that also has faded away.

"[The organiser] just did not have the contacts or the wherewithal to put content into it," McCaig reckons, "and the expense of the whole thing, what the Highland Society wanted for rental..."

A faint pulse however remains. "SMRC made an approach to Royal Highland Society just to try and do something a couple of years ago," McCaig confirms, "but they are very difficult to deal with. And they wanted a financial arrangement that just made the whole thing unviable.

"There was certainly scope to extend the circuit within the grounds that the Highland Society had, [using] the car parking areas. [That] could have made a fabulous circuit. But it required capital to be able to be put into it and without a proper agreement with the Highland Society it was not possible. If you could get a viable agreement with the Highland Society I would, perhaps not being too optimistic, say that yeah motor racing could return to Ingliston. But it would need enthusiasm from all parties and not just one!" ■

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COLUMN

ANDREW JORDAN



Motorsport News's man at the controls

Photos: Jakob Ebrey



Jordan (right) and Turkington

Working in a leading British Touring Car Championship team, you are always going to be sharing the squad with someone else, and it can provide some interesting subplots – particularly like last year, when I was going toe-to-toe with my WSR BMW 330i M Sport team-mate Colin Turkington for the title.

You certainly don't get to choose who your team-mate is and you aren't really involved in that process, but nor do I really care. I would rather have a good team-mate, because that helps move everything along and you learn faster. You never stop learning and take Colin, for example. I would think that he would learn things from me, from the data, and vice versa. He is arguably one of the most successful ever in the BTCC, but if he had a team-mate that was running around in 13th place, for example, he wouldn't be doing as well as he does. He has got someone on his backside the whole time. It helps raise the game for all involved.

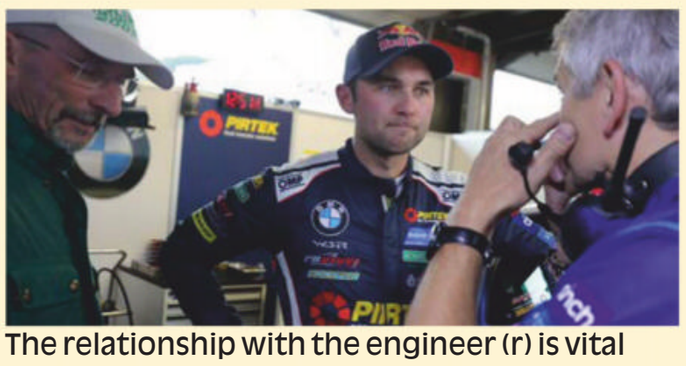
I think some drivers would shy away from having a strong team-mate, but not me. It is not an urban myth: when you get out of the car after a session, it is the first lap time you look for on the timesheets. That's because they have got the same car as you. From my point of view, say it is Colin, then he is the one I will be fighting for the championship with. You know if you going to stand a chance of winning the title, then you have got to beat him.

If someone in the same car and with the same circumstances beats me fair and square, then fair play. There's not much you can do about it. But that attitude is something you have to learn. The year after I left the family team, Eurotech and I went to MG for 2015, I was driving alongside Jack Goff and I got on really well with him. But that was the first time that I really had anyone push me or be faster than me at times. At first, that was a bit of a reality check. I really didn't like it.

That was a learning process for me. Now, I am at peace with the fact that on my day, if the car's working as I want it, I can be quicker than Colin. On his day, and if he has got the car working as he wants it, he can be quicker than me. It can be circuit dependent or it could be driving style dependent, but it is what it is. I don't like it when anyone is quicker than me but I am also realistic that at this level it would be stupid to think that you can go in against someone like that and be faster than them in every session and at every race. It will not happen.

You have to spend a fair amount of time in your team-mate's company too, what with the corporate requirements and sponsor events. It isn't tough, but when I was battling with Colin for the championship last year, it got a bit tense. There wasn't much talking going on but I feel I am quite good at switching from sitting and having a chat with my team-mate to being ready to do everything I have to do to beat them on track. I can differentiate that.

When things start getting strained, then obviously you don't sit down and have the chats. You are there to do a job at the end of the day and so are they. If, for example, I was going to do a BMW track day, you wouldn't want to be sat at the opposite end of the canteen from your team-mate: that's not a good look. I am not like that, but when it gets to the business end of the year, there is not a lot of chatting going on.



The relationship with the engineer (r) is vital



Chasing the dream: Jordan follows team-mates



Jack Goff pushed Jordan at MG back in 2015

Teams always say that there is an open book in debriefs after the on-track sessions. That is true. You probably are a bit selective in your feedback though, but that is very tricky to do at my team WSR because the boss, Dick Bennetts, knows everything that is going on. He really wouldn't be happy if I tried to hide anything, and I wouldn't go against his trust on that. I think he trusts me too.

I am open, certainly in winter testing, I will always look Colin in the eye and, if he asks me what something was like, I would tell him and I would expect he would do the same. Through a race weekend, if Colin or his engineer wanted to know what we'd done in any particular session, they can find that out. And that works both ways. I never lie, but equally you are not going to be that forthcoming with what you have found. If you have found something that is the bollocks in terms of set-up, you probably wouldn't reveal how much of the bollocks it is when you are in the debrief room…

I am not a liar because I think you get found out very quickly. I have had the situation before where you look at the set-up of the other car and then through the weekend you realise that it wasn't the set-up sheet at all. That hasn't happened at WSR though.

I have heard stories before of a driver who was a BTCC champion who would have two set-up sheets. I am not going to tell you who, but it was an Italian who won two titles in a Vauxhall. There would be one set-up sheet issued to the management, and then there would be another one issued to the two mechanics who were working on his car. The mechanics built the car to the secret set-up sheet but if anyone asked them, they would refer back to the one the management had…crafty!

It can be a tricky relationship, but we all want to win and we all want to beat each other. And that is the way it should always be.

"I am certainly not a liar, because you would be caught out very quickly"

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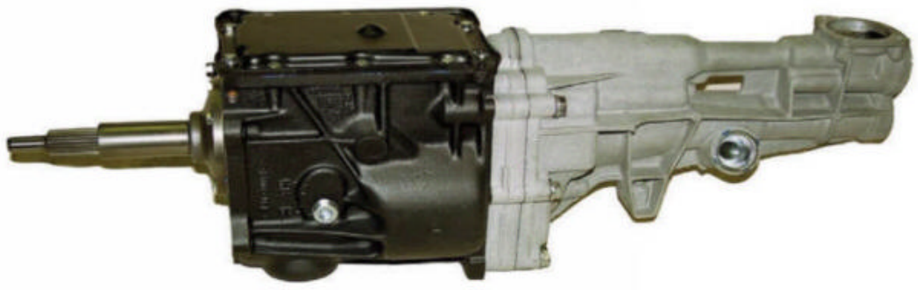
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FEATURE



The third of Petter's three word titles



Mr Hollywood knows how to please fans

PETTER SOLBERG

COLIN McRAE TAUGHT ME TO GET THROUGH THE TOUGH TIMES

Motorsport News readers get the chance to quiz the multiple title-winning Norwegian fan favourite

There aren't many who can draw a crowd as big as those who flock to watch Petter Solberg.

