

YOUR GUIDE TO

F1 2016

MOTORSPORT NEWS



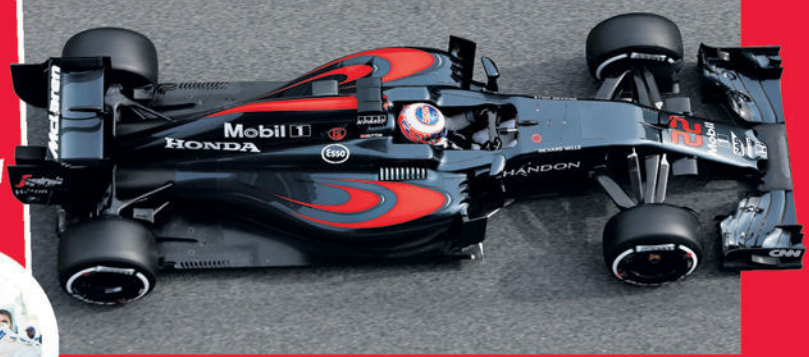
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MERCEDES V FERRARI

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FREE

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Hamilton: threats from Ferrari and Rosberg

By Rob Ladbrook

Reigning world champion Lewis Hamilton believes Ferrari is a genuine threat to his Mercedes team this season.

Hamilton goes into this weekend's curtain-raising Australian Grand Prix in Melbourne on the crest of a wave, having swept all before him across two seasons of dominance in his works Silver Arrow.

The Briton has taken 21 race wins over the last two seasons, almost doubling the tally from his other seven years in the sport, as Mercedes has enjoyed a comfortable performance cushion over its rivals during the V6 hybrid power unit era.

This year Hamilton is shooting to become the first British driver ever to lift a fourth F1 world championship crown, having

equalled Sir Jackie Stewart's tally last term. The early signs from testing are encouraging. Mercedes recorded almost a third more mileage than any of its closest rivals, and the team has been open in admitting it did not chase outright lap time, rather preferring to tick off reliability and consistency work.

But perhaps the most notable aspect of testing during the sessions at Barcelona was the pace of Ferrari. The Scuderia topped the times on six of the eight days, and its race simulation runs were closely comparable to Mercedes' when on the same tyres.

Hamilton believes he will have a fight on his hands this season, and he's relishing it. "Ferrari seem to have done a really good job this year," he said. "They've been chasing and chasing and have made a lot of improvements over last year, and they may well be ahead of us, we don't know. What we do know is that we definitely have a good race on our hands this year."

"I've enjoyed the last two years, obviously, and I haven't been on my own at the front as I've always had Nico [Rosberg, team-mate] there to push me. But you do want to race against other teams and

drivers, and Ferrari did have to up their game and I believe they have.

"Our car is very good this year. It feels much like last year's but an improvement in every area. People have looked at testing and said we'll walk it again, but I think most of that is just seeing a few numbers and not having the real facts. We know our capabilities and can only calculate where they [Ferrari] are, and we know it's close. Ferrari is going for blood this year, that's clear, and we need to stay humble in our approach and not take things for granted."

Motivated to win

Hamilton achieved a milestone in his career last season. By lifting his third world championship, he equalled the record of his sporting hero Ayrton Senna.

The win ratios between Hamilton's and the great Brazilian's careers are also very similar - with Hamilton's 43 wins from 167 grands prix now having surpassed Senna's tally of 41 from 161 starts.

Hamilton insists that achieving his career goal of emulating Senna hasn't diminished his motivation to achieve more.

"This year I'm going into the



Ferrari has been fast so far

HEADLINE NEWS

Photos: LAT

Briton knows he has a fight on his hands to secure a fourth F1 title

HAMILTON

FERRARI HAS UPPED ITS GAME



Mercedes has best mileage pre-season

unknown," he said. "Every day I pinch myself to think I've done what I have, achieved what I have. Every day as a kid I used to come home from school and put on a tape and watch Ayrton. It's crazy to think we have similar records, but he still has more poles than me [65 to Hamilton's 49] so there's still a target there.

"But for me it's now seeing how far I can go. People say to me 'do you want to emulate Sebastian Vettel or Michael Schumacher?' But that's never been my goal. I don't know how long I will keep driving, or how long I will be as good as I have been. So I have to give every season all I've got to see what happens.

"I feel fantastic for this season and I'm pumped to get back racing. Having three titles already also doesn't come into my thoughts once the season has started. Honestly, every year, since I won my first championship, it always just restarts. There's never a 'Hey, I won the championship last year so I can play it cool this year' mentality. When I go into the first race I don't feel like I have three world titles, I feel like I have none and I want to have all of the rest of them. Now it's about going out and

raising the bar even more. That's sport, and it's about how you raise your game.

"Even after last year there are still a million areas that we could improve on, things that could be done better. You're never perfect. I've never had a problem with motivation, it's in my blood and I'm thankful for that."

Team-mate challenge

Hamilton will again enter the world championship knowing that, if Ferrari isn't on the pace, his number one rival will again be Rosberg.

The two have had a tempestuous relationship over the last two seasons as they have vied, largely unrivalled, for the title against each other.

Despite being 2-0 up after recent seasons and having almost double Rosberg's win tally in their time together, Hamilton says he can take nothing for granted.

"Nico has beaten me on several occasions so he obviously has the ability," he added. "Of course I will do my best to stay ahead, but him beating me isn't unheard of.

"When you're in F1 you're always pushing, pushing against your team-mate. It's like having a

trainer in the gym, somebody who pushes you to do an extra rep, that's what your team-mate does, pushes you to find that extra per cent or so.

"Nico and I are both pulling in the same direction. I remember having Fernando [Alonso and McLaren 2007] and he wanted one thing and I wanted another so we had two different resources in the team going in different ways, which is difficult for a team."

Hamilton also downplayed the suggestion that the resurgence of Ferrari could place extra consequences on an intra-team battle with Rosberg: "There's nothing extra to think about [when battling with Rosberg]. Both Kimi [Raikkonen] and Sebastian [Vettel] are going to be there, but it could be exciting because they could split us, or even be ahead of us. It's then up to us as drivers to split them.

"I've been working very hard with my engineers to be as ready as I can be for this season. But most of all I'm excited for the fans because I hope we can give them a much more exciting season than they've had recently, and that's the goal. To give them excitement, overtaking, and a real battle."

Rosberg ready to take the fight to Hamilton once more

Nico Rosberg says his preparations for a title challenge this year began soon after losing the 2015 world crown to Mercedes team-mate Lewis Hamilton.

Rosberg enjoyed his most successful F1 season to date last term, winning six races, including a hat-trick over the final three GPs after Hamilton had wrapped up the title in Austin.

Rosberg said: "I had a great winter preparing. I started training and getting back into it right away from the first day after the end of last year.

"Lewis and I have raced together for three years now and we are the most successful any team has been in recent years. We have a great relationship with the team and we're looking forward to the battle and it will be exciting trying to



Rosberg: still chasing



beat Lewis this year. I've lost the last three years against him, but I love the challenge and trying to beat somebody who has beaten me. This year we start at zero and it's impossible to predict what

will happen. But I have this positive feeling, which I've brought in from the end of last year and it's a good feeling to start the season with."

Rosberg also added that Mercedes' F1 W07 Hybrid still has a lot of development potential: "Just looking at the new car from the outside you can see we are innovating and that's what you need to do. We have to lead the way. If you sit still with developments people copy you and come closer and closer, so you have to bring new stuff to stay ahead.

"We've brought a few new things on the car for this year that haven't been seen before in F1, and that's great work from the team. I won't say we are the quickest just yet. Ferrari have been very strong so far, but the level this team is on right now is just awesome."



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F1 PREVIEW: McLAREN

Photos: LAT

Woking squad has improved, but by how much? By **Rob Ladbrook**

McLAREN MUST DELIVER



McLaren has tested aero parts



Testing in 2015 was a disaster

McLaren has covered more ground in 2016

Melbourne: March 15, 2015. McLaren heads hang in the garage. The first race weekend with Honda power had been a disaster. The two cars qualified slowest and one didn't even make the start. Jenson Button – a former world champion – had at least finished the race against the odds, but an embarrassing two laps down.

It was the start of a torrid campaign for one of the sport's biggest names. Second-to-last in the Constructors' Championship – ahead only of point-less Manor – and with just 27 points to its name, McLaren's season was probably its worst ever.

McLaren is on the longest winless run in its history, having last claimed the top step of the podium in Brazil in 2012. McLaren and engine partner Honda are under immense pressure to turn things around this season, both in terms of reputation and finances. Sponsors have deserted and F1 revenues have decreased along with the slide down the constructors' table.

But there are green shoots among the troubles, as this year McLaren-Honda finds itself on a far more stable footing. Admittedly it's not

looking like a championship, or even race-winning footing as yet, but at least it's distinct progress.

Of all the teams, McLaren-Honda had the biggest winter rebuild job on its hands. The combination of poor reliability allied to a lack of outright grunt meant the team made woefully slow development progress last year, before eventually switching focus to 2016 altogether. The man-hours have been racked up at both Woking and Honda's engine facilities in both Brackley and Tochigi, Japan. There was a determination to make up for 2015's abject failure.

Testing has shown a distinct improvement over 2015. Jenson Button and Fernando Alonso racked up 710 laps over the eight days at Barcelona, stark contrast to the 301 during a gremlin-ridden month last year. While that number may still be the third-lowest of all the teams this year, team head Eric Boullier says it

"It's the best the car's felt"

BUTTON



comes as a big morale boost.

"Last year we couldn't do anything on the car, checking nothing," he says. "This year we went through a lot – job lists, checklists. In terms of systems and even the car itself, we pushed some limits on some new designs. Some failed, some didn't, but I am very happy with the results.

"At least we have covered the mileage, so we are much more prepared and much more comfortable for this year. We are also feeding more data back into the machines, so we know where to go and it's going to be a big boost to us for development over the season."

The centre of McLaren, or rather Honda's, focus over the winter was finding more from its power unit and energy recovery systems. Last year's MP4-30 chassis wasn't bad in terms of fundamental balance, but what let it down was a lack of power. McLaren placed blame squarely at Honda's ERS systems for its deficiencies in a straight line. Honda has responded with a completely redesigned turbo and sweeping improvements to its electrical energy recovery and deployment systems.

"The progress in that area [ERS] has been massive," says Button. "It is something we knew we had to work on. Deployment is not something we could work massively on last year with the compressor, but we have

been able to over the winter.

"Honda has done a great job bringing that to testing and we have had no reliability issues with it at all. At some circuits in the race we were losing 0.6s every lap because we didn't have the deployment. Now the system is working well and from here on I think it is marginal gains compared to our competitors. It has been a good, and necessary step forward.

"I would say it is the biggest improvement I have felt with the power unit over the last 14 months. The improvements are good, but we are still a long way off the other guys and you can see that in the speed traps [where McLaren lagged around 12mph down on the fastest]. But you can feel the difference on the initial part of the straight. We have really pushed the performance of the power unit."

Honda has also restructured its staffing for this season, with under-fire engine chief Yasuhisa Arai reassigned elsewhere to make way for Yusuke Hasegawa. McLaren has made changes itself too, bringing in Jost Capito from the all-conquering Volkswagen World Rally Championship team as its new head of F1. Capito won't arrive for a few months, so his influence will likely be felt from 2017 onwards.

From testing this year McLaren

has been able to learn much more about its new Honda power unit, and that will help significantly with development in-season. With 32 development tokens available, Honda chiefs are quick to point out that it still has scope to essentially redesign the engine should it need more major alterations.

As far as McLaren's chassis is concerned, there is promise too. The team ran at Barcelona without some key new components due to delays in manufacturing, and an upgrade package is predicted to arrive in time for the start of the season in Australia. New front and rear wings, sidepods and floor were gradually added throughout testing.

Boullier adds: "We were not running the full 2016 spec and we will have new parts for Australia, which unfortunately weren't signed off [tested and validated] here. We are obviously trying to stretch, to be on the edge. We wanted to give the aerodynamicists the maximum time to develop the package.

"For us, testing was a good achievement. I think now we have a car ready for the start of the season, so I am definitely more confident and I think there will be more to come. The base looks OK and there will be more coming in the coming weeks."

Here's hoping so. After all, surely it can't be worse than last year? ■

Alonso committed and ready to help McLaren-Honda fight back, and even suggests it will be his last F1 team

It's been a tricky last year, but there's not an F1 sabbatical in sight for Fernando Alonso.

The Spaniard is a committed McLaren-Honda driver for both this year and beyond, despite more than a few rocky moments last season.

Alonso was outspoken about McLaren-Honda's terrible 2015 campaign, referring to the team's performances as "embarrassing" and having "a GP2 engine" across the course of last season. It led to speculation he could be on the

verge of quitting the team, and probably F1 altogether.

Rumours suggested if the car wasn't up to scratch for testing this year, Alonso was out, with a seat in the FIA World Endurance Championship beckoning.

Nope. Alonso is still here, and he remains adamant that McLaren-Honda can get the job done.

"Right now McLaren-Honda is for me the only challenger of Mercedes in terms of fighting for the world championship," Alonso told Sky Sports News HQ. "I'm not

young anymore, so I really hope I can win with McLaren-Honda. We are getting closer and closer and we will see after 2017 [when his contract expires] if I stay with McLaren or I stop in F1. I don't think I'll switch teams anymore."

The two-time world champion insists he hasn't given up on the chase for a third crown. "I can see the possibility of being world champion again, you can [not] tell me that I will not extend the contract and I will keep chasing this third world championship.

But I have to concentrate on this year first."

Alonso added that he was buoyed by McLaren-Honda's test performances: "It was so important to put mileage on the car to get a better understanding as we brought some new concepts in terms of car design – while on the power unit we had to make some fundamental changes because last season we used 11 or 12 units during the season. That was unacceptable. So I am happy with how things have developed.

"We've been doing quite a number of laps – that shows that over the winter we've been working very hard, so the reliability at least should be massively better.

"In terms of performance I am in a bit of a stand-by situation: sometimes the top times seem reachable, while on other days they are not. The championship is very long this year, and we don't know what will happen. The car has huge potential."



F1 PREVIEW: THEMES

We pick out some of the main talking points of the F1 season ahead

THE HOT TOPICS OF 2016



Can Ferrari take on Mercedes?

The most relevant elements of pre-season testing data suggest Ferrari is in better shape than ever under the present V6 hybrid turbo regulations.

Kimi Raikkonen matched Nico Rosberg to the tenth during qualifying simulations on the soft tyre, and there was very little to choose between the SF16-H and the W07 for large portions of their respective race simulations on medium tyres.

Whether that translates to a grand prix, we will not know until Sunday in Australia, but the early signs are encouraging. No one got near Rosberg on the soft tyre during 2015 pre-season, so Ferrari will feel it has a real chance of putting Mercedes under pressure. The fact Pirelli

has re-engineered the tyres to increase the rate of degradation should also favour Ferrari, which tended to look after its rubber better than Mercedes last year.

The big question marks concern how much Mercedes still has left in the tank, and the extent of the strain Ferrari's radical redesign of its car over the winter will place on its reliability record.

Rosberg admitted his soft tyre run was genuine qualifying practice, but later said Mercedes went out of its way to hide its pace. Ferrari had to take grid penalties late last year, and suffered more problems in pre-season than its main rival.

So the jury is still out.

HAMILTON V ROSBERG



The headline-grabbing rivalry of last season will undoubtedly rekindle at some point this year, and could potentially be even more dramatic second time around.

Lewis Hamilton and Mercedes team-mate Nico Rosberg's, at times, very public spats have provided the story of the season for the last two years – whether it's intra-team collisions at Spa, aggressive passing moves and post-race cap throwing at Austin, or simply a war of words in the media – the duo have brought a good dose of rivalry back to the sport.

Mercedes has regularly had to hold 'clear the air' talks between the two drivers to try and protect its standing as F1's benchmark, but with Ferrari seemingly closing in even further for this year, any flare-ups in the

Hamilton/Rosberg rivalry could open the door for the Scuderia to steal some even bigger results.

But Mercedes has recently cooled on the idea of its drivers remaining docile at all times, as team head Toto Wolff said late last year: "It's a great situation – what the sport needs: emotions.

"Do you want us to put a hand on them and say 'don't show any emotion, we don't want controversy?' It's the opposite, it's great. It's the psychological game that always happens between team-mates who compete on an equal level."



The Mercedes will duel again

PIRELLI'S RANGE

Tyres could be a big talking point this season, if only with people attempting to grapple with the new, more open rules on compounds.

In an effort to spice up race strategy, Pirelli has allowed teams to have relatively free choice of its entire range of compounds for each grand prix. Teams are still allowed 13 sets of slick tyres per car for a race weekend, which Pirelli would have previously mandated with seven sets of prime and six of options, for example.

For this year each team will have a choice to add a third compound to its armoury for each race. Pirelli

will still mandate two sets of compounds for the race as a recommendation, but teams can opt to take additional sets of either the harder or softer tyres too.

Teams can use all three compounds during a race if they wish. As long as each car runs two different slick compounds per race, it is within the rules.



Teams have tyre choices

Pirelli's Paul Hembery told *MN*: "It means that if you have a chassis that can run a higher-performance tyre for longer you can take advantage of that and add extra strategy and variety into the races. "We have retained some control with our mandatory two sets, as we couldn't have teams nominating super-softs every race as they could be taking excessive risk."

The new purple ultra-soft compound, which will only be used on street circuits, is estimated to be 0.8s faster than the super-soft, but only has a lifespan of a handful of laps before it degrades.

CAN HAAS SHINE?

F1's first new team since 2010 suffered an inauspicious start to its grand prix racing life, but still has all of the ingredients to make an impact in its debut year.

Haas F1 Team fared well during the first four days but some technical niggles – specifically a turbo failure and a brake-by-wire issue, which cost the crew over a day and a half of running – limited its mileage with the VF-16.

Regardless, the car is built by Italian chassis giant Dallara, powered by an up-to-date Ferrari power unit and transmission, and pedalled by the impressive Romain Grosjean and that Mexican bloke who once scored points

for Sauber, despite having a naff car.

That's a strong batch of ingredients, which should all be pulled together by a decent budget and former Jaguar and Red Bull man Gunther Steiner as boss.

Haas brings a lot of pedigree for a new outfit, and Steiner is convinced the team remains capable of turning heads with its performances this term.

"We're as ready as we can be," he said after testing. "I think, as we always said, we'll be in the lower midfield. If we are reliable in Australia, maybe we can surprise. It's a tough three days in Australia but we are confident we can go home with our heads up."

Haas: tough testing, but looks solid



Jolyon Palmer: F1's new boy

It's been a long wait for a new British driver to land in a competitive F1 seat, and few could argue that Jolyon Palmer is under-qualified for his shot with Renault's reformed team.