The World Rally title winner of 2003 wears his heart on his sleeve, and that is evident in his driving. His flamboyant style belies his professionalism and his determination to succeed, and it is a combination of all of those things that has made him such a hero for so many – and it is part of the reason he earned himself the nickname Mr Hollywood.

His valiant attempt to conquer the World Rally Championship as a Citroen privateer in 2010 and 2011 earned him a works drive with M-Sport in a Ford in 2012, but since then he turned his attention to the World Rallycross Championship.

That was a huge triumph too, and he took a whole new army of fans to an emerging section of motorsport. It culminated in back-to-back world titles in 2014 and 2015.

Now, though, Solberg has decided to step back from frontline competition and instead focus on guest appearances and guiding the fortunes of his son Oliver, who has already shown all the grit and skill that was so evident in his father.

Solberg Sr found a few spare moments to answer a bunch of questions from Motorsport News readers.

Photos: mcklein-imagedatase, fiaworldrallycross.com

MN sets the scene: Solberg was a breath of fresh air when he burst on to the world stage as a 24-year-old back in 1999.
Question: "What do you think makes motorsport fans love you so much, 'Mr Hollywood'?"
Eddie Gale
Via Facebook
"You're famously nicknamed 'Mr Hollywood' but who would you want to play you if your life and career was made into a movie?"
Luke Barry
Via Facebook
Petter Solberg: "Maybe it is the passion and joy [I get from competing]. I give everything when I do things and that is the main thing."
MN: You always give 110%?
"Exactly. Who would play me in a film? I must be [played by], let me think, the guy who played James Bond! Maybe Daniel Craig and I like Pierce Brosnan too…. With Pierce, I like that glimmer of humour and the quality that he has."

Question: "If you have to change your 13 World Rally Championship victories to another sport, but not a motorsport, what would it be? Why?"
Ems Capitán Lobo Hrr
Via Facebook
PS: "Not motorsport? That is a tough one, but I would have to say boxing. There is only one winner in that sport, and that would suit me down to the ground. I like the sport, I really liked Floyd Mayweather, he is good."

MN sets the scene: Solberg transferred his skills to the World Rallycross Championship, winning back-to-back titles as a driver and team boss. Last year he watched his son Oliver become the youngest winner of a European Rally Championship event aged 17.
Question: "What gives you the greatest satisfaction – your championship titles – both as a driver and team owner – or mentoring your son [Oliver]'s career (future multiple champion without a doubt)?"
Lee Dennington
Via Facebook
PS: "For sure, it is what you have done yourself. Oliver is his own age and he will go on to have his own career, but I can reflect back on what I have done with a great deal of pride. The wins I have had in rallying and rallycross are something I can put down to me."
MN: Is there one moment that stands out in your career as the overriding highlight?
PS" "That is so hard to say, because there have been so many in different decades that stand out for different reasons."

MN sets the scene: Solberg was the last World Rally champion before Sebastien Loeb began his nine-year sequence in 2004 as Citroen's star began to rise and Subaru's began to fall.
Question: "If the roles were reversed and you drove for Citroen and Loeb drove for Subaru, do you think you would have won more titles?"
Sam Hinawy
Via Facebook
PS: "Definitely. Or I would have won maybe more titles than Sebastien did!"

Question: "What was your favourite rally on the World Rally Championship calendar or what was your favourite WRC stage?"
Robert Medland
Via Facebook
PS: "Favourite rally? That must be the Swedish Rally in the full proper snow. And the stage must be Ouninpohja from Rally Finland."

continued on page 14



Solberg is a fan of Rally Sweden

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FEATURE



Famous colours: Solberg's Subaru



Moment of glory: The WRC crown in 2003



Solberg thinks he might have been able to eclipse Seb Loeb (right)

MN: What makes that particular stage so special?
PS: "It is a crazy place where you need proper commitment. You need good pacenotes and a good co-driver. Everything needs to be absolutely perfect to get it to work properly."

Question: "In the World Rally Championship which driver was your biggest rival?"
Thierry La Fronde
Via Facebook
PS: "I guess it must have been Sebastien Loeb. We are great friends, but he just took off in 2005 and that is where everything changed. Unfortunately."

Question: "Which cars do you have at home and drive personally?"
Alexander Gundersen
Via Facebook
PS: "The car I drive at home is a Volkswagen Touareg. I drive also a Ford Ranger. As for the rallying cars I have, f**king hell it is a long list! I have the first car from when I was 18 years old, I have a VW Beetle from 1960 too. It is very nice. I have a Volvo Amazon rally car, a Humvee, a military one, so many cars. A Lotus 7. A Citroen C4 rally car. Two and a half Xsara rally cars. The title-winning Subaru, and two VW Polo R5s. I have a Toyota Celica 185 rally car. I have a Pontiac from 1930. I have a Volvo 240 rallycross car with the Castrol branding. I also have a Porsche RS GT3. A McLaren 675 longtail, which was a Christmas present to myself. Those are the important ones."
MN: Do you have a favourite?
PS: "It has to be the title-winning Subaru, which is the car I brought to the Goodwood Festival of Speed."

Question: "Who was your childhood hero? (also, will you marry me?)"
Jo Barry
Question: "Did Colin McRae have much influence on your driving?"
Jack Metcalf
PS: "For sure to start with it was Martin Schanche, the rallycross driver. And then after that I think it was Colin McRae and Tommi Makinen, who were the two guys who I was following basically.
"Colin did have an impact on me, but it was maybe not just the driving. It was the things around that too. He taught me how to get through the difficult times and he taught me about the friendship. It was tough sometimes when you are young and you come into it, so he was a good friend and he showed me many things."
MN: And, of course, you enjoyed having him at your wedding…
PS: "It was a proper wedding, that is for sure. I think it was me, Colin and Tommi – we were the last ones in the bar…"

Question: "If you weren't a rally driver what would you do instead?"
Chelle Richards
Via Facebook
PS: "This is a very good question, but honestly I don't know. No idea. Motorsport has been such a big part of my life. I just can't consider anything else."

Question: "Which Group B rally car would you have loved to have competed in?"
Alistair McLeod
PS: "It would have been the Lancia [Delta S4], I guess. Or the Audi quattro. They were just good. Proper cars."

Question: "How do you feel about Ott Tanak taking your record as the last WRC title winner who is not French or called Sebastien?
PS: "It was about time, so I think it was good that it happened! We had to stop the French somehow. I love the French, but not too much when they are winning all the time."

MN sets the scene: Solberg is a four-time Rally Sweden Historic winner in Mk2 Ford Escorts, which his long-term co-driver Phil Mills' Viking Motorsport business builds.
Question: "Would you like to compete in the Roger Albert Clark Rally in a Viking Motorsport-run Ford Escort?
Via Twitter
@guywhittaker
PS: "Yes I would, but in my new historic Ford Escort. One day, maybe, so long as Phil is co-driving it, I should be OK."

Question: "What do you see as the future of World rallying, Petter?
Via Twitter
@guywhittaker
PS: "I think it has a great future. I think it is a sport that has a big, big history. We just need to give it a little more publicity and marketing so we can take it to the next level and then maybe we could get a couple of more manufacturers involved too. That needs to be done in the very short term because it is a fantastic sport." ■

Photos: mcklein-imagedatabase.com, Jakob Ebrey



Solberg always manages to pull a crowd wherever he competes



Johan Kristoffersson (l) won two titles for Solberg's VW outfit



The final top-level outing came in a VW Polo on Wales Rally GB in 2019



A young Oliver gets his first introduction to the WRC alongside dad

CO-DRIVER MILLSL THE RIDE OF A LIFETIME

Phil Mills was Petter Solberg's wingman for 153 WRC rallies, 13 wins, one world title and no "cross words". He tells Motorsport News what happened and how.



Fred Gallagher had a hand in putting the top duo together



Mills rejoined Petter in 2010

MN sets the scene: With a British title in the bag, Mills had WRC ambitions – and a day job at M-Sport...
MN: Question: How did your partnership with Petter come about?
PM: "It was down to Fred Gallagher. He spotted Petter in Norway and Malcolm [Wilson] give him a chance. I was working at M-Sport doing the logistics. I'd won the British championship with Mark [Higgins]. The opportunity came up to do some events with Petter so it was a case of being in the right place at the right time."

MN: Question: What were your first impressions of Petter?
PM: "We sort of knew each other from a distance. He was adamant that we wanted to do his pacenotes in English although his English at that point was not very good and he learned a lot of bad words from the mechanics."

MN: Question: What was the best moment you shared?
PM: "Obviously the 2003 world title was pretty special, and finishing second three times, which a lot of people forget. But there was also Acropolis 2001, when we stood on the podium for the first time in the WRC. There was Colin [McRae], Nicky [Grist] and us. That was a huge turning point, because it was like 'we're up here now with the big boys and we can do this'."

MN: Question: And the worst?
PM: "The crash in Germany [in 2004] was horrendous, waking up in a German military hospital. Let's face it, we shouldn't have been alive. We also had a big one in Finland in the Focus in 2000, landing upside down in a lake. We got away with that one as well."

MN sets the scene: But after dark there was light with a three-event winning run in 2004.
MN: Question: What did you put that down to?
PM: "We won in Japan, GB and Sardinia but never understood if it was the extra effort we put in, driving a bit tidier. It was very strange really. But 2004 was probably the most frustrating period. The car was fantastic, a radical design, and we led every single rally until it broke. We should have done back-to-back titles."

MN sets the scene: Subaru pulled out of the WRC at the end of 2008 and a stint as a privateer followed until Mills retired from full-time co-driving after the 2010 season to focus on his Viking Motorsport Ford Escort Mk2 preparation business.
MN: Question: How difficult was it to carry on after Subaru quit?
PM: "The potential of the new car was huge and the enthusiasm went a little after that. But Petter being Petter set up a private team. It was very difficult with a lot of stress and strain finding the budget and worrying about the car being stuck on the ferry for eight hours when you were doing your recce. But we went to every rally trying to win."

MN sets the scene: Solberg convinced Mills to return for Rally GB, part of his farewell tour, last October.
MN: Do you miss competing and what was it like coming back?
PM: "I miss the helmet going on, the stage start, the stage and the finish, the adrenalin you get you'll never replicate in anything else you do. When I did GB with Petter it was like we'd never been away and we won our class. But I don't miss the testing, the politics and rewriting the pacenotes at 0200hrs ready for a 0600hrs restart."

MN: Looking back, how good was Petter?
PM: "The results speak for themselves but he was totally dedicated to the cause, totally professional. We never had a cross word. If things got out of place on a stage you never lifted your head or worry. You let him get on with his job and you got on with yours."



That crash in Germany 2004 was a low point

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FEATURE

Photos: LAT Archie

RECALLING THE GREATEST HITS OF FORD MOTORSPORT'S COMPETITION DECADE

Graham Robson hand picks his Blue Oval hits of the 1980s which spawned a generation of memories



Steve Soper tackles the Euro round at Donington

Who or what was it that stirred our sporting enthusiasms in the 1980s? Can it really be so long ago that Ford Motorsport decided to pension off the all-conquering Mk2 Escort, and to look ahead to the 1980s, where there would be new regulations, new rivals, and new challenges to be faced? Would Ford have the resources, the engineers, the visionaries and above all the drivers, to turn all their dreams into reality?

We now know that Ford developed several new race and rally cars in the 1980s, that the authorities killed off some by changing their regulations, but that the Blue Oval produced some remarkable winning machines, and programmes, in the same period.

These, then, are the cars that helped shape history.

1 EGGENBERGER SIERRA RS500 RACE CARS

So powerful, so fast, so undefeated: so memorable

There's really only one headline for this choice: Unbeatable Eggenberger. These Group A Texaco-sponsored Sierra RS500 Cosworths were only seen in 1987 and 1988, where they won almost every event they started.

There was never a single occasion (except exclusion by biased Italian and Australian scrutineers…) where they were humiliated.

The FIA introduced a World Touring Car series in 1987, which Eggenberger won so it was never run again. The following year there was a European series, which Eggenberger also won — so that was cancelled, too. The opposition (including all the might of BMW) simply could not cope.

The combination of Eggenberger preparation in Switzerland, bombproof 550 bhp RS500 horsepower, and supercar drivers including Steve Soper, Klaus Ludvig and Klaus Niedzwiedz, was peerless, and the team was not yet at its peak when its chance to enter events was cut from under it.

One or two cars were reliveried for 1989, and won again (including the Belgian Spa 24 hours), while Ford-Germany kept one for its museum, where it lives in glorious retirement.



The RS500 was the major force in World touring cars

2 THE FIRST FORD-COSWORTH HB F1 VICTORIES

The 3.5-litre V8 was an instant success and it went on to spawn a title winner in the World Sportscar Championship as well



Benetton was an early Ford HB user

After the DFV died away, Cosworth produced the 1000bhp GB turbo Formula 1 engine, but a rule change then hampered that.

Ford then commissioned a brand-new normally-aspirated 3.5-litre 75-degree V8, which carried the code of HB, and which appeared in 1989. From its first victory – the Japanese Grand Prix before the end of the year – to the end of 1993, it notched up 11 victories, was always competitive, and was used by many teams, including Benetton and McLaren. No fewer than five of those wins would come in 1993, with Ayrton Senna at the wheel.

This compact, high-revving, V8 started life with 650bhp, but the final versions produced up to 750bhp at 13,500 rpm. Along the way it introduced air-valve technology to its specification, and was recognised as the finest V8 in F1. It was so versatile, too, that TWR used it in its World Championship Jaguar XJR-14 sportscars where it was invincible.

3 SIERRA RS500 COSWORTH

The Robb Gravett Trakstar team of 1989 (and 1990) was probably the most spectacular iteration of the mighty tin-top monster



Gravett took the 1990 BTCC crown

Bored with having to fight against Andy Rouse's Sierra RS Cosworth, in 1989 TV star Mike Smith got together with Robb Gravett, bought cars from Dick Johnson's Australian team, and set up Trakstar to fight him. Even though he always needed more money just to keep going in 1990, Trakstar was always competitive, and began to beat Rouse on many occasions, the result being that Gravett became BTCC's outright champion in 1990.

Any well-heeled person could have built the cars – Boreham provided much homologated hardware, and Mountune produced the 550bhp RS500 engines - but it was probably Trakstar's unique Yokohama tyres, and Gravett's stubborn bravery, which tipped the balance. Trakstar finally ran so short of funds that its two-car team of 1989 shrank to a single car in 1990, that car began to look short of sponsorship, but its competitiveness never faltered.