No disrespect to more recent British F1 hopefuls, Max Chilton and Will Stevens, but their Manor-Marussias were never going to trouble the scorers on a regular basis. Palmer has the chance to do exactly that this year, albeit he may have to wait until Renault is really up and running again.

However, Palmer brings good experience to the team. Having lifted the GP2 title in 2014, he found the F1 door closed, so instead opted to play the long game in a development driver

role for Lotus. It meant he gained significant F1 testing mileage both in the sim and in the flesh – Palmer ran in 13 free practice sessions last year.

Palmer is a known quantity to the team, but is lacking in mileage in the new RS16 as his testing sessions were less than ideal – he referred to them as “a little disastrous” after doing less than half of team-mate Kevin Magnussen's lap total during testing due to various mechanical issues.

Magnussen, in contrast, endured a frustrating 2015, with little seat time and no race programme with McLaren before being ditched on his birthday. Both drivers will be out with points to prove.

The Renault revival

Don't expect too much from this one to begin with. The fact Renault has renewed its commitment by becoming a factory entity again is a real boost for F1, but it will take time to deliver results.

Success requires serious investment, and that is something the Enstone operation that forms the basis of Renault's plans seriously lacked last season. Renault needs to re-open closed departments, get in-season development back to normal and hire new staff to expand the operation – something which isn't easy in these days of extended ‘gardening leave’.

The deal to buy Lotus was late, which meant

Renault: wins may take time

compromises in mating the latest Renault power unit to the RS16 chassis (which itself is based on 2015's Mercedes-engined E23).

Renault's new racing director Frederic Vasseur points out that it took Mercedes five years to win the world championship, having purchased a title-winning infrastructure from Brawn GP. That is the “roadmap” that he must now chart for Renault.

This is year one so don't expect miracles. Kevin Magnussen expects to be fighting for the lower reaches of Q3 on a good day and picking up points where possible. Repeating Lotus's top-six effort of 2015 without the advantage of Mercedes power is a tall order. Top seven in the championship is probably the realistic target for 2016.



Palmer has experience and British support too

What's the deal with qualifying?

Formula 1 is terrified that Mercedes will dominate again and even more people will stop watching. But this is not really the best way to try to stop Lewis Hamilton and Nico Rosberg sweeping to pole position after pole position in a superior car.

In theory, knocking out cars individually at 90-second intervals, rather than collectively at the end of each segment, should make things more complicated and unpredictable for the teams. But without corresponding alterations to rules concerning refuelling and tyre allocations it's not likely to change the world.

Previously, drivers tried to get through Q1 on a harder tyre, to save an extra set of softer rubber for Q3. Those who couldn't simply did fewer new-tyre runs later on. Without being given extra sets, or told to remain on one for the duration, drivers will still do the same number of runs in each segment, but perhaps vary the timing of their second runs depending on where they stand in the pecking order.

In isolation the move won't change much at all, except make it more difficult for slower cars to react when they are in trouble. Really this is a pointless exercise – an attempt to fix something that isn't broken, rather than repair what really is. It's not like there aren't some other issues that need addressing.... No wonder some drivers met with the FIA to complain.



New qualify rules caused confusion



C4 presenting team is an impressive line-up

CHANNEL 4'S BIG PLAN

Channel 4 has gone on a recruitment drive to freshen up free-to-air Formula 1 coverage and appeal to its younger audience, forming a 12-strong team oozing in quality.

Former T4 and X Factor USA presenter Steve Jones will be the anchor, flanked by David Coulthard. Mark Webber offers a current viewpoint while Alain Prost is a heavyweight signing that proves it is taking its responsibility of F1 seriously.

Ten of the races will be live,

with the channel committed to giving enough time at the end of broadcasts for proper analysis. There will be no ad breaks during the races.

The track action will remain the star, with a heavy focus on interviews either side.

Features like Coulthard pitting a Red Bull up against Guy Martin on a motorbike are sure to appeal to the masses but likely to irritate the purists. Channel 4 is certainly doing things differently.

LIVE RACES

Channel 4: F1 Live	
RACE	DATE/TIME
Bahrain	April 3 1600hrs
Spain	May 13-15 1300hrs
Europe (Azerbaijan)	June 19 TBC
Great Britain	July 10 1300hrs
Hungary	July 24 1300hrs
Belgium	August 28 1300hrs
Italy	Sept 4 1300hrs
Malaysia	October 2 0800hrs
Mexico	October 30 1900hrs
Abu Dhabi	Nov 27 1300hrs

TORO ROSSO v RED BULL

One of the most intriguing subplots of this year will come from the Red Bull-backed squads.

So long the feeder squad to its bigger sister, Toro Rosso could be set to make a breakthrough this year, and could potentially leapfrog Red Bull Racing.

The addition of year-old Ferrari power units for may have sounded like a naff deal at first – it is the only team on the grid running 2015-spec engines – but when compared to the Renault unit Red Bull is relying on, it's a big boost.

The Ferrari powerplant fared considerably better than Renault's last term, and Red Bull chiefs expect the switch to be worth 0.8s per lap for Toro Rosso. The Faenza team has kept things simple too, using a carryover chassis modified to carry the Ferrari unit. Toro Rosso was second only to Mercedes in the testing mileage.

In contrast, Red Bull is hamstrung with a TAG Heuer-badged Renault unit, having failed to secure an alternative engine supply, despite its best efforts late last year. The



Will the Bulls be chasing?

biggest difference though is Red Bull's partnership with the Ilmor tuning firm, which will allow the team to pursue a different development strategy to the Renault factory team.

Toro Rosso should start ahead, but a lack of development to the old engine could catch up with it later in the year.

Europe threatened?

It seems ironic to be talking about the future of F1's great circuits when we're gearing up for a record-breaking 21 races this year, but the reality is that some historic races still remain unsecured.

There are doubts over the futures of both the German and the Italian grands prix beyond 2016, and there is a real danger two of the most storied events in F1 could follow the French GP off the schedule.

With the Nurburgring failing to honour its half of the race-share deal with Hockenheim last season, the German GP was canned – and that was a race that had been a staple of the championship since 1961.

Hockenheim will host the event this season, but the race's future beyond that is questionable, with falling crowd numbers and a seemingly collapsed rotation deal leading to additional financial strain for promoters. Bernie Ecclestone has already said a 2017 German GP won't happen.

Monza has an even greater history, having staged the Italian GP every year bar one since the world championship began in 1950. But the venue's current deal expires this year, and talks over an extension have stalled due to the requirement to provide finances to improve the park circuit's facilities. Ecclestone also called Monza's current deal “a commercial disaster”.

Automobile Club of Italy president Angelo Sticchi Damiani said earlier this year that a draft contract had been agreed, and had hoped for a final agreement by the end of February.

Ecclestone said last month: “There's no deadline. They can take as long as they like, provided it's by the end of this month [February].”

There has still been no word.



Monza's future isn't secure yet

F1 PREVIEW: TEAMS

We run down the runners and riders for the forthcoming season. By **Matt James**

THE FULL GUIDE TO THE 2016 LINE UP

MERCEDES



Mercedes chiefs say that they are aiming for perfection this season. That should strike fear in the hearts of everyone on the grid – and will probably strike disappointment into the hearts of those hoping to see an inter-team battle.

So perhaps the biggest talking point for 2016 will be the intra-team fight between champion Lewis Hamilton and Nico Rosberg. Given the evidence of the latter part of the 2015 campaign, even the chances of that seem increasingly unlikely. Hamilton in a 'perfect' car has it all before him.

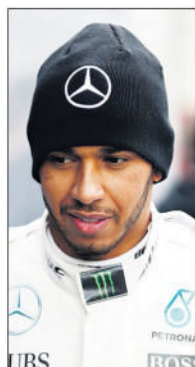
The team says, despite the fact the rules have remained largely unchanged, there have been a number of mini-evolutions under the skin of the W07 to extract more time from the machine. That shows you how good the baseline is.

Although the team didn't produce the headline-grabbing lap times in the Barcelona tests, the simple reason for that is because it didn't need to. Already confident of its ability to extract one-lap pace from the Silver Arrow, it chose instead to focus its attention on the longer runs and getting the most from the Pirelli tyres. Once again, it looked the most impressive. It's hardly worth going down the bookies, is it?

Car: F1 W07 Hybrid **Engine:** Mercedes-Benz PU106C Hybrid
First GP: France 1954 **Races:** 127 **Wins:** 45 **Poles:** 53
Fastest laps: 38 **Points:** 2285 **Drivers' titles:** 4
Constructors' titles: 2

NUMBER 44 LEWIS HAMILTON (GBR)

Debut: Australia 2007
Races: 167
Wins: 43
Poles: 49
Fastest laps: 28
Points: 1867
Drivers' titles: 3



NUMBER 6 NICO ROSBERG (GER)

Debut: Bahrain 2006
Races: 185
Wins: 14 **Poles:** 22
Fastest laps: 14
Points: 1209.5
Drivers' titles: 0

FERRARI



Ferrari set itself some modest targets last year, and ticked all the boxes by achieving the three grands prix wins it wanted. This year, it wants so much more.

The SF16-H encapsulates the upswing in Ferrari's attitude. From being at a loss as to how to stem the Silverwash of Merc, the team built firm foundations in 2015 – which was the first year when there was a fresh broom swept through the technical department – and gaining Sebastian Vettel was the icing on the cake.

The car is, as the team describes, "bold" with a big emphasis placed on cooling and airflow.

The speed is there too: the Scuderia has topped the timesheets overall from testing, although different tyre compounds and set-ups can often present a skewed picture. But tails are up in the red corner. Vettel is hungry and Ferrari has predicted a full-on championship challenge this season.

It will certainly be closer to Mercedes this year. The gap last term was significant but Ferrari will hopefully be in a position to challenge more often. Even Ferrari says it "wants to be in the title fight". A realistic ambition: it sounds just about where it will end up.

Car: SF16-H **Engine:** Ferrari 059/5
First GP: Monaco 1950 **Races:** 908 **Wins:** 224
Poles: 208 **Fastest laps:** 233 **Points:** 6262.5
Drivers' titles: 15 **Constructors' titles:** 16

NUMBER 5 SEBASTIAN VETTEL (GER)

Debut: USA 2007
Races: 158
Wins: 42
Poles: 46
Fastest laps: 25
Points: 1896
Drivers' titles: 4



NUMBER 7 KIMI RAIKKONEN (FIN)

Debut: Australia 2001
Races: 230
Wins: 20
Poles: 16
Fastest laps: 42
Points: 1174
Drivers' titles: 1



WILLIAMS



Formula 1 didn't feel right without Williams near the sharp end. Its return to competitiveness in 2014 was a relief to British fans and although it has yet to win a race in its renaissance, it is knocking on the door very hard.

The team has always been good at high-speed tracks and it uses its Mercedes powerplant well. Team bosses say they have worked hard on weaknesses from 2015, which were its performance in slow-speed corners and pace in the wet. Williams has always been

based on solid engineering principles, and those will have been put to good use to push the team closer to the Big Two, Ferrari and Mercedes.

Williams may be aiming high this season, but it might not quite have all the ingredients in place to mount a title challenge. Consolidation after a solid 2015 season is the realistic target for the 2016 campaign.

Felipe Massa has shown that he still deserves a seat at the top table and was even able to shade the highly rated Valtteri Bottas on several occasions last season.

Car: FW38 **Engine:** Mercedes PU106C **First GP:** Argentina 1975
Races: 649 **Wins:** 114 **Poles:** 128 **Fastest laps:** 133
Points: 3332 **Drivers' titles:** 7 **Constructors' titles:** 9

NUMBER 19 FELIPE MASSA (BRA)

Debut: Australia 2002
Races: 229
Wins: 11
Poles: 16
Fastest laps: 15
Points: 1071
Drivers' titles: 0



NUMBER 77 VALTTERI BOTTAS (FIN)

Debut: Australia 2013
Races: 56
Wins: 0 **Poles:** 0
Fastest laps: 1
Points: 326
Best result: 2nd



FORCE INDIA

Force India took some significant steps forward in the second half of the 2015 season when it introduced some upgrades from the British Grand Prix onwards. It finished fifth in the

constructors' standings, which was a remarkable result for the financially struggling team.

The team has said that a number of the tweaks made halfway through last year were

Car: VJM09 **Engine:** Mercedes-Benz PU106 Hybrid
First GP: Australia 2008 **Races:** 150 **Wins:** 0 **Poles:** 1 **Fastest laps:** 3
Points: 627 **Drivers' titles:** 0 **Constructors' titles:** 0

NUMBER 27 NICO HULKENBERG (GER)

Debut: Bahrain 2010
Races: 94
Wins: 0 **Poles:** 1
Fastest laps: 1
Points: 290
Best result: 4th



NUMBER 11 SERGIO PEREZ (MEX)

Debut: Australia 2011
Races: 93
Wins: 0 **Poles:** 0
Fastest laps: 3
Points: 266
Best result: 2nd



RED BULL



The acrimony between Red Bull and Renault last season was one of the more ugly subplots of the 2015 campaign and it eventually ended in a divorce, and then a lengthy negotiation about access to the kids.

In the end, Red Bull will still have Renault engines but they will be badged as TAG Heuer units and the development programme will be up to the Milton Keynes team itself.

This is a big step for the former F1 dominator – if it can't keep up with engine developments and gets overtaken by its former

buddy Renault, then there will be red faces as well as Red Bull. If it fails and Renault takes the upper hand, then all that moaning and grumbling from Christian Horner last year will be put firmly in to perspective.

Red Bull has set itself some modest targets for the season, and bosses say its aim is to get "closer to its rivals". Hmm...

Daniel Ricciardo is a star of the future, while Daniil Kvyat's reputation needs a boost. It seems unlikely that either of them will have the career breakthrough they need in 2016.

Car: RB12 **Engine:** TAG Heuer **First GP:** Australia 2005
Races: 203 **Wins:** 50 **Poles:** 57 **Fastest laps:** 47 **Points:** 3052.5
Drivers' titles: 4 **Constructors' titles:** 4

NUMBER 3 DANIEL RICCIARDO (AUS)

Debut: Britain 2011
Races: 88
Wins: 3 **Poles:** 0
Fastest laps: 4
Points: 360
Drivers' titles: 0



NUMBER 26 DANIIL KVIAT (RUS)

Debut: Australia 2014
Races: 37
Wins: 0
Poles: 0
Fastest laps: 0
Points: 103
Best result: 2nd



related directly to initiatives that would be usable for the 2016 version and that the track miles they have already had will put them on the front foot.

From the testing times it seems

the team has managed to hold station in the slipstream of the top teams.

However, those limited finances might mean progress much further is hard.



The 'will they, won't they' saga of Renault returning to F1 means that the former Lotus team was on the back foot rather than when it came to preparing a machine for its 2016 challenge.

But now the French firm is in the driving seat, it is full steam ahead. Well, as full steam as Renault's powerplant will allow. Switching from a Mercedes, which powered Lotus last season, is going to be a retrograde step in terms of competitiveness and there is plenty to learn this year.

Signing Briton Jolyon Palmer is a shrewd move, while kicking out Pastor Maldonado for Kevin Magnussen is another signal of the team's intent.

RENAULT



Car: RS16 **Engine:** Renault RE16 **First GP:** Britain 1977 **Raced:** 300
Wins: 35 **Poles:** 51 **Fastest laps:** 31 **Points:** 1318 **Drivers' titles:** 2 **Constructors' titles:** 2

NUMBER 20 KEVIN MAGNUSSEN (DEN)

Debut: Australia 2014
Races: 19
Wins: 0 **Poles:** 0
Fastest laps: 0
Points: 55
Best result: 2nd



NUMBER 30 JOLYON PALMER (GBR)

Debut: Australia 2016
Races: 0
Wins: 0 **Poles:** 0
Fastest laps: 0
Points: 0
Best result: N/A



TORO ROSSO



The spotlight at the start of the 2015 season was firmly placed on Max Verstappen.

The 17-year-old was the youngest driver to make his F1 debut and there were plenty of questions as to whether the F3 graduate was up to it. Forty-nine points later, and the questions were answered.

Rookie team-mate Carlos Sainz was able to ply his trade away from the gaze of the headlines and did just as impressive a job with seven points-paying drives.

A switch from Renault to a year-old Ferrari unit might seem like a step back but, in reality, it could well be an improvement in performance.

Car: STR11 **Engine:** Ferrari 059/4 **First GP:** Bahrain 2006
Races: 185 **Wins:** 1
Poles: 1 **Fastest laps:** 0
Points: 266 **Drivers' titles:** 0
Constructors' titles: 0

NUMBER 33 MAX VERSTAPPEN (NED)

Debut: Australia 2015
Races: 19 **Wins:** 0
Poles: 0 **Fastest laps:** 0
Points: 49 **Best result:** 4th

NUMBER 55 CARLOS SAINZ (ESP)

Debut: Australia 2015
Races: 19 **Wins:** 0
Poles: 0 **Fastest laps:** 0
Points: 18 **Best result:** 7th

SAUBER



Sauber was true to form in 2015 – it started well, and then gradually slipped back in to midfield obscurity as the development war progressed and other teams brought modifications to their cars.

Technical director Mark Smith joined from Caterham at the beginning of 2015 and has had an influence on the new C35. It also has a potent Ferrari engine, which is a bonus.

Brazilian Felipe Nasr is a talented prospect who is sometimes unfairly tagged with being a pay driver. He might well bring budget, but he has the ability to back it up. Marcus Ericsson is a solid stablemate who is never going to tear up any trees.

Car: C35 **Engine:** Ferrari 059/5 **First GP:** South Africa 1993
Races: 400
Wins: 1 **Poles:** 1 **Fastest laps:** 5
Points: 810 **Drivers' titles:** 0
Constructors' titles: 0

NUMBER 9 MARCUS ERICSSON (SWE)

Debut: Australia 2014
Races: 35 **Wins:** 0 **Poles:** 0
Fastest laps: 0 **Points:** 9
Best result: 8th

NUMBER 12 FELIPE NASR (BRA)

Debut: Australia 2015
Races: 18 **Wins:** 0 **Poles:** 0
Fastest laps: 0 **Points:** 27
Best result: 5th

HAAS



There is a very Italian feel to the new American Haas team. It has a chassis built by Dallara, a powerplant from Ferrari and that should be enough to put the team in with a shout of troubling the upper midfield.

There are some experienced F1 hands behind the scenes too. All the portents are that this

will be one of grand prix racing's best-prepared newcomers for some while.

Allied to that, it has two experienced drivers at the wheel. Romain Grosjean is a proven product, while Mexican Esteban Gutierrez returns to the top flight after a season as Ferrari test driver.

McLAREN



The fact that McLaren is heralding its pre-season test by pointing to the fact that it completed more laps than last year is a mark of where the team is at.

The truly woeful Honda motor from last year has been reworked (because it needed to be), McLaren has an efficient chassis and it has arguably the strongest drive line-up.

Its test pace showed that, while the outfit is solidly in the middle of the pack, the jump forward hasn't yet come. But the boffins back in Woking are pleased that, unlike 12 months ago, at least they have some numbers to crunch.

Car: MP4-31 **Engine:** Honda RA616H **First GP:** Monaco 1966
Races: 780
Wins: 182 **Poles:** 155
Fastest laps: 152 **Points:** 5040.5 **Drivers' titles:** 12
Constructors' titles: 8

NUMBER 14 FERNANDO ALONSO (ESP)

Debut: Australia 2001
Races: 252 **Wins:** 32
Poles: 22 **Fastest laps:** 21
Points: 1778 **Drivers' titles:** 2

NUMBER 22 JENSON BUTTON (GBR)

Debut: Australia 2000
Races: 284 **Wins:** 15
Poles: 8 **Fastest laps:** 8
Points: 1214 **Drivers' titles:** 1

MANOR



Manor is not the Manor that turned up in F1 in 2012 and it is hard to think of the team without John Booth at the helm.

Booth resigned at the end of last season along with chief executive Graeme Lowdon when the ownership passed to Stephen Fitzpatrick.

The good news is the acquisition of an up-to-date Mercedes power unit means there will be no question marks over grunt. The concerns, however, will come from the driver line-up of two rookies. Pascal Wehrlein is highly rated but green, while Rio Haryanto brings budget.

Car: MRT05 **Engine:** Mercedes-Benz PU106C Hybrid **First GP:** Bahrain 2010
Races: 111 **Wins:** 0 **Poles:** 0
Fastest laps: 0 **Points:** 2
Drivers' titles: 0
Constructors' titles: 0

NUMBER 94 PASCAL WEHRLAIN (GER)

Debut: Australia 2016
Races: 0 **Wins:** 0
Poles: 0 **Fastest laps:** 0
Points: 0 **Best result:** N/A

NUMBER 88 RIO HARYANTO (IDN)

Debut: Australia 2016
Races: 0 **Wins:** 0
Poles: 0 **Fastest laps:** 0
Points: 0 **Best result:** N/A

Car: VF-16 **Engine:** Ferrari 059/5 **First GP:** Australia 2016
Races: 0 **Wins:** 0 **Poles:** 0 **Fastest laps:** 0 **Points:** 0
Drivers' titles: 0 **Constructors' titles:** 0

NUMBER 8 ROMAIN GROSJEAN (FRA)

Debut: Europe 2009
Races: 83
Wins: 0 **Poles:** 0
Fastest laps: 1
Points: 287
Best result: 2nd



NUMBER 21 ESTEBAN GUTIERREZ (MEX)

Debut: Australia 2013
Raced: 38 **Wins:** 0
Poles: 0
Fastest laps: 1
Points: 6
Best finish: 7th



RACING NEWS

F1 ROUND-UP

Di Resta back

Former F1 racer Paul di Resta will return to the paddock this year after being named as Williams' reserve driver. Di Resta contested three world championship seasons with the Force India team, scoring 121 points before losing his seat and returning to the DTM. Di Resta replaces Adrian Sutil, and will split his duties with his DTM campaign with Mercedes. "It's going to be a busy season combining both F1 and DTM," said the Scot. "I will give my full support to both."

K-Mag on top

Kevin Magnussen will lead Renault's reformed works team this season, according to managing director Cyril Abiteboul. The Dane was handed an F1 lifeline when Pastor Maldonado's sponsorship agreement dissolved pre-season. Magnussen will partner Briton Jolyon Palmer at the team, but Abiteboul expects Magnussen's experience of a season with McLaren to pay dividends: "Both our drivers have shown they are winners in previous categories – with Kevin winning Formula Renault 3.5 and Jolyon GP2. Kevin is a natural talent and has sufficient experience to be a leader for the technical team and Jolyon will benefit from having a strong team-mate."

Qually confirmed

The FIA has released the final regulations for the planned qualifying changes for this year. The new format retains the three qualifying sessions as usual, but features the slowest cars being knocked out at 90-second intervals during the final half of each segment. Q3 will run for 14 minutes and will feature the fastest eight cars, with the slowest one knocked out after five minutes. The fastest two cars will remain on track to complete one final flying lap in an attempt to secure pole.

Upgrade India

Force India will bring large upgrades to its car in time for both the Bahrain and Spanish grands prix. The team tested a number of updates for the VJM09 at Barcelona. Chief operating officer Otmar Szafnauer said: "Testing was very solid for us. We made further new parts for the second test and got some good data and we'll be developing both [upgrades]. We'll have aero upgrades for Bahrain and suspension and frontal aero for Spain."

Santino in

Haas has signed American teenager Santino Ferrucci as its development driver. The 17-year-old will split his duties with his GP3 season with the DAMS team. "We see Santino as a young American driver with a lot of potential and his opportunity with DAMS is an excellent way for him to further his development while positioning Haas for future success," said Haas team boss Gunther Steiner.

RED BULL'S NEW MASTERPIECE

Team hails new car as "one of its best ever" but faces fight



The RB12 will fight for third

By Rob Ladbrook

Red Bull head Dietrich Mateschitz believes the new RB12 chassis is one of the team's finest products yet as it aims to begin its fight back to the top of the F1 pecking order.

Red Bull Racing is targeting third place in this year's Constructors' standings, during what team head Christian Horner has labelled a transitional year. The team will begin the season with a spec Renault power unit, which will then benefit from factory upgrades as well as development

from independent tuning firm Ilmor.

While much of the team's success will hinge on the progress Renault makes with its upgrades, Mateschitz said he was happy with what he'd seen so far.

"Though the powertrain is basically the same as last year, I got the impression that Renault is pushing hard with new people in responsible roles," he said. "They show passion, a very professional attitude and a desire for success."

"The new RB12 is one of the best cars we put on track, it's a masterpiece by Adrian [Newey, chief designer] and his team. Our target has to be to become third behind the two factory teams and

then to beat the customer teams with those [Mercedes and Ferrari] engines."

The team has retained drivers Daniel Ricciardo and Daniil Kvyat for this term. Ricciardo said he was confident ahead of his home grand prix in Melbourne.

"Testing's been a lot better for us this year," he said. "You don't know where you stand, but we're better prepared than this time last year so that gives us confidence. When I'm on the grid on Sunday, it'll just be full focus, full determination, knowing that I've got a battle on my hands, and it's a battle I'll look forward to."

Engine progress key to Red Bull's F1 future

While he has lavished praise on Red Bull's new F1 challenger, Mateschitz has also warned that his firm will review its position in Formula 1 should its engine not be up to scratch this season.

Mateschitz said the stranglehold Mercedes and Ferrari has on F1, both on and off the track, isn't healthy for the sport. Both manufacturers dominate the sport as F1's leading engine suppliers and regularly lock out the top results.

Red Bull attempted to secure a switch to both Ferrari and Mercedes power units for this year, but failed in its efforts with both so will now run a TAG Heuer branded Renault unit.



Mateschitz

Mateschitz's comments follow proposals led by F1 tsar Bernie Ecclestone to bring in an independent F1 engine in the future in order to cut costs and aid parity between the engines.

Mateschitz said: "Bernie [Ecclestone] is right. We have the situation that the tail wags the dog. The power of Mercedes and Ferrari is not doing good to F1."

The current engine deals of both Red Bull Racing and Toro Rosso – which will run 2015 Ferrari engines this year – expire at the end of this season. Mateschitz reiterated that Red Bull will assess its future in the sport if it remains uncompetitive against the works teams.

"Everything right now is pretty open," he said. "We definitely will not [continue to] fight for fifth in the next five years. If we don't get a competitive engine after 2016 we have no choice but to consider our future. F1 is not the Tour de France, and we will for sure not play a supporting cast role."



Rosberg and Hamilton will have more freedom during races

Mercedes boss says relaxing team orders is not a risk

Mercedes team chief Toto Wolff has confirmed that Lewis Hamilton and Nico Rosberg will be free to race without restriction this year after relaxing team orders between the pair.

Last season Hamilton and Rosberg were allowed to race, but with limitations as to how far their strategies could differ. The rules proved frustrating for Hamilton in particular, who bemoaned a lack of strategy during the final run-in.

This year both drivers will be free to make strategic calls during the races, aided by tighter restrictions on pit-to-car communication.

When asked if allowing each driver more freedom to determine their race on track and off it was a risk that could potentially open the team to attack from Ferrari, Wolff replied: "No, I don't think so. We are reducing the rules because we have got more comfortable in working with each other. There is

great respect among the individuals. I don't feel it will be different than it has been in the last years.

"The [radio] regulations help us because there is much less engineering input. There is less guidance in terms of strategy, tyre optimisation and how to drive the car so it is much more down to them to drive the car anyway. That's very good for the sport. It puts more pressure on and brings in additional new effort for the drivers."

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"The meeting has the best entry yet"
Goodwood this weekend, p29



D'Ambrosio inherits a Formula E victory

Jerome d'Ambrosio inherited the Mexican Formula E win last weekend after Lucas di Grassi was excluded for having an underweight car.

The Abt Audi driver had used his Fanboost to pass d'Ambrosio mid-race but then lost his victory after his car was found to be 1.8kg below the minimum weight limit. The exclusion means he has dropped to 22 points behind leader Sebastien Buemi in the standings.

Behind di Grassi, d'Ambrosio and Buemi had battled ferociously – making contact several times – with the Belgian driver just emerging on top.

Di Grassi wasn't the only driver to be penalised post-race. His demise should have promoted Loic Duval to the final podium place but a 15-second penalty for not respecting track limits handed Buemi's team-mate Nicolas Prost third. Duval had to settle for fourth, with Robin Frijns fifth, while Buenos Aires winner Sam Bird could only manage sixth.



Di Grassi was excluded

Photos: LAT

MONTOYA VICTORIOUS FOR PENSKE SQUAD



Montoya led a Penske 1-2

Juan Pablo Montoya won the opening race of the IndyCar season at St Petersburg last weekend.

Simon Pagenaud led in the early stages, but Montoya snuck ahead mid-race and held on to the flag to give Team Penske a 1-2 as the squad celebrated its 50th anniversary with a special livery.

"It was good," said Montoya, who was second in the table last year on a wins tie-break with Scott Dixon. "The Chevy was good all day. It was exciting to have a new paint scheme and come out and win with it. It's just awesome. We started the year last

year like this. I felt this morning [in the warm-up practice] we had a really good car and it paid off."

Montoya's path to victory was made easier by poleman Will Power being forced to withdraw. He suffered mild concussion from a crash in Friday practice and was unable to race due to nausea.

Penske's Tim Cindric said: "Obviously this is a very difficult decision to make in the first race of the season, but Will's health and safety is the most important thing to consider."

Behind Montoya and Pagenaud, Ryan Hunter-Reay prevented a Penske podium lockout. The Andretti Autosport driver made a late move on Helio Castrovenes to take third. Mikhail Aleshin and Takuma Sato completed the top six, with reigning champion Dixon seventh.

An alternative pit strategy had put Conor Daly in contention but a front wing failure near the end dropped him down to 13th.

Former Manor Formula 1 driver Alexander Rossi was highest of the rookies, finishing 12th.



Montoya took big win

Chilton struggles on IndyCar baptism

Max Chilton endured a difficult IndyCar debut at St Petersburg last weekend, including having to duck a flying endplate.

The debris hit the front of his car before almost striking his helmet, leading the ex-F1 racer to speak out against the amount of loose carbonfibre during the race.

"I wasn't impressed by this, put it that way," Chilton said. "There was way too much carbon flying around for the amount of impacts. It was a lot. I was lucky but I don't like it how you have to use the word lucky in this type of racing."

The Briton started 16th and finished 17th after debris clogged up his radiator, but claimed he had the pace to finish in the top 10.

"It was two races," said the Chip Ganassi Racing driver. "The first half of the race I was one of the 10 best cars on the track, no problem. We were flying forward with really good pace and saving fuel while running the same pace as everyone else up to P10 comfortably."

"Then the engine overheated with the debris in the ducts and had a long pitstop to clear out the ducts. First half I think we were on target for a top 10. I'm happy but the result doesn't show how good we were."

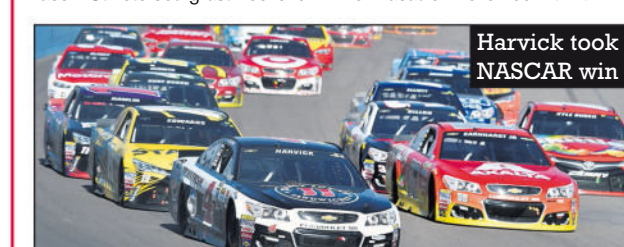


Chilton made progress

THE FASTEST NEWS ROUND-UP



Kevin Harvick fended off Carl Edwards to claim victory in the NASCAR Sprint Cup at Arizona last weekend in one of the closest finishes in history. Harvick, who worked his way through the field having started 18th, beat Edwards by just 0.01s, with Daytona 500 winner Denny Hamlin in third... Reigning European Formula 3 champion Felix Rosenqvist triumphed on his Indy Lights debut, winning the second race in St Petersburg last weekend.



Harvick took NASCAR win

Carlin driver Felix Serralles won race one... **There is set to be a bumper entry for the Blancpain GT Series Sprint Cup this season, with 38 cars expected to take part in the opening round at Misano next month. That compares to the 21 that started last season and just 16 entries at the final round. Series boss Stephane Ratel believes a reduction in the size of the calendar has helped boost take-up...** An FIA GT World Cup is set to take place at Macau again in November after a successful inaugural event last year. In a statement following a World Motor Sport Council meeting earlier this month, the FIA said: "Encouraged by the success of the first FIA GT World Cup in Macau last November, the World Motor Sport Council approved the GT Commission's proposal to return the FIA GT World Cup to the iconic location of Macau on November 19/20..."



Webster will race a Huracan

Carrera Cup GB ace Webster signs Blancpain GT Lamborghini deal

Josh Webster will join fellow former Porsche Carrera Cup GB champion Michael Meadows in switching to the Blancpain GT Endurance series this year. The 22-year-old will drive a Konrad Motorsport Lamborghini Huracan GT3 in the category, and will also contest the Lamborghini Super Trofeo with the team. His first experience of the car will be in the Sebring 12 Hours this weekend. "I'm delighted it has all come

together," said the 2014 Carrera Cup champion. "It's quite late in the year and I've been working hard all winter. I had quite a few offers on the table and I wanted to make sure I took the right one. "The Super Trofeo supports Blancpain so I'm going to be out of one car and into another, so it's going to be more track time than I've had before in my career. The Trofeo car has more power than the GT car but a bit less aero. "I haven't tested the Huracan

yet, and only tested a GT3 car once but it gave me a lot of confidence. I've got a lot to learn with the endurance aspect of GT racing but I'm really looking forward to it. The goal is to be a factory driver making a career out of GT racing and this should be the first step." ● Reigning Carrera Cup Pro-Am1 champion Jack Falla will race in the Blancpain GT Series Sprint Cup this year, also in a Huracan. He will partner former GP2 champion Davide Valsecchi.

Tincknell gets a works Ford GT for Le Mans

Briton Harry Tincknell will join the factory Ford GT squad for this year's Le Mans 24 Hours. Tincknell will share the number 67 GTE Pro entry with Marino Franchitti and Andy Priaulx, while Stefan Mucke, Olivier Pla and Billy Johnson will share the second car. Joey Hand, Dirk Muller and Sebastien Bourdais will race the third GT, with Scott Dixon, Richard Westbrook and Ryan Briscoe in the fourth. Tincknell spent last season with the Nissan LMP1 team before that project was dissolved at the end of last year. He won the LMP2 class at the French endurance classic with

the Jota Sport team in 2014. "At 24, to be driving a Ford GT car at Le Mans exactly 50 years after the famous 1-2-3 finish for the team is incredibly special," said Tincknell. "Ford has an incredible history at Le Mans and I think this car can emulate some of that success. We'll be resuming that fierce battle with Ferrari, but it will be very competitive with all of the manufacturers. I'm very proud to be a part of it all." Tincknell will also contest the FIA World Endurance Championship opener at Silverstone and the second round at Spa-Francorchamps in preparation for Le Mans.



Drivers for Ford GT squad have been confirmed for Le Mans

RACING NEWS

Photos: Jakob Ebrey, LAT

Mitchell and Graham make British GT move

Macmillan Racing has confirmed both Jack Mitchell and Matty Graham for British GT4 this year.

Former Ginetta Junior champion, Renault Clio Cup and Mini Challenge racer Mitchell and ex-BRDC Formula 4 racer Graham tested with the team at Donington Park recently, and will now share an Aston Martin Vantage GT4 in the full British GT Championship.

Graham said: "GT4 will be a very different experience for me, but I immediately felt comfortable with the Vantage when I tested with the team. I believe Jack and I will be a competitive pairing."

Mitchell added: "GT racing is where I want to build my career. We had such a great test last week. The whole team is really experienced and I'm sure we can be successful together."

Team boss David Macmillan said: "Our focus is to develop future GT talent. I am delighted to welcome our first young guns, Jack and Matty."

Team Hard signs up Epps in third BTCC car

Team Hard has continued its expansion in the British Touring Car Championship and has signed Michael Epps to drive a third Toyota Avensis in the 2016 series.

The team had already announced that it would run a pair of Toyota Avensis cars for Jake Hill and Mini Challenge graduate Chris Smiley, but it has now gained another entry after securing an extra licence.

Epps has a background in single-seaters in Formula Vee, Formula Renault BARC and in USF2000, but last year raced in the VW Racing Cup.

Epps said: "It's the most exciting time in my career. I could only dream of a BTCC seat at one point in my career and now it's happening."

Team principal Tony Gilham said: "We're rewriting the rule book and focusing on skill rather than just looking for drivers with big budgets."

FORMULA JEDI CHAMPION HINGELEY GETS BRDC F4 SEAT

Highly rated racer joins HHC team



Hingeley lifted Jedi title



By Rob Ladbrook

Reigning Formula Jedi champion Ben Hingeley has joined leading squad HHC Motorsport for this year's BRDC Formula 4 Championship.

The 18-year-old completes HHC's three-car line-up for this year's revamped championship, joining Sisa Ngebulana and Omar Ismail at the squad. HHC ran Will Palmer to

last year's BRDC F4 crown.

Hingeley, from Abergele in North Wales, has a strong karting history prior to his move to cars last season. He won the 2011 Welsh Mini Max crown before finishing second in Super One's Junior Rotax division in 2013 and winning the British Rotax British Open title. Those performances earned him an assessment with the Ferrari F1 team's Young Driver Academy training programme.

Hingeley, who is also a member of the Arden Young Racing Driver Academy, won last year's Formula Jedi crown, scoring eight race wins and taking three lap records.