It was then that the RAC changed its championship rules to stop the RS500 from winning everything, and the cars disappeared from the scene.

4 SIERRA RS COSWORTH RALLY CARS

Didier Auriol's 1988 Tour de Corse success was a highlight on the stages

The Sierra RS Cosworth was never meant to be a rally car, but hard development work by several teams made the cars competitive where they could get rear-wheel-drive grip. When Group A rallying was imposed, Ford had tried Sierra XR4x4s, but found them under-powered, so for years they grappled with taming the 330bhp/rear-drive chassis instead.

On Tarmac, all over Europe, they were astonishing fast, where names like Carlos Sainz and Didier Auriol came to prominence, while in the UK it was Jimmy McRae and Mark Lovell who made so many conquests. There was just one true highlight — when Auriol used a works machine to win the World-ranking Tour de Corse in 1988.

Before rivals produced ultra-competitive Group A machines, the Sierra RS Cosworth was the car to beat, particularly as so many were built, and used in so many countries, but Ford finally decided to produce a four-wheel-drive version (the Sierra Cosworth 4x4) which so nearly became a world-beater of its own.

Continued on page 18



Didier Auriol flew in the rallying version

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FEATURE



Rouse was unbeatable in the imported Merkur car

5 THE MERKUR XR4Ti

Andy Rouse's winning BTCC car of 1985-1986

When Ford conceived the Sierra RS Cosworth, it had to wait, and needed a stop-gap saloon car racer. Happily, a new built-for-the USA Sierra (to be titled Merkur) had a Mustang-type 2.3-litre turbocharged engine, which was persuaded to provide more than 300bhp. It was this rather intriguing bitsa which Andy Rouse developed to win countless BTCC races in 1985 and 1986 (and it was also the model which attracted Eggenberger of Switzerland to dump its Volvos…).

Rouse did all his own chassis development, which would be invaluable when the Sierra RS Cosworth finally appeared, such that there was no match for the blue-liveried machines in two entire British seasons. The ever-modest Rouse made it look so easy, but he combined his own skills with an excellently-balanced Sierra/Merkur to depress the rivals who wished they were as resourceful.

Two years later it was all over, the Sierra RS500 was making is own headlines, and the Merkurs simply disappeared.

6 THE RS200

A one-season wonder in 1986, then dominant on the rallycross circuits

Stuart Turner conceived Ford's beautiful four-wheel-drive Group B around only a single target: Only the best will do. It did, and it was, for Ford's only homologated Group B machine was always a potential winner, until, that is, the FIA cancelled the entire category and brought its career to a halt. Just 200 of these 1.8-litre cars had to be built — and were — with the fiercest of all rally cars having at least 450bhp in winning guise.

The works cars were already competitive when the axe fell, while supported cars such as those of Stig Blomqvist, Mark Lovell, Robert Droogmans and Stig Andervang won events and championships all over Europe. They looked good, sounded wonderful, and were always effective.

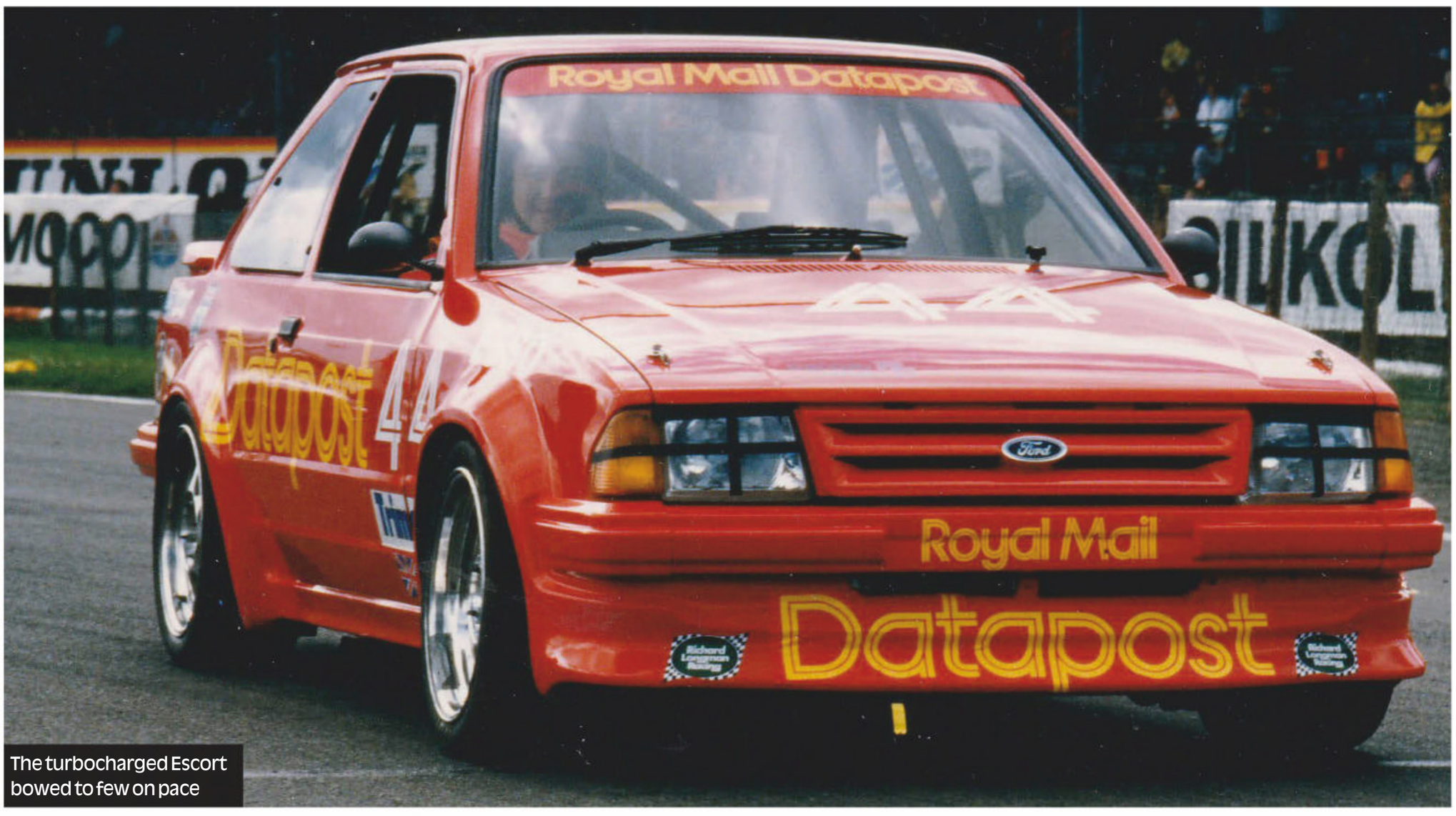
For 1987 and beyond, Ford's planned RS200E (E for Evolution) would have had 2.1-litres and at least 650bhp, with such cars proving their worth in rallycross in the years which followed. Many of the cars — works and road types — survive to this day.



Blomqvist in his natural pose in 1986, here on Rally Sweden

7 THE DATAPOST ESCORT RS TURBO

A giant-killer in the British Touring Car Championship in the 1985 and 1986 campaigns



The turbocharged Escort bowed to few on pace

Richard Longman had already made the Datapost RS1600i into a class winner before he got the chance to turn 'Big Brother', the Escort RS Turbo, into a formidable little racer. Complete. With a 250bhp Longman-tuned 1.6-litre turbo-CVH engine under the bonnet, this Datapost machine was faster that almost every other BTCC car (an exception, guess what, Andy Rouse's Merkur XR4Ti…), humiliated all other 2.5-litre contenders, and finished second overall in the 1986 series. Mark Hales, incidentally, used a privately-entered type to match this performance a year later.

The straight-line performance of this red machine was astonishing, and the handling was great too, but Longman often had to back off his early-race pace to preserve the razor-tuned engine, and to make sure the brakes did not cook themselves.

When faced with super-power from Sierra Cosworths in 1987, Longman retired the car, but kept it in Christchurch for many years as his business's 'family pet'. Occasionally, just occasionally, the new owner brings it out to play.



The 1600cc machine was good for 150bhp

8 THE DATAPOST ESCORT RS1600i

Class-dominant in the mid-1980s Class C division

Richard Longman made his name in the BTCC in Minis, but Ford persuaded him to join them to use his front-wheel-drive experience, and engine tuning reputation, to develop Fiestas in the early 1980s. Although these were not fast enough, the CVH-engined/fuel-injected Escort RS1600is, available in 1983, were a different proposition.

Longman (an ex-Downton employee and therefore a tuning king), combined with Datapost as his sponsor, and soon turned the 150bhp RS1600i into a dominant 1.6-litre class winner. For the next four years – 1983, 1984, 1985 and 1986 – he and his colleague Alan Curnow set every standard for cars of that size, and it was only the quirks of the BTCC points-scoring system which foiled them of outright victory.

RS1600is, therefore, were second overall in three of those four seasons, latterly appearing on events looking almost identical to the brutally powerful Escort RS Turbos which Longman also prepared.

9 THE LAST FORD-COSWORTH DFV F1 VICTORY

Michele Alboreto's 1983 Detroit win marked the end of an era for Formula 1's most successful racing engine

Designed in the mid-1960s, and F1's standard-setter ever since then, the Ford-Cosworth DFV engine family would win an astonishing 155 grands prix in 16 years.

Its demise had often been forecast, but was always fought off — until the first reliable turbocharged units finally started winning. The end came relatively quickly. DFVs had won eight races in 1981, eight in 1982 — then struggled to win at all. Teams deserted them, leaving only Tyrrell, using the final 520 bhp DFY version, to hold the fort. The end came on the Detroit street circuit, in the USA, where Michele Alboreto used the DFY's torque, allied to the nimble Tyrrell chassis, to deliver the goods. But that was that, turbo engines were soon producing 200 bhp more, and DFV-powered cars were no longer competitive.

Even so, DFV soon gave way to DFZ (3.5-litres), DFR (re-designed for 1988), and an F3000-tune for DFVs — all of which were successful. Cosworth built more than 1000 DFVs, and many of them survive, to race on in classic events.



Alboreto's 1983 Detroit win marked the end of an era



Vince Woodman leads Gordon Spice at Brands

10 CAPRI THREE-LITRE RACE CARS

Winners of so many BTCC events in the early 1980s

From 1974 to 1982, British saloon car racing was dominated by the three-litre Capri — Mk2 in the first years, but Mk3 from 1978 onward. Though they complied with rules which discouraged major modifications, the engines were progressively uprated, to around 255bhp, and excess vehicle weight was ruthlessly pared away. When driven by heroes like Gordon Spice, Andy Rouse, Stuart Graham and Vince Woodman, they won no fewer than 57 BTCC races in nine years. It was only larger cars with vast engines (mainly American…) which could beat them, for they handled well, were usually made to be reliable — and there were so many of them.

Those were the days before the BTCC became a 'contact sport', and when clever homologation (led by Ford's John Griffiths) was such an art. By 1982, though, with the dear three-litre no longer being made, it was gracefully retired. Survivors, often faster than they ever were when new, can be seen competing today.

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FEATURE



Morris's title was a real underdog effort

HOW AN UNDERDOG MANAGED TO RIP UP THE MOTORSPORT NEWS CIRCUIT RALLY CHAMPIONSHIP FORMBOOK

Barry Morris powered his Darrian to a well-earned rallying title. By Dan Mason



Bird won over half of the rounds in his Focus

The MN Circuit Rally Championship crowned a new champion in 2019-20 as Barry Morris batted off a raft of rivals for a maiden title.

It was the season for the underdogs. Sporadic appearances for previous champions Chris West and Ian Woodhouse gave new blood a chance to shine, while series stalwarts had their moment to fight for an overall title against faster machinery.

Consistency and reliability were key in a season that was otherwise dominated by the Ford Focus WRC07 of former Formula Renault racer Frank Bird, Irishman Morris beating a valiant Richard Wells by 31 points. It took time for Morris to emerge as title favourite however.

In the first half of an eight-rally season, the eventual champion found himself among those playing catch-up, as series stalwart Mike Taylor started strongly in his 'best of the rest' role more than often before Christmas. A D1 class entrant, Taylor's heavily-developed Talbot Sunbeam Lotus took the early advantage thanks to a fine podium at Cadwell Park behind only Woodhouse's Escort in November.

The form of both Taylor and Morris contrasted dramatically come the turn of the new year.

A second-round retirement at a damp Cadwell had been the only blot on Morris's copybook after the Darrian T90 GTR+ beached itself on a tyre wall, but the fourth round of the season at Brands Hatch was a key turning point in fortune for the Irishman.

Morris in that particular visit to Kent in January sealed the first of what would be four podium finishes in the final five rallies, while Taylor had a tricky event, hurt by an unusual collision with the Mitsubishi of Wells heading into a hairpin turn on the pitstraight.

Morris finished a quiet second and, although trailing faster WRC machinery, it was crucial; a confidence booster, which set him and co-driver Tom Hutchings on a purple patch of form that they never looked back from.

"It's all about kicking on from here," said Morris. The rest, as they say, is history. The duo showed improved reliability all season, and a narrow win at Anglesey in all conditions in March provided the groundwork for a title-winning recovery drive at the Donington finale in tricky conditions.

With Bird's Anglesey retirement, Morris had his moment. What followed was a dramatic final-stage triumph against chasing wildcard competitor Rob Hughes, inspired by a switch to wet tyres just as a hailstorm arrived in Wales with one stage remaining.

It put Morris in the driving seat after strong showings at Snetterton and Cadwell, and his fightback from 13th to third at the final time of asking at Donington was enough to get the pair over the line for a maiden title win, in a season that favoured the proverbial underdogs in the title chase.

Morris also had circuit racing knowledge beside him to aid his push. "It's been a great season" he said, "but it's also down to the hard work of my team and co-driver [Hutchings], as it has helped having him here when he knows a lot of these circuits already."

Morris won the war, but more than often it was Bird winning the battles.

Five wins went the way of the Bentley GT3 signing, now fully in possession of his father Paul's rallying bug. Mechanical gremlins – leading both rallies at the time – cost him wins at



West made a brief appearance



Mike Taylor led the championship early on in his Lotus Sunbeam



Ian Woodhouse made a rally-winning return at Cadwell Park

Oulton Park and Anglesey and arguably denied him and co-driver Jack Morton a certain title in Bird's first full season.