"I am thrilled to be competing in BRDC F4 with HHC," said Hingeley. "I've had the chance to do some limited testing and I've found the car awesome. HHC is a fantastic team with their knowledge and experience so I hope to be up to speed very quickly."

"This is a new step for me and a new challenge, so with the extra downforce and power it will take some getting used to. It has taken quite some time to put this all together and I'm looking forward to giving it my all this season."

Charlie Kemp, HHC team boss, added: "Ben is a talented young racer and we are pleased that he has committed to BRDC F4 with us. We are looking forward to developing his talent throughout 2016."



FIA F4, and MSA Formula, could hold a World Cup event

FIA F4 World Cup concept welcomed by MSA Formula officials

Plans for a world final for FIA Formula 4 cars have been welcomed by the organiser of the MSA Formula series.

The idea was confirmed at a meeting of the World Motor Sport Council earlier this month and it was decided that the FIA would be launching a call for expressions of interest from parties that would like to promote or organise such the event.

In a statement, the FIA said:

"Following the global success of the introduction of FIA Formula 4, the World Motor Sport Council recognised the considerable interest in staging a World Final for national-level F4 championships where successful drivers from the 12 national F4 championships around the world would meet."

MSA Formula is one of the championships that could provide drivers for such an event.

"It's a great idea," said championship manager Sam Roach. "I've said for ages this could be something very big and very healthy for F4. We will be supporting the idea fully."

The idea of British Formula 3 returning in the form of BRDC F4 was also discussed at the meeting. This could pave the way for MSA Formula to be rebranded British F4 but Roach downplayed such a move.

Stratton confirms Lotus and Aston Martin for British GT4 attack

Stratton Motorsport will field a two-car attack on the British GT Championship this season, running both Lotus and Aston Martin machinery.

The Norfolk-based team has entered a single Lotus Evora GT4 for Robin Shute and Will Hunholz, as well as an Aston Martin Vantage GT4 for David Tinn and Robin Marriott.

Reigning AMR GT4 Cup champion Tinn made a single British GT appearance last

season when he ran alongside Jade Edwards in a Vantage. Tinn said: "Both myself and [AMR GT4 Cup runner-up] Robin made huge strides last year running with Stratton. We aware of the leap we are making



with this move, but hopefully we can surpass expectations."

Schute and Hunholz have raced together in America but are new to European competition.

Schute is Norfolk-born but lives and works in California, and has shared cars with Hunholz, who runs his own SpeedTrixx Motorsport sportscar team in the US. Hethel-based Pangean Engineering and Lotus Motorsport will support the preparation of the Evora (left).



Mullan (c) and Morris (r)

Irish ace Mullan enjoys FF1600 Down Under

Formula Ford regular Jennifer Mullan made her international racing debut last weekend in the Phillip Island Classic.

She was invited to contest the event by the Ecurie Australie team, which has been resurrected by the Davison family. FFord veteran Rick Morris also competed.

Mullan drove a Reynard 84FF and took a best result of 24th out of 45 cars.

"This has just been the most

incredible experience of my life so far," she said. "To share such a journey with the most incredible people has been amazing. I am happy with my results, I really didn't expect to be as far up as I was. To end the weekend up in 24th exceeded my expectations."

Morris, 69, climbed to fourth in the penultimate pre-1990 race in a Reynard 87FF, but was involved in an incident in the finale. He plans to race at Zwartkops in South Africa this weekend.

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'Hot Hatch is one of several new 750MC series' Club racing highlights for the year, p16



Photos: Jakob Ebrey



COLLARD JR TO GINETTA JUNIOR

Jordan with father and BTCC racer Rob

Jordan Collard will make his car racing debut in Ginetta Junior this season, completing a trio of sons of recent WSR British Touring Car drivers taking part.

The 15-year-old son of current WSR racer Rob Collard will drive for Total Control Racing and one of his team-mates will be ex-WSR driver Nick Foster's son, Harry. Andy Priaulx's son Sebastian will also race

for JHR Developments.

Collard reached the final stages of the Ginetta Junior Scholarship last year and graduates from karting, having raced in the Super One National Rotax Mini Max Championship.

"Ginetta Junior is a great stepping stone to move from karting into car racing, and the fact it is shown live on ITV4 is fantastic exposure for young

racers," said Collard Jr. "I had a great time at the Scholarship and I am really looking forward to putting everything I learnt there into practice with TCR at Brands Hatch next month."

Team principal Lee Brookes added: "It's fantastic news to have Jordan joining TCR for Juniors, we've got an absolutely cracking young line-up of talented drivers and there's a real buzz in the team. Jordan

has so much experience he can learn from through his dad and I know our drivers will work well together.

"Jordan did a great job in the Scholarship final last year and he's obviously done well in karting so we're sure he'll have a strong first season in cars. He has great family support, which is so important for these young drivers, and we're looking forward to working with him."



Gamble (l) and Kemp

HHC signs Tom Gamble for Ginetta Junior

HHC Motorsport has completed its Ginetta Junior Championship line-up by signing karting star Tom Gamble.

Gamble, 14, is the younger brother of Ginetta regular George, and joins HHC off the back of a successful karting career. Gamble won the 2013 Kartmasters British Grand Prix, before lifting the 2014 Super One Rotax Max Junior title and the 2015 Rotax Max Winter Cup.

He completes HHC's four-car

Ginetta Junior entry alongside Charlie Fagg, Will Tregurtha and Lewis Brown.

Team head Charlie Kemp said: "Tom is firmly in the same bracket as top karting graduates we've had in recent years like Lando Norris [MSA Formula champion] and James Kellett [Ginetta GT5 Challenge champion]. He's won a lot in a short space of time and has huge potential.

"He'll definitely be fighting for the Rookie crown this year."

Team Pyro restricted to part-time in Ginettas

Team Pyro will run a "restricted" programme in Ginetta Junior this year.

The title-winning Renault UK Clio Cup squad will field Zak Fulk in selected rounds this year but has been unable to find any other drivers for its maiden season in the category.

Fulk finished fifth in the Super One National Rotax Max Junior championship last season but school commitments mean he

won't complete a full season.

"It's not easy to get drivers at this age," said team boss Mark Hunt. "We've got Zak Fulk who will be doing selected rounds with us but it's difficult to get the pricing right for drivers so we will be running at a restricted level.

"It would've been nice to run more cars but it's very hard to break into a series with some established teams that are running multiple cars."

Winter Series star King eyes full Junior title

Ginetta Junior Winter Series rookie class champion Harry King will step up to the main series this year with Elite Motorsport.

The 15-year-old will form part of Elite's two-car line-up in the category this season, having won last year's Whilton Mill kart championship.

"Harry is a good kid, he won the rookie class of the Winter Series and had a good weekend," said team boss Eddie Ives. "I hope that he can be at the front of the rookie class, that's the aim."



King will race with Elite

Ives added that the team is close to announcing a second driver, after only running Geri Nicosia in 2015.

"We joined Juniors 18 months ago and it was always the intention to build up to a two-car team," he said.

TOCA package regular Breeze may not race

Former Ginetta GT4 Supercup champion Carl Breeze will not be racing this year after losing his main sponsor.

The 36-year-old has competed on the TOCA package for the last 17 years, winning the Formula Renault UK title in 2001 and amassing over 150 podiums. He also had stints in the British Touring Car Championship and the SEAT Cupra Championship before spending the last seven years in the Ginetta GT4 Supercup.

"I've just got no money coming in," said Breeze, who finished runner-up last season with HHC Motorsport. "I won't be racing unless something turns up as a freebie.

"It's a shame because I really love racing and it will be difficult watching the first round not taking part. I've been part of the TOCA package for so long and been successful."

Breeze added he was considering a switch to British GT.

"I was looking at British GT or maybe Ginettas again as well but when your main sponsor's gone it's a massive dent in the coffers," he said. "Hopefully if I can't get out this season then I'll see if I can in for 2017.

"It's getting harder to find drives as you've got single-seater drivers who have given up on the F1 dream bringing money with them."

THE VOICE OF NATIONAL RACING

MATT JAMIES

"Common sense has broken out"



Palmer's BRDC F4 car could get the F3 badge

It seems the mists are clearing on the single-seater nursery slopes, particularly with the news that Jonathan Palmer's BRDC F4 category might be granted F3 status in the UK. Finally, it looks like there has been an outbreak of common sense – which is not always the case in motor racing.

There was the MSA Formula, which was the United Kingdom's version of the FIA-sanctioned F4 category, and then also Palmer's BRDC F4. But that stupid situation where there are two domestic classes with the same name looks like it is at an end as the sport's global governing body, the FIA, is seeking to boost Palmer's class to national F3 status.

This has been made possible by Palmer's drive to move the category on. He has introduced a new Tatuus-built, Cosworth-powered car with a two-litre engine producing 230bhp.

The upgrades have pushed the performance of the car to pretty close to F3 levels and, as such, it deserves an elevated platform than just the F4 moniker. As good as it is, the British Touring Car Championship-supporting MSA Formula is the bottom rung of the ladder now, no question.

While Palmer's new machine might not quite be a match for a pukka F3 car, it is a long way down the road to being one, and is going to be a good stepping off point for drivers who want to go and race F3 in Europe.

The FIA European F3 Championship will still exist, of course, and a pure-bred F3 car is always going to be that bit much faster (because it is more complicated and, as a result, much more expensive).

The fact that it will sit just a little higher in the pecking order of racing cars from Palmer's F4 (or F3) concept is perfect for the structure of motorsport at this level.

A European or a World championship always should be a step up from what drivers can achieve on a national basis – therefore, I always found it strange when S2000 saloon racing cars ruled the roost in the UK, several domestic categories and also the world championship.

The WTCC went down this route until the end of 2013, when beefed-up TC1 specifications were introduced for the frontrunning teams.

If the FIA adopts BRDC F4 as F3, then drivers who are able to conquer the UK F3 category can then progress on to faster cars in Europe but will have the necessarily grounding.

That is how things should be.



AGREE/DISAGREE?
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RACING NEWS

Mitchell gets Ligier for OSS challenge

Craig Mitchell will return to the BRSCC's OSS series this season driving a Ligier JS49S.

The 22-year-old was second in Class B and fourth overall in 2014 – finishing on the podium in every race – but took a break from racing last year to complete his degree.

Mitchell, based in South Lanarkshire, is a previous Scottish kart champion and has also competed in Scottish Legends and Sports 2000.

"We chose OSS as there's less long-distance travelling," he said. "Also there's more race time on any event weekend and a great selection of cars. We also had a chance of the ex-IF Motorsport Ligier race car, which is superb."

Championship coordinator Alan Jenkins added: "We're pleased to have both Craig and the Ligier back on the grid. This year is proving to be one of our best ever for open regulation class racing and it's especially pleasing to see youngsters getting into aero and slicks sportscar racing."



Mitchell will run a Ligier

Photos: Mick Walker, karpix.net, Laura Manning/Steve Cross, Michael Chester



King has karting wins



King has tested Jedi

KING TO MAKE MOVE INTO FORMULA JEDI

Karter becomes first female Jedi racer for half a decade this year

By Rob Ladbrook

Karting graduate Bryony King will become the first female driver to contest the Formula Jedi Championship in five years after sealing a move to single-seaters.

King, 17 from Ely in Cambridgeshire, will contest the full championship in a factory-run car.

King has a successful background in karting, having won Trent Valley Kart Club and Hunts Kart Club races. She also finished

seventh in last year's Formula Kart Stars points. King is a former member of the Arden Young Driver Academy scheme and a current MSA Academy member. She is also mentored by ex-F1 driver Susie Wolff.

King had planned to move into MSA Formula this year and tested cars with two teams before settling on a learning season in Formula Jedi.

"We met [reigning Jedi champion] Ben Hingey during the time at Arden and he suggested Jedis to us as he did his learning season last year

and won the championship," said King's father Alan.

"It's a great move as the cars are faster on the straights than the MSA Formula car and have a good mixture of mechanical grip and aerodynamics. Bryony has tested a few times now.

"The car is much more physical than a kart and places a lot of extra stress on the neck and upper body due to the higher forces and speeds so she's had to do additional training. Bryony is also quite petite, so we've had to play around with the car set-up to

get her comfortable, but the lap times have been encouraging. She wants to be at the sharp end and fighting for podiums."

The last female driver to compete regularly in Formula Jedi was Vicky Dyson, who had a part-season in 2011.

Formula Jedi founder Frazer Corbyn added: "Some people see Formula Jedis as aggressive cars due to their light weight and speed, but they have great mechanical grip, which makes them ideal learning cars as they're very stable."

Jonck joins SWR for BRDC F4 attack

Danish driver Jan Jonck will join Sean Walkinshaw Racing for this year's BRDC Formula 4 Championship.

The 17-year-old graduates to UK single-seaters having raced in the German-based ADAC Formula 4 class last year. Jonck, from Skodstrup, is a former Danish karting champion and also finished runner-up in the 2014 Danish Formula Ford Championship. He joins South African Eugene Denysen, 19, at the team.

"The BRDC F4 car is really fast with great aerodynamics and amazing power from the Cosworth engine. It's a joy to drive," said Jonck. "I think this is a great stepping stone and learning experience for me, and I'm sure I will be competitive. But the learning curve is big so for now it's heads down so we can make as much progress before the first round as we can."



Jonck moves to the UK

MONDELLO PARK: MPSC BY LEO NULTY

MARCH 13

Mondello Park kick-started the 2016 racing season and Ciaran Timmons did the double in the **Irish Touring Cars**, taking a lights-to-flag win in race one despite the early attentions of Dean Reilly.

When Reilly retired mid-race Grzegorz Kalinecki's new Golf GTi took second, with Eddie Kinirons third in his newly acquired BMW M3.

Jay O'Reilly took Production honours from the recovering Nicole Drought, who had challenged for the lead before being rotated by Anthony Murtagh at Mobil corner.

In race two, Shane Rabbitt launched his Mazda RX-7 off the line to somehow snatch the lead from the fourth row of the grid. Almost immediately the red flags flew as Murtagh and Gareth Jennings tangled at the final corner.

Undeterred, Rabbitt duplicated his technique and again led into turn one at the restart. He hung on despite pressure from Kevin Doran, until fuel starvation slowed him at the Esses. Doran grabbed the lead but, in turn, came under pressure from the flying Timmons, who finally made it stick at Southside Corner. When Doran

slowed with overheating problems, Kalinecki moved to second and closed the gap slightly in the closing stages, but nothing was going to deny class returnee Timmons from making it two out of two.

Drought drove superbly to take the Production win despite starting at the back with grids reversed, David Cassidy being her closest challenger.

Phil Lawless won the first **Fiesta Zetec** race from pole, with Darragh McMullen holding off Michael Tumulty in a hectic race for second – but McMullen was later disqualified for a technical infringement.

In race two, Trevor Farrar nailed the start to lead Lawless away and held on for a few laps before Lawless reclaimed it with a cracking move round the outside at Mobil.

As Lawless eased away for the double, Farrar came under attack from Tumulty and McMullen, with the trio circulating as one for the duration. At the flag it was Lawless, with Farrar just holding on for second and McMullen in third.

James Holman fought off Niki Meredith for the first **Irish Legends** race, the pair crossing the line well



Ciaran Timmons started his season with a brace of ITCC wins

clear of Paul O'Brien in third. In race two, O'Brien took the honours, with Meredith charging up to second and Jonny Taylor pipping the impressive Bobby King for third, with Holman stranded in the gravel at turn three after an early spin. In race three, Meredith worked his way to the front but Holman climbed to second and gradually closed him down. With a couple of laps to run, Holman snatched the lead at Southside corner, but Meredith fought back and the duo crossed the line side-by-side, Holman getting the nod by a fraction. Ian Conroy was a distant third.

Motorsport Ireland Young Driver of the Year Jake Byrne jumped into one of the family ABR team **Global**

GT Lights and decimated the regulars, crossing the line well clear in race one despite a late-race safety car intervention. Peter Drennan was second, with Mark Twomey completing the podium. In race two, Byrne dropped to the back of the grid on the rolling lap and yet was well clear by the end, with Drennan second and Mark Braden third.

Timothy Duggan took a fine win in **Future Classics**, fighting off the impressive Fiesta graduate Marty Moore. Class rookie Adrian Dunne completed the podium in his Citroen Saxo, but he was later docked four places for improper driving. That handed the spot to Formula Sheane regular Richie Kearney (Punto 1400).

RESULTS

Irish Touring Cars (15 laps) 1 Ciaran Timmons (Honda Integra) 15m27.883s (66.90mph); 2 Grzegorz Kalinecki (VW Golf) +5.606s; 3 Eddie Kinirons (BMW M3); 4 Jay O'Reilly (Honda Civic); 5 Nicole Drought (Honda Integra); 6 Anthony Murtagh (VW Corrado). Class winner O'Reilly. Fastest lap Timmons 1m00.235s (68.70mph). Pole Timmons. Starters 13.
Race two (8 laps) 1 Timmons 8m19.784s (66.24mph); 2 Kalinecki +3.274s; 3 Kinirons; 4 Shane Rabbitt (Mazda RX-7); 5 Drought; 6 David Cassidy (Nissan 200SX). CW Drought. FL Timmons 1m00.655s (68.23mph). P Kevin Doran (Honda Civic). S 11.

Procraft Tools Fiesta Zetec (13 laps) 1 Philip Lawless 15m38.584s (57.32mph); 2 Michael Tumulty +1.756s; 3 Trevor Farrar; 4 Mark Johnston; 5 Adam Johnston; 6 Gary Wheeler. FL Tumulty 1m11.428s (57.94mph). P Lawless. S 23.
Race two (16 laps) 1 Lawless 20m27.01s (53.96mph); 2 Farrar +1.066s; 3 Darragh McMullen; 4 Tumulty; 5 Shane Kenny; 6 A Johnston. FL McMullen 1m11.437s (57.93mph). P Lawless. S 21.

Legends (8 laps) 1 James Holman 8m36.263s (64.13mph); 2 Niki Meredith +0.472s; 3 Paul O'Brien; 4 Bobby King;

5 Ian Conroy; 6 Jonathan Taylor. FL Holman 1m03.720s (64.95mph). P Holman. S 9.
Race two (8 laps) 1 O'Brien 8m42.920s (63.31mph); 2 Meredith +5.841s; 3 Taylor; 4 King; 5 Des Foley; 6 Ken Elliott. FL Meredith 1m04.541s (64.12mph). P Conroy. S 8.
Race three (10 laps) 1 Holman 10m51.296s (63.54mph); 2 Meredith +0.018s; 3 Conroy; 4 King; 5 O'Brien; 6 Foley. FL Holman 1m03.906s (64.76mph). P Holman. S 8.