"It's crazy to think this time last year was my first rally," said Bird after Donington. "I've learned a heck of a lot since then, and it's got better and better so it's been a great few months."

Some of the championship's most dominant displays came courtesy of the youngster. Two whitewash performances at Snetterton and Donington in unappealing winter conditions were the pick of the bunch, while a fine showing at Brands Hatch on initially icy tarmac in January set the tone for the second half of the season.

Champion Morris also clinched the D1 class title while Wells grabbed the D2 title from Bird thanks to his consistency in a mix of Mitsubishi and Ford machinery.

Wells outlined himself as a future title threat by troubling the top five for much of the season, and only a muddy final stage moment denied him a second podium at Donington alongside his Knockhill third place in a Fife tornado.

Experienced wildcard Steve Simpson and returning previous champion Woodhouse were also among four rally winners, the former surviving "the rally seemingly nobody wanted to win" in a Neil Howard Stages of attrition to clinch the only win of the season for last year's often-conquering Ford Fiesta R5.

On the opposite end of the nostalgia scale for the blue oval, Woodhouse bedded in his rebuilt Ford Escort Mk2 in style with an instant victory on his return outing at Cadwell in November, also grabbing a podium at Donington.

Wet weather helped the Escort brigade in a season dealt a dreadful hand by mother nature. Stephen Tilburn's early title push took a significant blow by retirement at Cadwell, although he was later spurred on by the return of his main Escort rival, Martin Hodgson.

John Marshall trailed Bird at his local rally at Knockhill, while there were also two podium finishes for Paul Smith in another Fiesta. The latter quickly got to grips with his striking JPS-inspired R5 by grabbing top-three results at Brands Hatch and Snetterton at the death.

While one Darrian lapped up title success, another was unlucky not to break its overall victory duck as Josh Davey's season was marred by mechanical gremlins when often in contention.

Double champion West may have handed over his crown, but he did threaten on a one-off outing at Snetterton that ended in retirement for the Peugeot 306 Maxi. Former rival Peter Smith returned in the final handful of rallies to add an additional spanner to the works, narrowly missing out on a brace of podiums.

CLASS ROUND-UP

The remaining classes went down to the final time check. **Class A** ebbed and flowed in terms of form. Ron Walker started strongest with a trio of wins in his Ford Puma, but soon came under pressure from the Nissan Micra of Adam Ripper as the latter sealed a hat-trick himself in the new year.

Pressure mounting, Walker held his nerve with a fine brace of class wins to clinch the class title at Donington by a mere four points from Ripper.

Class B's final points tally may not have emphasised it, but it became the most gripping of the season's numerous class title fights with four competitors still in the running by the season finale.

Five wins in an updated left-hand-drive Opel Corsa was the ticket to success for Chris Ruck and Steve Harris, surviving a pair of frustrating mechanical failures at Brands Hatch and Anglesey.

"It's nice to prove to myself that I can still do it," said Ruck, beating Ashleigh Morris who challenged Ruck all the way with two outright wins, including a fine triumph in torrential conditions at her home rally at Knockhill.

Mark Peterson played the spoiler card in his plucky Citroen C2, even leading the class as the field arrived at the Donington finale. Dropped scores put him down to third ahead of Paul Gorge, who stepped up to be Paul Sheard's lead representative in the Mazda stable.

Class C drew comparisons to last season with Cathy Sewart and Mike English again starring. The intriguing battle of Lotus Sunbeam and Ford Escort went the way of the former by 32 points, Sewart's consistency again key as she emerged victorious despite one class win compared to three for English.

Ultimately, a diff problem in Wales cost English dearly, alongside a pair of retirements at Brands Hatch and Oulton Park.



Walker's Puma topped Class A



Ruck took Class B in a Corsa



Stewart was Class C victor

Photos: SMj Photography

MOTORSPORT NEWS TOP FIVE DRIVERS OF THE SEASON

1 Frank Bird

A year on from Frank Bird's maiden run in a rally car at Donington, writers had run out of puns based around Bird 'flying' to victory, thanks to five confident wins that demonstrated just how much the youngster had learned in 12 months on the loose. The World Rally Championship-spec Ford Focus had arguably less competition than last year, but rounds where it did showcased Bird's raw speed.



2 Barry Morris

The eventual champion was rewarded for consistency in a season where only a Cadwell Park altercation with a fence blotted an otherwise reliable copybook. When Frank Bird was out of the picture, the Darrian driver came to the fore, and his partnership with circuit racer Tom Hutchings helped hone in his track knowledge to become a rally–and title–winner.



3 Chris Ruck

A close contest with class B rival Ashleigh Morris, which came down to the wire in their season-long championship dice. Introducing the updated left-hand-drive Opel Corsa was a masterstroke, and Chris Ruck's outright speed at the top and tail of the campaign netted him a well-deserved class title at Donington on his birthday.



4 Josh Davey

If Joshua and Tamsyn Davey weren't subjected to bad luck, they would arguably have no luck whatsoever, as gearbox troubles cost them the chance to battle Frank Bird for honours in rallies at Cadwell Park, Knockhill and Brands Hatch. Davey's pace did warrant a Class C win at Oulton Park, but with reliability on his side, the story could have been very different.



5 Richard Wells

A move to top-class machinery set out Richard Wells' intentions, and the secondary switch from Mitsubishi Lancer E9 to a Ford Fiesta R5 later echoed that. Clinched a class title for his improvements, and with more miles under his belt heads into next season threatening that maiden win. Navigator Calvin Houldsworth is still reining in his driver's "drifting" tendencies.



RESULTS

Motorsport News Circuit Rally Championship
After 8/8 rounds

POS	DRIVER	CAR	POINTS
1	Barry Morris	Darrian T90 GTR+	401
2	Richard Wells	Mitsubishi Lancer E9 Ford Fiesta R5	370
3	Mike Taylor	Talbot Sunbeam Lotus	354
4	Steve Tilburn	Ford Escort Mk2	348
5	Paul Murro	Ford Escort Mk2	337
6	Chris Ruck	Opel Corsa S1600	313
7	Frank Bird	Ford Focus WRC 07	308
8	Cathy Sewart	Talbot Sunbeam Lotus	308
9	Ashleigh Morris	Ford Fiesta R200	284
10	Mark Peterson	Citroen C2 R2 Max	282

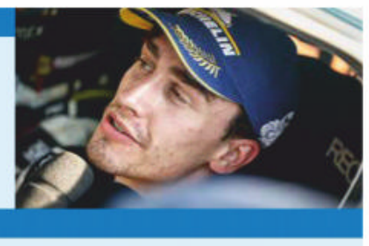
Class winners: Class A: Ron Walker (Ford Puma Kit Car 1400); Class B: Ruck; Class C: Sewart; Class D1: B Morris; Class D2: Wells; Class MX-5: Michael Watson (Mazda MX-5).

Rounds: Neil Howard Stages, Oulton Park (November 2, 2019); NHMC Cadwell Park Stages (November 17, 2019); Knockhill Stages Rally (December 8, 2019); Brands Hatch Winter Stages (January 18, 2020); Alan Healy Memorial Cadwell Park Stages (February 2, 2020); Snetterton Stages (February 15, 2020); Lee Holland Stages (March 1, 2020); Donington Rally (March 15, 2020).