Global Lights (14 laps) 1 Jake Byrne 15m30.367s (62.27mph); 2 Peter Drennan +3.771s; 3 Mark Twomey; 4 Alan Macken; 5 Conor Farrell; 6 Ivor Miller. FL Byrne 59.617s (69.42mph). P Byrne. S 9.
Race two (15 laps) 1 Byrne 15m12.362s (68.04mph); 2 Drennan +1.572s; 3 Mark Braden; 4 Farrell; 5 Miller; 6 Michael Conway. FL Byrne 59.617s (69.42mph). P Byrne. S 10.

Future Classics (12 laps) 1 Timothy Duggan (SEAT Ibiza Cupra) 15m53.224s (52.10mph); 2 Martin Moore (Honda Civic) +0.273s; 3 Richard Kearney (Fiat Punto); 4 Aidan Byrne (Fiat Punto); 5 Dennis Brennan (Fiat Punto); 6 Tommy Byrne (Fiat Punto). FL William Tighe (Peugeot 306) 1m08.310s (60.58mph). P Kearney. S 19.



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'Can a Capri win this time?'

Goodwood preview, p28



Photos: Hawkins, Ebrey, LAT and Fraser

SOLLIS SET FOR MIGLIA RETURN



Sollis: back for 50th



Sollis is a two-time champion

Double Mini Miglia champion Bill Sollis will return to the championship for his first full campaign for nine years to celebrate the Mini 7 Racing Club's 50th anniversary season.

Former fire fighter Sollis, 51, will handle his own 1300cc Miglia and gun for a third title. Sollis, the 1997 and 2006 Miglia champion, last made a competitive appearance in the class at Silverstone in 2009.

"I'm really excited about this year and it's about time I got back out and had another go," said Sollis. "The Mini 7 Racing Club has been a life-long addiction for me. I love what

it stands for and the Miglia racing. They can run door-to-door at any circuit and it makes for stunning racing to watch and be involved in.

"I sold my title-winning car after 2006 and bought this one, which was built by Pete Vickers. I've spent a lot of time rebuilding it with a new Swiftune engine, new suspension and cooling and getting it to the weight limit. I want to be fighting for wins and hopefully the title."

Sollis is the only man to have won races in all four of the M7RC's formulae over its history, comprising the 850cc and 1000cc Se7ens and 1000cc and 1300cc Miglias. He

lifted the Se7en titles twice, in 1990-'91.

While Sollis is aiming for a full campaign, he will be forced to miss one round due to his commitment in helping to run the Oakfield Motorsport Mini Challenge team.

"I'm fitting the Miglias in around my work with Oakfield as I'm committed to that and enjoying helping to run the team," added Sollis. "People have won titles after missing rounds before so nothing is ruled out."

Sollis will also continue to race his historic FIA Appendix K 1966 Cooper S, which he shares with Nick Paddy.

Aquila class grows in OSS Championship

A new mini series for Aquila Synergy cars will feature as part of the OSS Championship's Invitation Class.

The entry-level car was designed to introduce university teams and beginner privateers into low cost racing. It was first used in the series in 2015, winning the Class E title with 16-year-old Kevin Suenson, but the cars will now run in the Invitation Class.

Birmingham City University is likely to support several cars, with Paul Hill and Paul Watson the first pairing confirmed.

"Although the Synergy was never meant to be the fastest car Aquila has produced, it is an absolute joy to drive," said Hill. "At 380kg on slicks it makes for a very fun and

educational car. The 1KR-FE engine is light and reliable and that equates to 214bhp per tonne, which isn't bad."

Three new trophies will be awarded to competitors. The University Challenge Cup and College Cup will be for teams and the Privateer Trophy for individual drivers. Synergies will not be eligible for other OSS awards, except for Driver of the Race.

Championship coordinator Alan Jenkins added: "OSS is about Class racing and the Aquila Synergies and the University support team bring an added dimension to our grid and paddock."



Synergy was quick

Ginetta G57 to make UK race debut

The new Ginetta G57 sportscar will make its UK competition debut with a factory supported four-car entry in the new Britcar Prototype Series.

The Leeds marque will field four of the first five G57 chassis in the opening round of the mini-endurance series, which takes place on the Silverstone Grand Prix Circuit on April 1-3.

The G57 is based on Ginetta's LMP3 prototype design, but runs heavily revised aero and a 575bhp Chevrolet engine. The car's full campaign this season is expected to be in the European VdeV series.

Ginetta's Ewan Baldry said: "The G57 was designed and made in



New G57 has tested

Britain so it's only fitting that we race it in the UK early on.

"The new Prototype Series appeals to us as it has freedom of regulations. We can run the cars in 'full-fat' mode with no engine restrictions."

"During the most recent test at Donington Park with Charlie Robertson we were 3.8 seconds faster than anything we've run previously."

GROUP NATIONAL EDITOR

ROB LADBROOK

"The Mini 7 Racing Club is like a family"



Speaking to Bill Sollis is always a pleasure. The man exudes enthusiasm and passion for national racing – but above and beyond all, his first love is the Mini Se7en Racing Club.

As you can read on the left, Sollis describes the M7RC as his life-long addiction. That's a big statement and not something you hear drivers say about many clubs – I for one have yet to hear anything similar about any of the UK's biggest race organisers (unless they work for them of course!).

Sollis's attitude and devotion is echoed around the paddock too. I remember chatting with a hugely excited Dave Drew before his first ever Miglia race. Just getting on the grid back in 2009 was the achievement of a long-held dream. Now he's an established regular and multiple race winner.

Speak to any others – Kane Astin, Peter Baldwin, Ian Curley – and they'll say the same too, that the club is more like a family than a racing organiser.

There's a sense of allegiance and belonging around the M7RC, and that has been key in its popularity over the last 50 years. But it is also moving with the times and constantly trying to bring new people into the sport.

Yes, the cars are getting on and are nowhere near as cheap as they used to be to run or build – and the vast majority are self-built as a labour of love – but the enthusiasm the drivers have is infectious.

A helping hand is never far away – I also recall Portuguese Nuno Pimenta rolling his car in practice at Silverstone GP in 2009 and, instead of packing up, half the paddock helped him repair it overnight.

But perhaps the biggest helping hand for this year comes from top driver Robert Howard and the evergreen Endaf Owens, who have teamed up to run a competition to put one driver on the grid, all-inclusive, for just the price of a £20 raffle ticket.

That's hugely tempting, and will give a new driver the chance to experience one of the most friendly paddocks in British motorsport – something that is odds-on to keep them involved with the club in some capacity for years to come.

Take Sollis again for example. He's won four titles – two in Se7ens and two in Miglias – and has absolutely nothing left to prove. But what he does have is a desire to get involved again. The ambition of winning a third title takes a back seat to the sheer enjoyment of racing. And that's how it should be.

For more information on the Miglia raffle visit mini7.co.uk.

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CLUB RACING PREVIEW

10 THINGS TO

The UK club racing scene always provides plenty of action. **Stephen Lickorish** and **Paul Lawrence** pick out some potential highlights for this season

CAN-AM AT 50

Can-Am sports-racing cars are huge in every sense. Monster engines and outrageous top speeds typify these vast racing leviathans. They are some of the biggest cars ever produced for racing and this season marks the 50th anniversary of the creation of a category that had its best times in North America.

The key European celebration of Can-Am will be at the Silverstone Classic (July 29-31), but to encourage owners to get some seldom-used race cars prepared, a mini-series has been developed by Masters Historic Racing to take in races at Brands Hatch (May 28/29) and Donington Park (July 2/3).

The aim for the Silverstone Classic is to get 50 cars on the grid, spanning the Can-Am era of the late 1960s and early 1970s. With seven- and even eight-litre engines, these monsters are capable of 200mph on Hangar Straight and the race will start will truly make the earth move. **PL**



330 CHALLENGE v M3 CUP

There are a number of one-make BMW series. Now, there are two more added to the collection: the M3 Cup and the 330 Challenge. And both are based around the popular 3 Series E46 model.

It will be fascinating to see which proves the most successful, but so far the signs are good for both. Each is organised by a team with a proven track record of growing series. The M3 Cup (right) is coordinated by Civic Cup organiser Luke Sedzikowski, while the 330 Challenge is overseen by BMW Race Days, which mastermind the massive grids of the Compact Cup. Both have also had a good take-up.

The 750 Motor Club's M3 Cup has the benefit of the iconic M3 name, while the 330 Challenge – with a BRSCC licence – is based around a cheaper car. It seems these subtle differences could be enough to ensure both get off to a flying start and it will be interesting to watch their development. **SL**



PHOENIX PARK MOTOR RACES

Demonstration laps from a Jordan Formula 1 car will be one of the highlights when the Phoenix Park Motor Races return this summer.

The popular event held in the Dublin park will return for the first time since 2012, with organisers confident it will be a success.

It will take place on the Irish Bank Holiday weekend (July 30/31) and Rubens Barrichello's 1993 Jordan 193 car is set to be one of the stars on the Tarmac.

"It's coming along well," says organiser Trevor Kinsella. "We've managed to get the Jordan to do exhibition laps on both days and the car will also be on display. That car has a lot of

history as it is the first F1 car Barrichello raced and Martin Donnelly also tested it after his Lotus crash. It's great news and I think that will really catch people's attention.

"We've had big support from all the Irish racing classes – it's been four years since the last event so everybody wants the races to be back on. We plan to have 12 different classes racing over the weekend and are trying to make best use of the timetable."

Kinsella adds that the paddock has been moved and will be adjacent to the main straight. "This will make it more compact and gives a better atmosphere," he says. **SL**



FORMULA JUNIOR CELEBRATION



Formula Junior is the best-supported category in historic racing and in 2018 it will mark a diamond jubilee season. Typically, Duncan Rabagliati and the team behind the category are not doing things by halves.

The Formula Junior Diamond Jubilee World Tour started in South Africa in January and takes in a global series of races building towards a huge conclusion in the summer of 2018.

However, before that the category will be celebrated at the HSCC's Brands Hatch GP circuit meeting this July when an attempt will be made to set a new record for the greatest number of Juniors in action at one race meeting.

The ambitious target is a whopping 120 cars, with grid space for 114 across three races. However, anything into three figures would set a new standard for this wonderful single-seater category. **PL**

FF1600 REVIVAL?

In theory, this should be a good year for Formula Ford 1600. At the end of last season there was a string of encouraging announcements that had the potential to increase its popularity.

The champions of the National, Scottish and Super Series will all be part of a shootout for £135,000 towards a USF2000 season, which is part of the Mazda Road to Indy ladder. There was also the news that legendary car builder Ralph Firman was producing an all-new car.

However, that has yet to transfer into a significant surge in entries. While many FF1600 regulars have committed to full seasons – such as 2014 Festival winner James Raven and last year's Walter Hayes victor Graham Carroll – there has been some concern over a lack of new blood.

Despite this, FF1600 still appears to be in a much better shape than recent years and there's still time for entries to increase further. **SL**



Photos: LAT, Steve Jones, Michael Chester, Jakob Ebrey

WATCH IN 2016

HRDC ACADEMY

Julius Thurgood at the Historic Racing Drivers' Club knows a thing or two about racing for cars of the 1950s and 1960s, and his latest brainchild, the HRDC Academy, is set to truly fly this year.

The concept was to develop a one-make class of racing for the humble Austin A35 in pretty simple and affordable trim. With a good supply of donor cars from the late 1950s available and a kit to convert the cars into racers, it adds up to some of the most affordable

and fun historic racing currently available.

From modest beginnings, the concept has quickly gathered momentum and the better part of 50 cars are now complete or in build.

Standalone races are now the achievable target for 2016 and an expected race at the Goodwood Revival (September 11-13) will be the icing on the cake. The season starts at Brands Hatch on April 9/10. **PL**



NEW 750MC SERIES

A new endurance series, a popular category revived, a new one-make division and an amalgamation of several classes. The 750 Motor Club has certainly been busy over the winter and has launched a number of new series that, if successful, could become championships.

Besides the M3 Cup mentioned on page 16, the club is also launching Club Enduro this year. There has been a lot of interest in this category, aimed at those wanting to contest longer races on a budget. Two two-hour races are scheduled, along with a 90-minute contest, and multiple drivers and cars are allowed to make up teams.

The club is also reviving its Hot Hatch series. This was popular in previous decades and now is believed to be a good time to try a return. A couple of Ford Fiesta STs (*right*) contested races last year but now a full relaunch is planned.

A new Toyota GT86 category is also the pipeline, the brainchild of MR2 coordinator Patrick Mortell, while races for SR> Challenge, Bernie's V8s and Crossle Racing Drivers' Club competitors will be amalgamated into the new Classic Interseries. **SL**



PROTOTYPES AND RELAUNCHES



Besides the 750 Motor Club's offering, several other clubs have launched new series or revamped existing ones for this year.

Britcar's new owner Claire Hedley has overseen a relaunch of the club's Britcar Endurance Championship. There is also the introduction of a new Prototype Series open to everything from Radicals to Ligiers. That Ginetta has decided to enter four of its new G57s into the first race at Silverstone is a good start. The club aims for it to be granted championship status in 2017 so drivers can progress up from its

production class through to prototypes.

Britcar isn't alone in targeting the prototype market, as the GT Cup has introduced a new prototype mini-series. This is also open to LMP3 cars, which previously could only race in the European Le Mans Series.

The Aston Martin Owners Club has revamped its GT4 Challenge category, which will be open to other marques as well as older GT4 cars, while the Classic Sports Car Club has introduced an Open Series, catering for a variety of machinery with classes based on power-to-weight ratio. **SL**

SILVERSTONE 24 HOURS



For the first time since 2012, the Britcar 24 Hours took place at Silverstone last year.

Now the event has a new direction after being taken over by 24H Series organiser Creventic.

Noise limits had threatened to consign the twice-around-the-clock event to the history books but now a compromise appears to have been reached. For this year's edition of the enduro there will be no GT cars or prototypes, only touring cars will be allowed.

Although this means it won't count towards

the 24H Series championship, the provisional entry still looks strong, with many European teams joining British squads on the list.

Over 50 cars are set to compete in the April 2/3 event. A range of different production cars will take part, including works-assisted Peugeot 208 GTis, and a plethora of BMWs, Renault Clios and SEAT Leons.

Perhaps a format has now been found that will ensure the 24 Hours can become a permanent fixture on the calendar again. **SL**

HSCCAT 50

This is a big year for the Historic Sports Car Club as it celebrates the 50th anniversary of the race that started it all. Back in May 1966 a group of enthusiasts, led by Betty Haig, got together to run a race for pre-1955 sportscars under the title of the Griffith Formula.

The concept gained support and the HSCC was soon created. Over the subsequent half-century the club has grown beyond all recognition to become Britain's leading provider of racing for single-seater, sports, GT and touring cars produced between the 1950s and the 1990s.

The celebrations centre on the opening meeting of the season back at Castle Combe (April 16/17), when cars and drivers from that first race will take centre stage. Other highlights of the 50th anniversary will be an extended three-day meeting on the Brands Hatch Grand Prix circuit (July 1-3) and the Oulton Park Gold Cup (August 27-29). **PL**



RALLY NEWS

Photos: mcklein-imagedatabase.com



VW confirmed return to WRC last week



Wilson: VW news good for WRC

MAHONEN: MANUFACTURER BACKING VITAL FOR WRC FUTURE

Commitments from teams means WRC can move forward

By David Evans

FIA rally director Jarmo Mahonen believes that the World Rally Championship is on its most stable footing for a decade after commitment from leading manufacturers.

Talking to *MN* in the wake of Volkswagen's confirmation that it will remain in the WRC until 2019, Mahonen said the future for the world championship looks stronger than it has for 10 years.

Toyota, Volkswagen, Hyundai and Ford (still represented by M-Sport World Rally Team in a technical capacity) are four of the world's big five manufacturers, with only General Motors missing. Tenth on the list is PSA Peugeot Citroen, the Paris-based firm that will return full-time to the WRC in 2017.

Mahonen said: "What we heard from Volkswagen is very great news for motorsport – not just for

the WRC. This kind of news gives you the kind of certainty you need in this championship. What we need and what hasn't been achieved yet is the long-term commitment from the stakeholders, so we can make sure we have everybody investing in this sport – this is something which, until now, hasn't existed."

Citroen's commitment to the WRC is for at least three years, with Hyundai running to a similar programme, while Toyota has confirmed it wants to stick with rallying until 2022.

Mahonen added: "With this kind of long-term commitment and investment from the manufacturers, we are in the position where we have the basics in place. We can now move forward and develop the championship together – there's a very exciting future for us."

Mahonen underpins his statement with an acceptance

that nobody knows what's around the corner, but M-Sport team principal Malcolm Wilson pointed to the timing of Volkswagen's decision to commit to the WRC; the German manufacturer remains in the middle of its toughest trading period ever with the ongoing road car emissions crisis.

"This is a really positive move for our sport, when you consider the position Volkswagen's in," said Wilson. "I see this as another tremendous shot in the arm for the WRC. Looking at next year, this championship is going to be very, very exciting."

"It's all about having the longevity, that gives confidence, delivers investment and raises the value of everything we're doing."

Toyota's return to the WRC after a 17-year absence comes with the strongest possible personal and professional backing from president and CEO of Toyota

Motor Corporation, Akio Toyoda.

Similarly, Citroen will be back full-time in 2017 after electing to back a WRC programme over its World Touring Car Championship campaign.

Numerically, the WRC has been better-supported by manufacturers, with seven makes competing between 1999 and 2002. The difference back then, however, was that not all of the manufacturers were competing on all events and the performance gap was vast, courtesy of much more open technical regulations.

From the end of 2002, numbers began to slip, with the biggest surprise coming six years later when Subaru announced it was departing (along with Suzuki), leaving just Citroen and Ford.

In 10 years, brands such as Toyota, Mitsubishi, Hyundai, Skoda, SEAT, Suzuki, Subaru and Peugeot had all come in and departed the WRC.

M-Sport breeds consistency

MOTORSPORT NEWS says...

While Ford's presence might not be what it once was in the World Rally Championship, M-Sport remains as strong as ever in its 19th full season at the sport's highest level.

It might be more than three years since one of its Fiesta RS WRCs won a round of the world championship, but M-Sport's astonishing consistency took it to 200 consecutive points-scoring finishes on Rally Mexico earlier this month.

The run, which was made slightly easier by dwindling manufacturer entries and the inclusion of Rally2 re-entry regulations, began in Monte Carlo, 2002 when Carlos Sainz and Colin McRae finished third and



fourth respectively in the French Alps.

The centenary was reached in style when Mikko Hirvonen and Jari-Matti Latvala took a one-two finish on the 2008 Rally of Turkey.

In total, M-Sport has recorded 889 stage wins since Monte 2002, scored 2811 manufacturer points and collected 154 podium finishes. Thanks to wrc.com for the stats.

David Evans

SIMPSON WINS OPENING MSA ASPHALT COUNTER OVER EPYNT

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The Strength of Experience



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'Osian Pryce tests new C2 Max'
GwynneSpeed feature, p34



Photos: mcklein-imagedatabase.com

REID COULD HEAD DRIVERS GROUP



Reid (top left) is a winner at WRC level

Robert Reid is emerging as a strong candidate to head up the inaugural World Rally Championship drivers' association.

The 2001 World Rally champion co-driver recently departed his role within the sport's governing body, the FIA, and wants to help advance the views of the crews in the WRC.

There has been talk of a Grand Prix Drivers' Association-style

body for some time in the WRC – and there have been loosely formed groups in the past – but Reid sees the relationship between the drivers and the FIA as key to the sport's future.

Along with GPDA chairman Alex Wurz, the Scot was one of the names discussed at the recent drivers' meeting in Mexico. Wurz himself tipped Reid for the job last month.

Reid said: "We all want the

same thing: a safer sport and a better relationship between the FIA and the crews. I've been a competitor at a high level, I know what it's like when that mist descends and the only point of view you can see is your own. And the same from within the FIA, where I've spent the last three years as vice-president of the WRC Commission; it's at these times that compromise needs to be found. I would relish

the chance to have a positive impact for the future."

While the drivers are not discussing the detail of their Mexico meeting, one driver present told MN: "Robert is definitely the kind of person we're looking at. We need to know the best way forward and we need somebody with an insight into what the GPDA achieves and how we can take the best from that."

GROUP RALLYING EDITOR

DAVID EVANS

"Santos crash kick-started safety debate"



Three decades ago this week, the corridors of power on the Place de la Concorde echoed to an endless two-pronged debate.

The main part of the debate would have centred on spectator safety and how it could be improved. The second consideration would be Portugal and its future in the World Rally Championship.

Earlier this month, 30 years ago, Joaquim Santos's Ford RS200 went off the road on the opening stage. Three spectators died at the scene, 32 were hurt – one of whom succumbed to their injuries soon after.

Actually, the FISA's corridors were all quiet.

World motorsport's governing body had nothing to say on the matter. FISA's stewards on the event had issued a statement in the immediate aftermath of the tragic event... criticising what they called 'notorious' FISA seeded crews for withdrawing from the event.

A statement read: "The stewards consider that this attitude [of the factory drivers who withdrew] may affect the Rallye of Portugal image as well as that of the World Championship Rallye (sic)."

When FISA president Jean-Marie Balestre did break cover, he did so on the pages of French sports newspaper *L'Equipe*; but still he didn't want to comment directly on the Portuguese accident, pointing out that he was still awaiting all the facts. There were, however, two messages he wanted to get across loud and clear: he sent a message to the Rallye of Portugal organiser Cesar Torres, confirming the event would remain in the world championship in 1987, and he wanted to congratulate the amateur drivers who continued in the event after the works crews withdrew.

Honestly, this happened. I'm not making it up. Anybody doubting me should check McKlein's beautiful Group B book or back issues of this very newspaper.

Finally, three weeks to the day after the tragedy, an executive committee meeting was assembled by FISA at which a working group to look into spectator safety was established with event organisers and drivers having input.

Let's not forget, just minutes before the Santos crash, Timo Salonen lost much of his Peugeot's rear bodywork when a cameraman's answer to the lack of room at the side of the road was to stand in the road. The previous season had been littered with such incidents, most of which went unrecorded.

Portugal had been coming. But Balestre and FISA collectively buried its head in the sand in terms of the dangers, preferring to bask in the glories of the Group B regulations – the ones delivering the ultimate forest racers.

But when families started laying picnic rugs at the edge of the stage and 'fans' dared each other to get closer and closer to the action – some actually losing fingers to the scoops and wings as they reached out to touch the passing cars, big trouble was right around the corner.

Shame it took a couple more months and yet more tragedy for FISA to see it.

Penasse tells Neuville to follow Meeke and score win in Argentina



Neuville needs win

Hyundai team manager Alain Penasse has told Thierry Neuville to follow Kris Meeke's lead from last year and win Rally Argentina.

Neuville suffered another troubled event when he was hospitalised after crashing out of Rally Mexico earlier this month. Medics discharged the Belgian following checks after he went off the road in his Hyundai i20 WRC – an accident Penasse said was unnecessary.

One of the pre-event favourites, Neuville had lost

his chance of victory when he suffered a broken suspension arm on the first gravel stage of the event. He has 15 points from three rounds.

"The accident on the first day can happen when you are fighting for a win," said Penasse. "He made a mistake, that is clear. The second accident was not necessary. We made it clear in the morning we wanted him to bring the car back to score a few manufacturer points, so we didn't understand why

he drove at a speed which was too much.

"He has to start again in Argentina. He needs to analyse what he's doing by watching his onboarders against the other guys. The plan is quite simple in Argentina: he will have the same fantastic road position that [Kris] Meeke had there last year and if he can do what Kris did last year then we will be happy. When you have this good road position, he has to drive – there's no point hanging around."

Argentinian Ligato to make WRC return

Argentinian driver Marcos Ligato will follow in the footsteps of his illustrious countrymen Jorge Recalde and Carlos Reutemann next month when he starts his home round of the World Rally Championship in a works-specification car. Ligato will drive a PH Sport-run DS3 WRC, a sister car to the one Kris Meeke used to win the Villa Carlos Paz-based event 12 months ago. The car is Rally Argentina's most successful make and model with four victories in South America.

Recalde was once a regular for the Martini Lancia team and headed home team-mate Miki Biasion to win Argentina in 1988. F1 star Reutemann took a podium finish in a one-off

Peugeot outing in 1986, when he was third.

This is the second time Ligato has driven a World Rally Car on his home event, he placed a Peugeot 206 WRC 13th in 2005.

"It's a great opportunity that was presented a few weeks ago," said Ligato. "And I will not hesitate to take it. It will be a very important race for me and Ruben [Garcia, co-driver] since we are in a good professional time – plus the car is the ultimate winner in this race and always adapted well to the Cordoba roads. We are excited."

More recently, Luis Perez Compagnon and Federico Villagra both drove factory-specification Ford Focus RS WRCs for the Munchi's World Rally Team.

Ace Veiby scores his first Finnish victory

Nineteen-year-old Norwegian Ole Christian Veiby's impressive start to the season continued with his maiden Finnish Rally Championship win last Saturday.

Driving a Skoda Fabia R5, Veiby beat Jarkko Nikara's Mitsubishi Lancer to victory on the Tahko SM Rally by 6.1 seconds.

Veiby finished second on the previous Finnish round, in the top six on his WRC2 debut in Sweden and won WRC3 in Monte Carlo.

Based in Kuopio, north-east of Rally Finland's Jyväskylä base, Veiby conquered tricky conditions when the ice and snow melted on the stages.

"This has been the most difficult rally that I've ever driven on snow," said Veiby at the finish. "The rear wheels were all over the place, but the most important was to



Veiby flew in WRC Rally Sweden

make the front wheels stay in the line. It was almost worse than aquaplaning to drive outside of the lines."

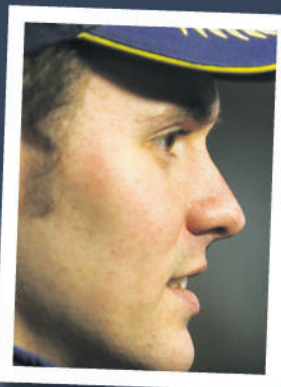
Veiby was recently named as a member of Junior Team Norway, his country's national motorsport team.

His next WRC outing is May's Rally of Portugal.

AGREE/DISAGREE?
mn.letters@haymarket.com

RALLY NEWS

Photos: Jakob Ebrey, Writtle Photographic



THREE MITSUBISHI WON'T DO FULL BRC

Despite strong Mid Wales result, team boss Jukes won't change plans

By Jack Benyon

Spencer Sport boss Charlie Jukes has said that all three Mitsubishi Mirages won't compete in a whole British Rally Championship season despite a strong result on the Mid Wales Stages earlier this month.

Welshman Osian Pryce steered the car to victory in the National Rally Cup section and his time would have been good enough for fifth overall on the event had the car been included in the BRC 1 class for R5, S2000 and RRC cars. The Mirage isn't yet homologated with the FIA and therefore had to run in the Cup section of the rally for cars that do not comply with international regulations.

"It was a good weekend. We were very pleased," said Jukes of the result. "It was nice to show exactly what we could do against the other R5 cars with there being every manufacturer on show. We know there is more to come so it's really positive

we're so close [to the other cars]."

The team had been on for a 1-2-3 in the National Rally Cup before Jamie Jukes rolled out of second place on SS3. Robert Blomberg – who finished second on his first visit to the UK – was over eight minutes behind Pryce in his Mirage, and third man Sacha Kakad (Mitsubishi Lancer E10) was a further minute and a half behind Blomberg.

Jukes is hoping that homologation of the Mitsubishi is not far away, with more running planned for the car. "We're in talks," he said. "It's been difficult to focus on this while we were preparing for the BRC, but we have someone working on it at the moment. We're now going to do some testing and make some changes with the Circuit of Ireland and our first asphalt event coming up.

"We're planning to compete the whole BRC season with at least one car, but I'm not sure what other events we'll do with Osian yet. It's also our intention to enter a few selected events too, including Wales Rally GB."



Pryce dominated National Rally Cup

Pryce says there is more to come from Mitsubishi Mirage after dominating Mid Wales Stages and he could be out in BRC again

Osian Pryce believes that the Mitsubishi Mirage he campaigned on the Mid Wales Stages still has more to come in terms of performance, even though he matched a number of the other R5 manufacturers on the rally.

The Welshman's programme with Spencer Sport has yet to be confirmed (see above), but Pryce is keen to do more in the Mirage.

"There's massive potential with the car, there's no doubt about that," said

Pryce. "We had to work quite hard in Wales; the car was set up to be driven quite sideways, which, for me, isn't the fastest way. I was pretty pleased with the way the event went and where we would have been in the main BRC field. We'd

have been running third for most of it and we only missed out on a fastest time by six-tenths of a second and that was without a recce!

"Now we need to see what can be done for the rest of the season."

An entry on the Circuit of Ireland Rally is thought unlikely, but Pryce is keen to see more British Rally Championship action later in 2016, dovetailing with his Drive DMACK Trophy campaign.

Davies says Welsh fight isn't over in 2016

Dylan Davies believes that a fight with Welsh Championship rival Luke Francis is still on, despite the latter blowing an engine on the Malcolm Wilson Rally last weekend.

A conrod came out of the side of Francis's engine during the third stage of the rally, but Davies – who sits second in the championship after two rounds – is certain his rival will return.

"He won't miss it [the season] definitely. I don't know if he has a spare engine but I think he still has his old car, so whether he can use that I don't know.

"We used to battle quite a bit a few years ago but he carried on

when I stopped for a while and he's just gone from strength to strength. He's definitely the benchmark for anyone outside of a World Rally Car now, and he's even challenging those."

Davies won the last round of the championship – on the Sunday portion of the Mid Wales Stages – by 54.8s after just four stages, ahead of Andy Davies and Max Freeman.

"It was pretty much perfect," said Davies. "I was a bit annoyed at myself as I had a spin early on, but apart from that it felt really good from the word go. The start to the BTRDA has gone badly though."



Davies won in Mid Wales

Davies was OTL after the last stage of the Malcolm Wilson. A fire in the stage was put out by he and co-driver Llion Williams, and they pushed the car across the finish, although it was deemed three minutes late.

M-Sport's Millener returns to driving

M-Sport's client liaison manager Rich Millener made a return to the drivers seat in a last-minute deal to do the Malcolm Wilson Rally last weekend.

"It's Adam Taylor's car: his dad drove on the North West Stages and Lucy Block has also driven it," explained Millener. "I've scared myself and Gilbey [co-driver and M-Sport co-worker Michael Gilbey] in a few places but it's been OK. He went for the side of his seat at

one point! We had a place in the notes, it was a 'two left into a square right be neat'. We were backwards into it.

"We've been using the brakes too much, they're a purple colour. We're having fun though."


Millener wasn't the only high ranking member of the team in action on the rally, with business development manager Andrew Wheatley servicing the R2 car.



Millener was sixth in class

LUKYANUK WINS ERC CANARIAS AS OSTBERG CRASHES

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'VW would enter RX if cars were electric'
German marque signals intent, p36

Photos: Writtle Photographic



BEATTIE TO COMPETE IN FULL RALLYE CUP SEASON



Former Northern Irish Rally Championship competitor Calvin Beattie has committed to a full ADAC Opel Rallye Cup schedule this year after making his debut earlier this month on Rally Saarland-Pfalz.

Beattie debuted in the series – which is run with non-FIA homologated Adam cars – with Schmack Motorsport and managed fifth in class against some drivers who have competed in the championship for up to two years.

Beattie attended the final round of the 2015 championship and was impressed with the class. So much so that on his return home from Germany he placed an

order for an Adam with Holzer Motorsport.

"I had heard nothing but good reports from people about the championship and when I travelled over to Germany last October those were confirmed," he said. "I'm really looking forward to having the chance to compete against 15 other crews in a controlled environment. That helps create a level playing field and makes for interesting competition. It also means the best driver wins on the day."

While Beattie has had little seat time in the car he feels he should adapt to it quickly, having driven an R2-spec Ford Fiesta in last season's Northern Ireland Rally Championship.

"The hope, of course, is to achieve good results, pick up as many points as I can, and challenge for podium finishes along the way. But, with several drivers returning for another go at the 2016 Rallye Cup, that will be easier said than done," he said.

Beattie's team-mate this season will be experienced Irish co-driver Martin Brady. Brady believes the Adam campaign is a shrewd move on the youngster's part: "The Opel-backed one-make series is the right place to be this season," Brady said. "Germany will be difficult because it is new to us both and we are up against unfamiliar stages and rallies, but once we find our feet I'm confident of some good results."

Polaris returns for cross country bid

Polaris Industries will compete in this year's British Cross Country Championship with its Polaris RZR.

The factory-backed team debuted its car last year and contested several events in regional championships in preparation for its BCCC challenge. The squad will go up against Yamaha's works-backed YXZ1000R, entered by ex-BTCC team Thorney Motorsport.

Driver Richard Coleby said: "After a successful development season in 2015, the original factory-backed UTV team is looking forward to a competitive season this year.

"The entry coincides well with the introduction of the new Polaris RZR Turbo, the most powerful manufacturer-produced UTV on the market.

"After a steep learning curve in 2015 we feel ready to take the step up to the British championship this year. We can't wait for the season to start."

● The BCCC season will get underway on April 9/10 at Myherin.



Smith recovered from broken CV joint to win 1400S class

Smith returns to BTRDA, but not all year

Former BTRDA 1400 champion Mat Smith has returned to the class, but is not committed to competing a full year in the series.

Smith dominated the 1400S class by 40s on the Malcolm Wilson Rally, and could be out on other BTRDA events through the year, but the 2013 champion is cool on a full comeback.

"I'm doing the SG Petch Championship," said Smith. "I'll do a few of the northern rounds and see how it goes. The prize [for winning the

title] is good, to drive [Steve] Petch's Mitsubishi Evo. We're taking each event as it comes."

Despite heading the class on the Malcolm Wilson Rally, it wasn't an easy day for Smith and co-driver Derek Cornforth, who was filling in for regular co-driver Giles Dykes.

"We broke a CV joint on the second Grizedale Stage," he said. "Two cars passed us and we lost time. I'm a bit annoyed really: we were 12th overall at one point. I'm amazed we're still leading the class."

Mauger cautious in MSA title defence

Vauxhall Motorsport team boss Simon Mauger won't commit to defending his MSA Asphalt championship title, despite a second placed finish on the Tour of Epynt last weekend (see report on page 33).

Mauger watched one of his three Adam R2 cars score a class podium on the British Rally Championship opener the weekend before in Mid Wales, which is where his priority lies.

"I'd like to [do the full season], but work is busy with Vauxhall in BRC," he explained. "But this is fun and it's good to keep my hand in. It's just turn up and drive, it works well. If Dennis Marshall [car owner] wants to do it, I'd like to be out again."

Mauger hadn't competed since the Jersey Rally late last year.



Mauger was second in Epynt

MN'S ROAD RALLYING EXPERT

IAN MILLS

"More female competitors are needed"



I've been frequently told of late that the dwindling entry numbers on English rallies is partly due to the fact that the sport is failing to attract new blood.

If true, this means that road rallying will die out, simply as the present generation of competitors shuffles off this mortal coil, as Hamlet so eloquently put it.

To see how true this theory is I had a look at the results of the recent Bruce Robinson Memorial Rally. Amazingly, of the top five finishers, seven of the crew members had started the same event 10 years ago, and of the other three, two had been competing in 2006, just not on Lincoln's premier road rally. Three had actually finished in the top 10 in 1996. This meant that only Malton's young Sam Spencer didn't have to be wheeled up in a bath chair to receive his award at the end of the night.

By coincidence I had the opportunity to check out how things looked in Wales on a couple of events in January. The JJ Brown Memorial had an award for the highest placed navigator aged under 21, while the Rali Mike Darowen had a prize for the best placed veteran; veteran in this instance being anyone over 50. Fifty! What I found was that, while 14 navigators qualified for the JJ Brown Under 21 award, there were just three veterans on the Mike Darowen. Seemingly there's plenty of young blood in Wales. Although it does look as though they put on their cardigan and slippers and sit in front of the fire once they hit the lower slopes of middle age.

However, there is an aspect of these stats that concerns me. Of the 14 youngsters on the JJ Brown there was only one girl. Ten years ago I wrote a column in *MN* bemoaning the lack of women participating in road rallying. If anything, in the intervening period things have got worse.

On both the Rali Mike Darowen and the Rali Bryniau Clwyd the Mixed Crew Award was won by Ian 'Dude' Roberts and Gwawr Hughes. No surprise there, they're a highly talented crew, but the truth is that in both cases it was a walkover for them, they were the only Mixed Crew to finish. In fact, on the Bryniau Clwyd, Gwawr was the only female starter.

While football and rugby are attracting women in increasing numbers, what is road rallying doing wrong? Is there an off-putting macho culture? Does the sport have too low a profile and simply isn't noticed?

Whatever the problem, if this reservoir of potential competitors could be tapped into then there would be plenty of fresh blood to sustain us. It's not even as if we're trying to appeal to a minority. Women make up the majority of the population after all.

AGREE/DISAGREE?
mn.letters@haymarket.com

RALLY NEWS

Photos: FIA ERC

RUSSIAN IN ERC BUDGET STRUGGLE

Win doesn't guarantee Lukyanuk's future in European series



By Anthony Peacock

Despite winning the Rally Islas Canarias, European Rally Championship leader Alexey Lukyanuk says he still doesn't have a guaranteed budget to enable him to complete the season.