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COLUMN

CHRIS INGRAM



Britain's first European Rally champion in over half a century

Photos: Eurosport Events



Ingram won ERC in 2019



Ingram says Sebastien Ogier has been inspiring

It's hard to believe it's been almost six months since I became the first British driver since Vic Elford in 1967 to win the FIA European Rally Championship. It's an achievement I'll never stop being proud of, no matter what happens next in my rallying career.

I am truly indebted to the Toksport team and can't thank it enough for its support last year in helping me realise a dream. After losing out on the ERC1 Junior title by just 0.3 seconds, it was so important that I won the overall title; not just for my CV but to keep my entire career alive. To win it for everyone who supported me, including 400 people via crowdfunding, plus the dramatic way in which Ross [Whittock, co-driver] and I won it on the final stage of the final rally will never be forgotten by us and anyone who followed the final round.

For this season, I'm looking at both the ERC and the World Rally Championship. The WRC is just so expensive to break into and there are currently no opportunities with a manufacturer without deep pockets. For me, the WRC is more than double the cost of the ERC so doing a full WRC programme just isn't feasible right now. Toksport is keen to support me in the ERC with an aim to win the teams' title, the ERC1 Junior title and the overall championship. I feel there is still unfinished business and Ross and I are improving with every event.

Unlike most drivers in the UK, I did most of my learning in Europe rather than at home and that has paid dividends. The fact is, going abroad is what got me all of my opportunities. I would really like to do the odd Tarmac event in this country however as that's something that's really growing just now, but I don't plan on competing regularly at home until after my international career.

You sometimes see a lot of negativity surrounding the ERC but I think it's a mega championship that's done so much for me personally. Competing in the ERC is a real challenge as on every round you're up against some really fast local guys who can take the fight to you.

Toksport has entered WRC 2 and ran Pontus Tidemand in Sweden and Mexico, so ideally the plan was for me to do a few rounds of WRC 2 too alongside the ERC. If I am to reach the top level of rallying it's so important I gain experience of the WRC rounds and I feel this is the only thing I am missing.

Given the chance, I 100% believe I can be successful in the WRC. I believe that if I had the opportunity to get the experience, on my day I could beat anyone, and that is what keeps me going. I've always studied Sebastien Ogier's driving style and I would say I've taken the most inspiration from him. Consistent and smooth yet intense in equal measure. That's something Ogier has mastered over the years.

The frustrating thing is I know I have so much more speed within me, I've just not been able to show everyone quite yet as I had to approach every rally last year knowing it could very easily be my last. A crash would've finished it all. My plan, however, is to keep developing my speed as a driver because I'm getting faster all the time and to learn those WRC rallies. And if I can get faster as a driver by competing against the likes of Craig Breen and Alexey Lukyanuk in ERC then I definitely will because arguably the competition in the ERC this year will be quicker than in WRC 2.

I don't have much interest in competing in WRC 3 as I find it a pointless championship and a title even more difficult to sell to commercial investors. I think a restructure is needed where it just needs to be WRC 2 but with a privateer prize fund. Changing R5 to Rally2 is a positive move, like Formula 2 to Formula 1, which makes it easier to sell to sponsors and easier for the public to understand watching on TV.

Speaking of commercially viable series, I'm keeping my eyes firmly on Extreme E for the future too. The 2022 WRC regulations are vital because if the WRC doesn't get any cheaper, then I think Extreme E could become the future. Formula E proves that multiple manufacturers will want to get involved, and Extreme E will arguably have even more relevance to the models they sell. That championship has huge potential and I'm certainly not ruling out competing there some day.



Ingram feels indebted to the Toksport team



The plan is for more ERC and WRC 2 this year

"The frustrating thing is I know have so much more speed within me"

WHAT'S ON

WHAT'S ON YOUTUBE

This week's delve into YouTube takes us back to October 1971 and a non-championship Formula 1 race at a sun-bathed Brands Hatch. The headline event would be hit by tragedy with Jo Siffert's harrowing death, but earlier smiles were everywhere. With a typical-for-the-time 'let's do this for the giggles' outlook, a support race for team managers was put on. It was called the Jack Brabham Trophy and all were given a Ford Escort Mexico for a 10-lap race of the Indy circuit.

And, as you can imagine, shown a race track the haughty bosses could not help themselves, with a cacophony of desperate lunges, tank-slapping and door-rubbing. The eponymous Brabham as well as Colin Chapman – reminding us that he was a fine driver in his own right – John Surtees and Frank Williams star. There's also revelation of Ken Tyrrell's, erm, unusual nickname and Chapman's visible devilish grin spread across his inimitable moustachioed face after making a move stick. Barrie Gill and the laconic Graham Hill provide incredulous commentary.



Colin Chapman was a star in a Ford Escort Mexico

The race also has an astonishing late twist so it is worth watching the coverage until the very end.

You can watch an extensive 12 minutes of it by searching on YouTube for 'Jack Brabham Trophy (F1 Team Managers Race)'. Here also is the link: youtube.com/watch?v=x6Ux-hBEtKM

Graham Keilloh

TV GUIDE

Self-isolation may be beginning to take its toll on some, but the motorsport fan will continue to be served up plenty of action on TV this week.

Both **Formula E** and **Formula 1** feature prolifically across the channels, with the vast majority of the 2018/19 FE season broadcast on Eurosport 1 throughout the week. Coverage begins on Thursday with the seventh and eighth rounds in Rome and Paris ePrixs (1200-1400hrs) with that pattern repeated for the next two rounds on Friday.

The crescendo to the season in Bern and New York is shown early on Saturday morning (0200-0400hrs) while the opening two 2019/20 race meetings are shown later on Saturday evening on Eurosport 2 (2200-0000hrs).

FreeSports also boasts extensive Formula E coverage with highlights from the first ever race in championship history on Monday; the 2014-15 Beijing ePrix (1100-1200hrs). That's swiftly followed by the succeeding round in Putrajaya (1200-1300hrs) before rounds three and four in Punta del Este and Buenos Aires shown at the same time on Tuesday.



It was a very, very wet Australian GP back in 1989

As ever, Sky Sports F1 is the place to be for F1 programmes this week. This weekend was supposed to be Chinese Grand Prix, so F1 Classic Races takes a Chinese turn on Thursday. There's the 2018 race (1600-1815hrs) and the 2016 edition (2100-2315hrs) both shown before the iconic 2007 race airs on Friday (1330-1545hrs).

Next week, the spectrum widens with the 1989 Australian Grand Prix (2100-2230hrs) and the 1999 Malaysian GP (2230-0045hrs) both shown on Monday with the 1985 Portuguese GP (2100-2145hrs) and 2013 Bahrain GP (2145-0000hrs) broadcast on Tuesday. Elsewhere, there's a documentary titled **Sir Frank – Celebrating 50 Years** shown on Friday (2000-2100hrs).

Fans of eSports are catered for with FreeSports carrying highlights on Monday of eNascar (2100-2300hrs).