With entries for the Circuit of Ireland, the next round of the ERC, closing

earlier this week, Lukyanuk was not in a position to say whether or not he would be in Belfast as the Canarias event ended – or whether he would be able to challenge for the title this year.

“I wish I could say, but the truth is that I really do not know,” said the Ford Fiesta driver. “We're a small team and we are always struggling for budget. There are no long-term deals,

everything we do will be on a rally-by-rally basis. But of course it definitely helps to find sponsorship when you have results like this. I'm happy to win the rally but there is no break for me – I will be spending the next days looking for sponsors.”

Lukyanuk will face an uphill struggle to challenge for the title against better-funded competitors this year;

second-placed Kajetan Kajetanowicz has a long-term deal from Polish oil firm Lotos (which formerly backed Robert Kubica), while Skoda factory driver Jan Kopecky is also expected to compete this year.

On a more fundamental level, Lukyanuk's co-driver Alexey Arnautov admitted he had a race against time of his own.

The Russian navigator explained: “I have to acquire a visa for travelling to the Circuit of Ireland Rally, but I have too short time for that – hopefully I'll manage it!”

● Impressive as Lukyanuk's drive was on the Canarias, the overall event victory was taken by Enrique Cruz in a Porsche 911. The Spaniard's GT3 RS won by 25 seconds from the Fiesta R5.

Canary Island counter to stay for 2017

The Rally Islas Canarias El Corte Ingles will remain as part of the European Rally Championship until at least 2017, following its return to the series last weekend after a three-year hiatus.

The event had been criticised for organisational and safety shortcomings, but European Rally Championship promoter Eurosport Events confirmed that all these issues had been addressed as part of a new agreement set to last for another year.

“We were very pleased with how the rally was run,” said ERC general coordinator Jean-Baptiste Ley. “In the past there were some issues that needed to be addressed with the rally, but these have been resolved satisfactorily, thanks to the

very big efforts of the rally organisers to optimise every aspect of the event. The result was a very successful that all the drivers loved, and we are proud to have on our calendar until at least 2017.”

Visiting WRC star Mads Ostberg, who crashed out of the lead on Friday's final stage, compared the technical complexity of the event – which has been won by rally aces such as Carlos Sainz and Gilles Panizzi in the past – to the famed Monte Carlo Rally.

“With the nature of the roads and the way that you have to choose the tyres, it's really like Monte,” he said. “I'm disappointed that we crashed, but I would love to come back and have another try.”

ERC: CANARY ISLANDS RALLY

LUKYANUK WINS AMID ATTRITION

Ostberg, Kajetanowicz hit trouble. By Peter Allen



Alexey Lukyanuk made it back-to-back victories in the European Rally Championship by winning the opening round of 2016 in the Canary Islands after Mads Ostberg and Kajetan Kajetanowicz hit trouble.

Ostberg, making his ERC debut thanks to a deal struck following a holiday in the Canarias, led through much of the first day after beating Lukyanuk by a tenth of a second to win the opening stage.

Defending champion Kajetanowicz won four consecutive stages to chip away at his 10-second deficit to Ostberg, reducing the gap to 6.9s prior to the day's final stage when the Norwegian crashed on a tight left-hander after experiencing brake fade on his Ford Fiesta R5.

With Ostberg out, Kajetanowicz had a 22.7s overnight lead over Lukyanuk, which the Pole extended further by winning SS8 on Saturday morning.

However, he suffered extreme tyre wear over the morning loop and dropped over a minute relative to Lukyanuk across the next two stages. Kajetanowicz initially put this down to setting his tyre pressures too high, but later suspected a number of factors were to blame.

Russian driver Lukyanuk, who had lost time on Friday when he picked too soft a tyre for the conditions, now inherited the lead with a 36.7s advantage.

Kajetanowicz won the first of the afternoon's stages but Lukyanuk replied with two more wins of his own to secure victory by 32.7s.

Lukyanuk, who currently lacks the budget to contest the full season (see above), became the first driver to win consecutive events spanning two seasons in recent ERC history after triumphing in Valais last October.

Ostberg's demise promoted Robert Consani into a podium position but the Frenchman only held the place overnight before suffering a series of problems on the Peugeot 208 T16 he was using on this event. Trouble getting the car started in the morning led to road penalties and he also struggled with his brakes for much of the day, finishing up down in seventh.

That allowed local ace Luis Monzon to make the podium, just as he did on the ERC's last visit to his home island of Gran Canaria three years ago. He experienced gearbox gremlins in his Citroen DS3 R5 on Friday but was up to full speed on Saturday, breaking the Fiesta's stranglehold with a win on SS10.

The fastest Spaniard early in the rally had been Ivan Ares, who was making it a top-four lockout for Fiestas behind Ostberg, Kajetanowicz and Lukyanuk, but a broken anti-rollbar, brake problems and a puncture dropped him down the order.

Dutchman Herman Kobus was in the top five when he crashed his Skoda into a tree on Saturday's second stage, while Federico Della Casa and Giacomo Costenaro were halted by mechanical failures.



Reigning ERC2 champion David Botka suffered a nightmare step up to an R5 Citroen but did make the finish under Rally 2 rules.

Another 'local' driver, Jonathan Perez, eventually took fourth place in his Fiesta ahead of Wojciech Chuchala, who starred in his Subaru Poland-entered Impreza to dominate the ERC2 class and beat compatriot Jaroslaw Koltun (Fiesta) to fifth overall.

There was a final-stage switch for second in ERC2 when Hungarian Peter Ranga overhauled fellow Mitsubishi driver Giacomo Scattolon, but they were over three-and-a-half minutes down on Chuchala. Another Polish star Lukasz Habaj led ERC3 from start to finish in his Peugeot 208 R2.

Results
1 Alexey Lukyanuk/Alexey Arnautov (Ford Fiesta R5) 2h03m49.6s; 2 Kajetan Kajetanowicz/Jaroslaw Baran (Fiesta R5) +32.7s; 3 Luis Monzon/José Carlos Deniz (Citroen DS 3 R5); 4 Jonathan Perez/Alejandro Lopez Fernandez (Fiesta R5); 5 Wojciech Chuchala/Daniel Dymurski (Subaru Impreza STI); 6 Jaroslaw Koltun/Ireneusz Pleskot (Fiesta R5); 7 Robert Consani/Maxime Vilnot (Peugeot 208 T16); 8 Janos Puskadi/Barnabas Godor (Skoda Fabia R5); 9 Surhayen Pernia/Juan Luis Garcia (Renault Clio R3T); 10 Tomasz Kasperczyk/Damian Syty (Fiesta R5).
Points 1 Lukyanuk 38; 2 Kajetanowicz 29; 3 Monzon 25; 4 Perez 20; 5 Chuchala 11; 6 Koltun 11.

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2016 KARTING CALENDAR



Championship Index

NO	CHAMPIONSHIP
1	CIK-FIA World Championship
2	CIK-FIA World Junior Championship
3	CIK-FIA World KZ Championship
4	CIK-FIA International KZ2 Super Cup
5	CIK-FIA European Championship
6	CIK-FIA European Junior Championship
7	CIK-FIA European KZ Championship
8	CIK-FIA European KZ2 Championship
9	CIK-FIA Endurance Championship
10	CIK-FIA Karting Academy Trophy
11	WSK Super Master Series
12	WSK Night Edition
13	WSK Final Cup
14	Rotax Max Euro Challenge
15	SKUSA SuperNationals
16	Super One Series
17	Formula Kart Stars
18	Little Green Man Series
19	MSA British Superkart Championship
20	British Superkart Association
21	MSA Bambino Championship
22	Easykart
23	Club 100
24	MSA Kartmasters British Grand Prix
25	Trent Valley Kart Club Championship
26	Trent Valley Kart Club Winter Series
27	Shenington Kart Club Championship
28	Shenington Kart Club Winter Series
29	Hunts Kart Club Championship
30	South Yorkshire Kart Club Championship
31	Buckmore Park Kart Club Championship
32	Buckmore Park Kart Club Winter Series
33	Lincolnshire Kart Race Club
34	Manchester & Buxton Kart Club Championship
35	Manchester & Buxton Kart Club Winter Series
36	Cumbria Kart Racing Club Championship
37	West of Scotland Kart Club Championship
38	Clay Pigeon Kart Club Championship
39	Forest Edge Kart Club Championship
40	Rissington Kart Club Championship
41	Hoddesdon Kart Club Championship
42	Whilton Mill Kart Club
43	TKM O Plate
44	TKM Northern Club Championship
45	TKM Midlands Club Championship
46	TKM Southern Club Championship
47	TKM Festival
48	Bayford Meadows Club Championship
49	Kent Kart Championship
50	Dunkeswell Kart Racing Club Championship
51	Ellough Park Kart Club Championship
52	Cheshire Kart Racing Club Championship
53	Llandow Kart Club Championship
54	Camberley Kart Club Championship
55	Northern Karting Federation
56	Elite Karting League
57	F100 British Championship
58	Rotax Max International Open
59	Historic Kart Series
60	British Universities Karting Championship
61	Bambino Kart Club Tour
62	IAME European Open
63	IAME International Final
64	Shenington SuperPrix and MSA E Plate

March

DATE	EVENT	CHAMPIONSHIP
17-20	Castelletto, Italy	11
19/20	Rowrah	16
19	Ellough Park	51
20	Shenington	28
20	Buckmore Park	32
20	Larkhall	37
20	Rye House	41
20	Hooton Park	52
20	Llandow	53
25	Clay Pigeon	57
25/26	Blackbushe	54
26/27	Silverstone	19, 20
26/27	Fulbeck	21
26/27	Rye House	23
27	Dunkeswell	50
27	Fulbeck	33
27	Whilton Mill	42
27	Bayford Meadows	48, 49



May

DATE	EVENT	CHAMPIONSHIP
29 Apr-1 May	Glan-Y-Gors	17
30 Apr-1 May	Whilton Mill	23
1	PF International	25, 55
1	Forest Edge	39
1	Little Rissington	40
7/8	Snetterton 300	19, 20
7/8	Llandow	22
8	Kimbolton	18
8	Lydd	57
8	Wombwell	30
8	Rowrah	36, 44
8	Clay Pigeon	38
8	Strubby Airfield	59
9-15	Castelletto, Italy	14
12-15	Zuera, Spain	5, 6, 7
14/15	Glan-Y-Gors	16
14/15	Larkhall	21, 37
15	Shenington	27, 45
15	Buckmore Park	31
15	Rye House	41
15	Hooton Park	52
15	Llandow	53
19-22	Adria, Italy	11
21	Ellough Park	51
22	Fulbeck	33, 55, 61
22	Three Sisters	34
22	Whilton Mill	42
22	Bayford Meadows	48, 49
28	Blackbushe	54
29	Fulbeck	57
29	Dunkeswell	46, 50
29	PF International	56

April

DATE	EVENT	CHAMPIONSHIP
28 Mar-3 Apr	Genk, Belgium	14
31 Mar-3 Apr	La Conca, Italy	11
1	Clay Pigeon	60
3	PF International	18, 25
3	Three Sisters	34, 35
3	Forest Edge	39
3	Little Rissington	40
3	Hooton Park	59
8-10	Buckmore Park	17
9/10	Teesside	22
10	Kimbolton	29, 45
10	Wombwell	30
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17	Shenington	27
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17	Llandow	53
21-24	Essay, France	7, 8, 10
23	Blackbushe	54
23/24	Rissington	16
23/24	Silverstone	20
24	Dunkeswell	50
24	Fulbeck	33
24	Three Sisters	34, 35
24	Whilton Mill	42
24	Red Lodge	56
24	Bayford Meadows	48

June

DATE	EVENT	CHAMPIONSHIP
2-5	Adria, Italy	5, 6, 7, 8
4/5	Llandow	16, 21
4/5	Donington Park	19, 20
4/5	Forest Edge	39
5	PF International	25
5	Little Rissington	40, 45
5	Rowrah	59
8-11	Adria, Italy	12
10-12	Silverstone	17
11/12	Ellough Park	22
11/12	Kimbolton	29
12	Glan-Y-Gors	18
12	Wombwell	30, 44
12	Rowrah	36
12	Clay Pigeon	38
15-19	PF International	62
18	Ellough Park	51
18/19	Llandow	46, 53
19	Larkhall	37, 55, 61
19	Shenington	27
19	Buckmore Park	31
19	Rye House	41
19	Hooton Park	52
23-26	Portimao, Portugal	5, 6, 10
25	Blackbushe	54
25/26	Buckmore Park	16
25/26	Glan-Y-Gors	23
26	Dunkeswell	50
26	Fulbeck	33
26	Three Sisters	34, 57
26	Bayford Meadows	48
26	Rowrah	56
26	Whilton Mill	42

July

DATE	EVENT	CHAMPIONSHIP
1-3	Ellough Park	17
2/3	Glan-Y-Gors	21, 55, 61
3	PF International	25
3	Forest Edge	39
3	Little Rissington	40
9/10	Fulbeck	16
10	Kimbolton	29
10	Wombwell	30
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24	Shenington	18
24	Fulbeck	33
24	Three Sisters	34, 44
24	Bayford Meadows	48
24	Whilton Mill	42
28-31	Genk, Belgium	5, 6, 7, 8
29-31	Donington Park	17
30/31	Clay Pigeon	23
31	Dunkeswell	50

September

DATE	EVENT
1-4	Kristianstad, Sweden
2-4	TBC
3/4	Anglesey
3/4	Little Rissington
4	PF International
4	Forest Edge
10/11	Shenington
10/11	Buckmore Park
11	Kimbolton
11	Wombwell
11	Clay Pigeon
16-18	Le Mans, France
17/18	Red Lodge
17/18	Ellough Park
18	Whilton Mill
18	Shenington
18	Buckmore Park
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18	Hooton Park
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18	Clay Pigeon
24/25	PF International
24	Blackbushe
25	Fulwell
25	Three Sisters
25	Whilton Mill
25	Bayford Meadows
25	Dunkeswell



August

DATE	EVENT	CHAMPIONSHIP
4-7	PF International	24
7	Forest Edge	39
7	Little Rissington	40
7	Fulbeck	59
13/14	Larkhall	16
13/14	Rowrah	21, 36
13/14	Kimbolton	43, 44, 45, 46, 47
14	Clay Pigeon	38
19/20	Hooton Park	61
20/21	Clay Pigeon	22
20	Ellough Park	51
21	Forest Edge	18
21	Shenington	27
21	Larkhall	37
21	Rye House	41
21	Hooton Park	52, 55
21	Llandow	53
22-28	Salbris, France	14
27	Blackbushe	54
27/28	Llandow	23
28/29	Rowrah	18, 36
28	Three Sisters	34
28	Bayford Meadows	48, 49
28	Whilton Mill	42
29	Castle Combe	19, 20



October

DATE	EVENT
29 Sep-2 Oct	Adria, Italy
1/2	Whilton Mill
1	Oulton Park
2	PF International
2	Forest Edge
2	Little Rissington
3-9	Adria, Italy
8/9	Whilton Mill
9	Kimbolton
9	Wombwell
9	Rowrah
9	Clay Pigeon
12-16	Le Mans, France
15/16	Pembrey
15	Ellough Park
16	Buckmore Park
16	Shenington
16	Larkhall
16	Rye House
16	Hooton Park
16	Llandow
21-23	Olympic Park
22	Blackbushe
22	Fulbeck
23	Three Sisters
23	Whilton Mill
23	Bayford Meadows
23	PF International
23	Tattershall
29/30	Ellough Park
30	Shenington
30	Dunkeswell



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November		
DATE	EVENT	CHAMPIONSHIP
6	PFInternational	25
6	Forest Edge	39
12/13	Buckmore Park	23
13	Kimbolton	29
13	Wombwell	30
13	Rowrah	36
13	Clay Pigeon	38
16-19	Sakhir, Bahrain	1, 2
16-20	Las Vegas, USA	15
19	Ellough Park	51
20	Shenington	27
20	Larkhall	37
20	Rye House	41
20	Hooton Park	52
20	Llandow	53
20	Teesside	56
26	Blackbushe	54
27	Fulbeck	33
27	Three Sisters	34
27	Whilton Mill	42
27	Bayford Meadows	48



December		
DATE	EVENT	CHAMPIONSHIP
4	PFInternational	26
11	Kimbolton	29
11	Wombwell	30
17	Ellough Park	51
17	Blackbushe	54
18	Rye House	41



CHAMPIONSHIP
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CHAMPIONSHIPS AT A GLANCE



CIK-FIA World Championship

DATE	EVENT
Nov 16-19	Sakhir (BAH)

CIK-FIA World Junior Championship

DATE	EVENT
Nov 16-19	Sakhir (BAH)

CIK-FIA World KZ Championship

DATE	EVENT
Sep 1-4	Kristianstad (SWE)

CIK-FIA European Championship

DATE	EVENT
May 12-15	Zuera (ESP)
June 2-5	Adria (ITA)
June 23-26	Portimao (POR)
July 28-31	Genk (BEL)

CIK-FIA European Junior Championship

DATE	EVENT
May 12-15	Zuera (ESP)
June 2-5	Adria (ITA)
June 23-26	Portimao (POR)
July 28-31	Genk (BEL)

CIK-FIA European KZ Championship

DATE	EVENT
April 21-24	Essay (FRA)
May 12-15	Zuera (ESP)
July 28-31	Genk (BEL)

CIK-FIA European KZ2 Championship

DATE	EVENT
April 21-24	Essay (FRA)
June 2-5	Adria (ITA)
July 28-31	Genk (BEL)

CIK-FIA Karting Academy Trophy

DATE	EVENT
April 21-24	Essay (FRA)
June 23-26	Portimao (POR)
Sep 1-4	Kristianstad (SWE)

WSK Super Master Series

DATE	EVENT
March 3-6	Castelletto (ITA)
March 17-20	Sarno (ITA)
March 31-April 4	La Conca (ITA)
May 19-22	Adria (ITA)

WSK Night Edition

DATE	EVENT
June 8-11	Adria (ITA)

WSK Final Cup

DATE	EVENT
Sep 29-Oct 2	Adria (ITA)

Rotax Max Euro Challenge

DATE	EVENT
March 28-April 3	Genk (BEL)
May 9-15	Castelletto (ITA)
July 18-24	Zuera (ESP)
Aug 22-28	Salbris (FRA)

Rotax Max International Open

DATE	EVENT
Oct 3-9	Adria (ITA)

Super One Series

DATE	EVENT
March 19/20	Rowrah
April 23/24	Little Rissington
May 14/15	Glan-Y-Gors
June 4/5	Llandow
June 25/26	Buckmore Park
July 9/10	Fulbeck
Aug 13/14	Larkhall
Sep 10/11	Shenington
Sep 23-25	PF International

Little Green Man Series

DATE	EVENT
April 3	PF International
May 8	Kimbolton
June 12	Glan-Y-Gors
July 24	Shenington
Aug 21	Forest Edge
Aug 28/29	Forest Edge
Sep 18	Whilton Mill
Oct 2	PF International

Easykart

DATE	EVENT
March 12/13	Shenington
April 9/10	Teesside
May 7/8	Llandow
June 11/12	Ellough Park
July 16/17	Glan-Y-Gors
Aug 20/21	Clay Pigeon
Sep 10/11	Buckmore Park
Oct 1/2	Whilton Mill

Club100

DATE	EVENT
Feb 27/28	Buckmore Park
March 26/27	Rye House
April 16/17	Lydd
April 30- May 1	Whilton Mill
June 25/26	Glan-Y-Gors
July 30/31	Clay Pigeon
Aug 27/28	Llandow
Sept 17/18	Red Lodge
Oct 8/9	Whilton Mill
Oct 29/30	Ellough Park
Nov 12/13	Buckmore Park

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HISTORICS

'It's Capri v Mini v big V8s at Goodwood'
Members' Meeting preview, p28



Photos: Paul Lawrence and LAT

DOWN THE PUB WITH

ADAM MORGAN

Age: 27 Lives: Whalley, Lancs
BTCC racer at Goodwood

He started in historic rallying

"When I was growing up I watched my dad doing various forms of motorsport and when I was 17 he was out in a Ford Escort in historic rallying. I showed a bit of interest and next thing I knew I had a baby blue Escort Mk1 with a 1600cc pushrod engine."