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Barry Morris in full flight on his way to the MN title at Donington Park. By Peter Atkins



And this is a rally! Photo by Geraint Price

Alan Brown's pic of a Retro Rallycross Ford



Eyes on the prize? Pic by Sammy Nudd



Evocative Escort Mk1, shot by Mike Phillips



Team Parker Bentley GT3, by Tim Edwards

NEXT WEEK — OUT WEDNESDAY, APRIL 22

*Details correct at time of going to press

YOU ASK THE QUESTIONS
ELFYN EVANS AND SCOTT MARTIN
Toyota's star turn in the World Rally Championship face a grilling from MN readers



RHYS YATES
Up-and-coming star opens up on his BRC and WRC 2 challenge



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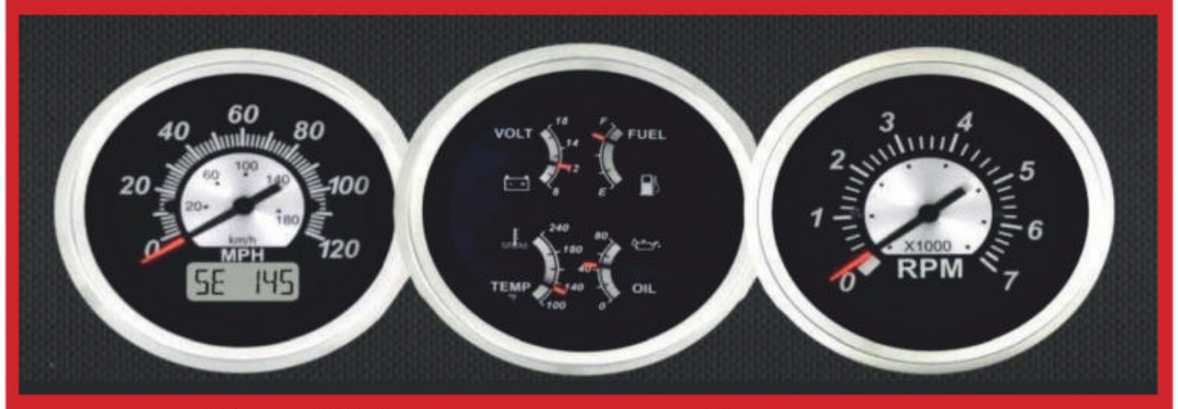
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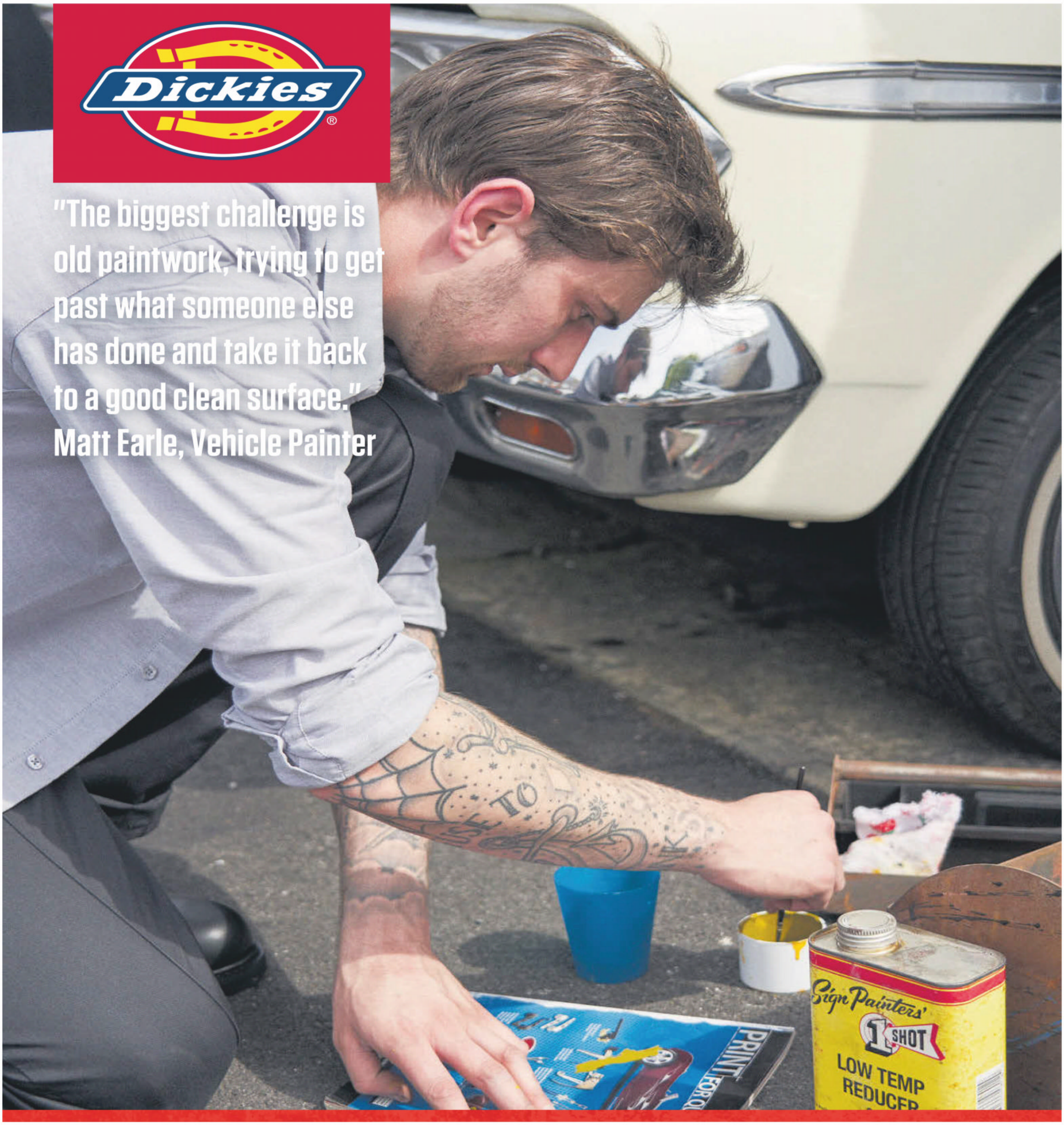


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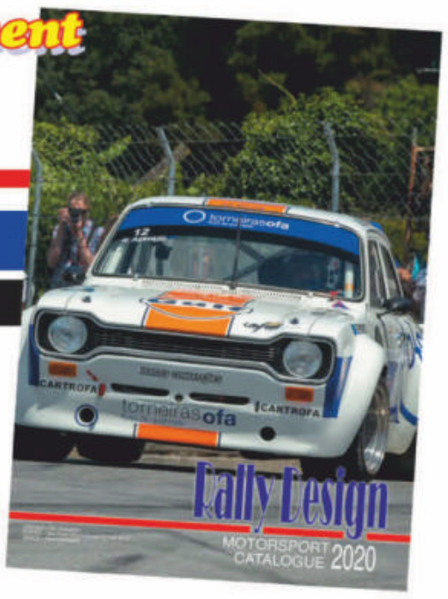
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4-link kit		£119.50	£143.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£128.00	£153.60
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£10.90	£13.08
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£44.90	£53.88
Work style 60mm oval tube strut brace		£51.50	£61.80
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£137.00	£164.40
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

Silicone hose kit, Mexico or RS2000 (available blue, black or red) £62.34 £74.81





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	£32.19	£38.63
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 from £89.00 £106.80

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
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20, pair £39.00 £46.80



4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 Kit £159.80 £191.76

Escort Laminated & Heated Screens

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 heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
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
14" or 17" rear view mirror	£14.90	£17.88

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

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

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