It was a great place to learn

"That's how it all started for me and I had lots of fun. It was my dad Russell and his co-driver Martin Kenyon, and Martin's son Chris was my co-driver. It was a really nice experience. It taught me the basics of car control and how to slide a car. It was a really good platform to start from."

He raced a Mazda touring car

"At the Silverstone Classic last summer I was meant to be racing in a BMW but we bumped into Ric Wood and he offered me the chance to race his Mazda 323 touring car. I jumped at the opportunity and it has gone from there. I loved driving the Mazda."

He's in a Capri at Goodwood

"I had my first run in the Capri at Donington Park and it is beautiful. All of Ric's cars are prepared immaculately and he loves his Capris. He does a lot of the engines and he knows everything about them. I'm very thankful to him for giving me the opportunity to share the Capri in the Gerry Marshall race at Goodwood this weekend."

He'd love to do more

"It's a one-off at the moment but I hope I can get somewhere near the front for Ric and it will lead on to some more races. I'd jump at the chance to do some more historic racing in anything with wheels and an engine. Just so long as I'm out racing, I'm more than happy."

He likes the history

"I've always loved motorsport and I started karting when I was about seven and I've always had a massive enthusiasm for it. It's good to sample the cars that the touring car guys from back in the day were driving, with very limited driver aids. I'd never been to Goodwood until a couple of weeks ago and it is a very old-school circuit. That's how the real men used to do it!"



Morgan loves historics



PORSCHE CHAMP TO RACE CORTINA

Barry Horne will contest historic tin-top events with his father

By Paul Lawrence

Father and son Max and Barry Horne will team up this year to make their historic racing debuts in a Lotus Cortina.

While Barry Horne has extensive racing experience and is a former Caterham and Porsche Carrera Cup champion, his father Max, 63, has only raced once and that was in a

Caterham 15 years ago.

"His father was friends with Jim Clark and dad used to go and watch," said Barry of his Max's background. "He'd always had a hankering for a Lotus Cortina and we ended up buying one at the end of last year. It's race prepared and ready to go."

"He's just taken his ARDS test and he's going to do a few races to get his licence upgraded and

get up to speed. The main focus is the three-hour race at Spa in June and we'll do a few more two-driver events after that."

"It's all about sharing a great experience with my dad and then going for a few beers afterwards."

Horne is part of the Team Parker Racing crew and has worked on the team's British Touring Car programme

with Alex Martin. "Parker's will look after the car," he said. "This is a new area for them but there are a few old boys there! They love all this stuff."

Barry won the inaugural Carrera Cup GB title in 2003 and has more recently raced in GT events in Europe.

Last year he joined the BTCC at Snetterton when Martin was unavailable and scored points in the second of the three races.



Greensall will race Rover

Greensall to Mugello and Goodwood

Nigel Greensall will race in Italy on Saturday and at Goodwood on Sunday this weekend.

The versatile all-rounder will contest an eight-hour race at Mugello on Saturday in a Lamborghini Super Trofeo from Leipter Motorsport. He will then fly back to Heathrow and drive to Goodwood in time to share Adam Brindle's Rover SD1 in Sunday's two-driver Gerry Marshall Trophy race. The car was sidelined by gearbox problems last year.

"I'm co-driving at Mugello with three guys that I regularly coach," said Greensall. "We're testing at Mugello on Wednesday and Thursday, we then have qualifying and a four-hour race on Friday and an eight-hour race on Saturday, then fly back for Goodwood."

Escort ace gets Ford Sierra Cosworth for R.A.C. Asphalt attack

Tim Freeman will field a Ford Sierra Cosworth in this year's R.A.C. Historic Asphalt Rally Championship.

Best known as a leading contender in a Ford Escort Mk2, the Gloucestershire builder has

bought the three-door Group A Cosworth previously owned and rallied by John Morgan from South Wales.

"It's ready to go and we just need to get the FIA papers done," said Freeman. "We'll pick a couple of

R.A.C. Historic Asphalt rounds and have a play. It's something different so I thought 'why not?'"

Freeman will continue to rally his Escort on gravel events and keep the Cosworth for asphalt.



Alboreto raced 010 in early 1981

Ex-Alboreto Tyrrell to make racing comeback

The ex-Michele Alboreto Tyrrell 010/3 will return to racing this season after spending 34 years in the ownership of the Alboreto family.

The car has been in the family home in Italy since it retired from the 1981 Austrian Grand Prix. As well as being raced by Alboreto, it was also driven by Derek Daly and Eddie Cheever.

The Tyrrell has been rebuilt by Colin Bennett's CGA team and will

race later this year in the hands of new owner Mike Cantillon.

Bennett said: "It stayed in the Alboreto home after Michele's [fatal] testing accident as it didn't have a particularly high value. But with Loic Deman's success in the sister car we rebuilt, its value increased and it was sold."

Cantillon hopes to debut the car at Brands Hatch in May but will also race his Wolf Williams FW05 again this season.

Grant returns for new FF1600 bid

Rising historic single-seater racer Callum Grant will bid for another Historic FF1600 title this season after stepping back from Historic FF2000.

Grant won the 1600 crown in 2012 when only 16 years old and will now chase a second title in his Merlyn Mk20.

"This will be my first full season in 1600 since I won the title," said Grant, who has made the move due budget restraints. "The first round will be at Castle Combe and I've never been there before."

Grant who will miss the Silverstone race in May.

He also plans to race John Sykes' Merlyn Formula Junior at the Silverstone Classic.



Grant will return to FF1600

IN BRIEF

David Ham

David Ham, best known for racing a Lister-Jaguar extensively in historic events, has died aged 76 after a long illness. The racing solicitor started competing in 1960 and raced various Aston Martins before acquiring the ex-Ecurie Ecosse Lister in 1969. He raced the car all over the world until struck by ill health.

Beveridge's Corolla

Ian Beveridge hopes to debut his 1600cc Toyota Corolla TE27 on the Severn Valley round of the MSA British Historic Rally Championship on June 4. Beveridge says that his interest in the model goes back more than 40 years. In 1973, he was working as a tyre technician with Dunlop and was involved with the early testing of the prototype Corolla.

Belgian regs out

Regulations for the Salamandre Rally in Belgium, round two of the Fuchs R.A.C. Historic Asphalt Championship, are now available. The April 24 rally, based in the town of Beaumont, will cover around 70 stage miles for an entry fee of approximately £190. With 120 places available, the entry is expected to fill quickly and details are at salamandre-rally.be.

De Cadenet is back

Alain de Cadenet will make a rare race outing at the Goodwood Members' Meeting to race an Aston Martin DBR4 in the Brooks Trophy race. TV presenter de Cadenet, who was 70 in November, will race the car of Wolfgang Friedrichs. In the same race, former Group C2 world sportscar champion Nick Adams will drive the unique Ferguson P99 four-wheel-drive grand prix car.

David Childs

The Clubmans racing fraternity has been saddened by the death of David Childs after a long battle with illness. Childs raced for half a century and was a stalwart of the Clubmans movement, having been the driving force behind the creation and development of Classic Clubmans. Most recently, Childs was a category frontrunner in an immaculate Phantom P79.

Old Stagers return

The HRCR Old Stager Rally Championship will start at Weston Park this weekend with a bumper entry of Minis. Clive King and Adrian Kermede head the Mini pack, while local driver John Worthing will end a lay-off from rallying to return in his rebuilt Ford Escort Mk1.

New trophies

New awards will celebrate the privateer racers within this year's Historic FF1600 Championship, with trophies at the end of each race and the end of the season. Drivers eligible will be those who own their car, transport it races, carry out basic preparation, and do not commercially support other drivers.

Young remembered

The life of endurance rally organiser Philip Young was celebrated at a special gathering at Brooklands last week. In memory of the man who was a pioneer of historic rallying, a traditional minute's silence was replaced by a minute of noise from revving competition engines. Young died a year ago after a motorbike accident.

CAPRIS AT GOODWOOD

Photos: LAT and Autocar/Williams

The Gerry Marshall Trophy will be a highlight of the Members' Meeting. By **Kevin Turner**

THIRD TIME LUCKY?



Capris will be well represented on the Goodwood tin-top grid

The British Touring Car Championship has had many great eras. Some would point to the Super Touring days of the 1990s as its peak, while others could argue there have been few tin-top images more iconic than Jim Clark three-wheeling a Lotus Cortina. But for others, the Ford Capri is evocative of a special period.

Group 1 (or 1.5 as the loosely regulated category was often dubbed) arrived in 1974. Once the big American V8s had been outlawed at the end of 1975, the Capri stepped up. Although an overall title would always elude its drivers – the championship's multi-class structure saw to that – the three-litre V6 became the car to have for outright victories. Between the start of 1976 and the end of Group 1 in 1982, the fastback Ford racked up 56 wins, at a time when there were far fewer rounds than the 30 we have today.

It is unsurprising therefore that the Capri has been a popular choice in the Gerry Marshall Trophy since the Goodwood Members' Meetings returned in 2014. More of a shock, perhaps, is that a Capri has yet to win the event.

The Ford of Emanuele Pirro and John Young was beaten by the Rover SD1 V8 of Chris Ward/Andrew Smith in 2014, while last year the even bigger Chevrolet Camaro of Matt Neal/David Clark took the honours. In other words, the car that finished the Capri's Group 1 reign and the car that delayed its rise. Both return in 2016, as does the Z28 Camaro in which Stuart Graham set the pace for much of last year's edition.

The British and American V8 machines will undoubtedly be rapid again this weekend (Ward now shares the JD Classics Rover with reigning BTCC champion Gordon Shedden), but a strong Capri presence should be bolstered by the ex-Gordon Spice Capri III of owner Mike Whitaker and the experienced Mike Jordan, BTCC race winner Adam Morgan (sharing Ric Wood's example), and Goodwood favourite Frank Stippler (with Paul Pochciol).

Jordan believes the V6s still have a chance. "The Rovers have got a bit more power and Goodwood is a fast circuit,

but a good handling car can still be competitive," he says. "It'll be tough for us because some of the other cars out there have done a lot of running and ours has only just been finished, but I'm sure it'll be up there."

Morgan, who is more used to racing a front-wheel-drive Mercedes in the BTCC, agrees a Ford can win. "Ric makes the cars to such an amazing standard so hopefully we'll be fast," says the 27-year-old, who has tested the Capri at Donington Park and Goodwood. "The car is great to drive and it's nice to be back in RWD."

"Andrew Jordan will be quick in the Mini – lunging us into the corners – and we'll be doing that to the V8s that can then power past on the straights. It's a really good mix."

Morgan is right to point out that the V8s won't be the only problems for the Fords. Goodwood allows tweaks to cars like the Mini 1275 GTs, helping the entertaining Nick Swift and 2013 BTCC champion Jordan to finish third overall last year, ahead of all of the Capris. It's perhaps not the most authentic thing about the race – Capri drivers rarely had to worry about the tiddlers back in the day – but it is popular and Swift/Jordan will be factors again this weekend.

Jordan Jr tested the ex-Spice Capri at Goodwood earlier this month, so is well placed to compare it to the FWD giant killer.

"The Mini gains with corner entry and minimum speed," says Andy. "It's so much lighter and more nimble. In the Capri you'd play to its strengths; give away a little minimum corner speed so you can get it straight and get on the power. The Mini is all about carrying the speed. If it's wet, you'll beat the Capris and Camaros."

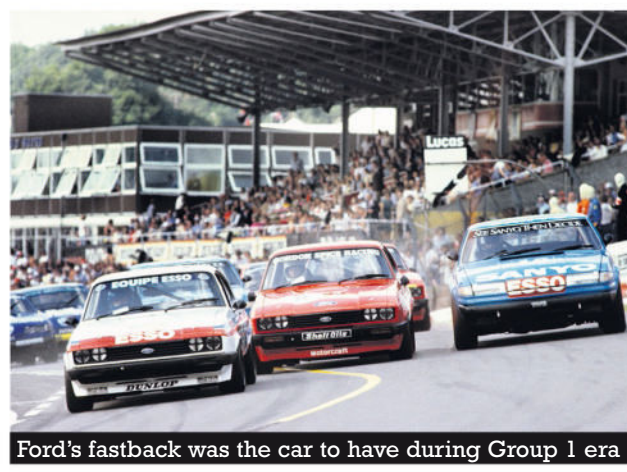
So, outgunned by the V8s and outhandled by the best of the small fry, will a well-driven Capri be able to make the most of sitting between the two extremes? It's that sort of contest that makes the racing at Goodwood so enthralling. ■

"The Capri is great to drive"

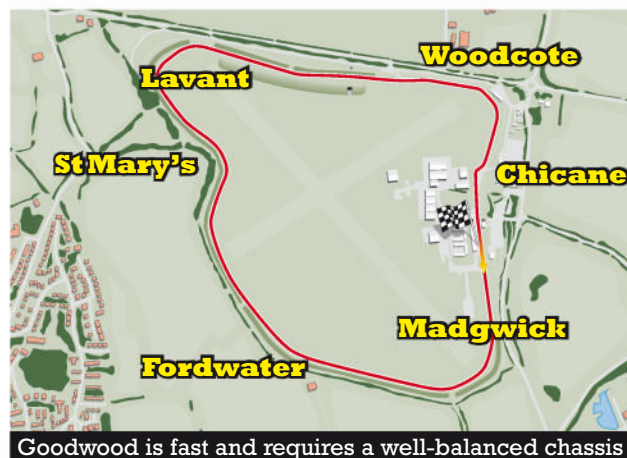
ADAM MORGAN



Capri rivals: cheeky Mini, rapid Rover, grunty Chevy



Ford's fastback was the car to have during Group 1 era



Goodwood is fast and requires a well-balanced chassis

AJ's Mini guide to Goodwood

The Andrew Jordan/Nick Swift Mini is bound to be a thorn in the side of the bigger Gerry Marshall Trophy cars this weekend. Here, Jordan tells *MN* how he hurls the car around the fast Goodwood sweeps:

"You approach **Madgwick** in fourth – top gear – and it's just a little lift in the Mini. You have to build yourself up to it a bit as it's actually quite a tight corner. As you look at it there are two apexes and I tend to get close to the first one and then let it run away from the second, otherwise you scrub off too much speed. You almost need to let the car go where it wants to, particularly in a lower-powered car. You need to keep the minimum speed up."

"**Fordwater** is easy flat. Again, you want to keep it smooth, then it's just a little lift and flat again for the **kink before St Mary's**. I tend to turn it right quite early and then get the car straight again before properly turning in. Then the front is almost pointing to the right-hand side of the circuit for **St Mary's**. It's a little brake, down to third gear and in. You don't really need to feed the throttle in with the Mini if you get the corner entry right, you just get straight on it."

"You grab fourth gear before **Lavant Corner**, but then it's down to third for the entry. You have to think about the exit because you've got a massive run afterwards. It's about making sure you've got the car rotated on entry so that the wheels are as straight as possible for full throttle. The second part is self-explanatory, just clip the apex and let it run out. It's not really a corner."

"The Mini is pulling 8500rpm approaching **Woodcote**, which sounds a lot in the car! There's a slip road 100 metres before the corner and you can get just past that before braking, and then taking third gear. There are two apex kerbs and you want to miss the first one to get the apex for the second. If you clip the first one you're in too soon."

"We rev it right out in third before the **Chicane**, then back down to second. It's quite tight but you can carry the speed and the Mini will be the quickest car through there. It's quite frustrating to be right with someone on the exit, only to see them drive away from you on the run across the start/finish line!"



AJ tested Mini alongside Ford

GOODWOOD PREVIEW

Photos: LAT and Paul Lawrence

SPOTLIGHT

Demo attraction

Eight Porsche 917s, six Ferrari 512s and five Lola T70Mk3Bs will set everyone's pulse racing during one of the three high-speed demonstration sessions. Among the drivers will be Richard Attwood, winner at Le Mans 46 years ago in a 917. Meanwhile, Gary Pearson will drive the 917LH owned by the ACO. Each group will take to the track once each day.

Screamers set free

The closest finish in Goodwood history is a tough act to follow for the one-litre F3 pack in the Derek Bell Trophy race. A year ago, US veteran James King outfumbled Simon Armer by a coat of paint (or 0.018s) on the dash to the line and Armer will be rather keen to reverse the result this weekend. Category newcomers Andrew Hibberd (Brabham BT18) and Jonathan Hughes (Merlyn Mk14) could make an impression.

Tin-top thrills

Bringing the story way beyond the end of the first Goodwood era is a demo session for Super Touring cars. This is a first for Goodwood and around 18 cars will show the BTCC of the 1990s. Regular racers like John Cleland, Patrick Watts, James Dodd and Stewart Whyte are there, along with star guests Pirro (Audi A4), James Thompson (Vauxhall Vectra) and Andy Rouse (Ford Mondeo).

Parnell variety

Period single-seaters always have a prime place at Goodwood and this weekend the Parnell Cup for pre-1955 cars and the Brooks Trophy for pre-1961 machines have fine grids. In the former, post-war Alfas, Cooper Bristol and Connaughts take on pre-war ERAs and Maseratis, while the Brooks race will be topped by rear-engined Coopers and Lotuses and will include Simon Diffey's exuberant style in a Maserati 250F.

GT thunder

A wonderful field of GT cars from the early 1960s race for the Graham Hill Trophy in a pack crammed with AC Cobras, including three Cobra Daytona Coupes, Jaguar E-types, Aston Martins and Bizzarrinis. This race also features the return to Goodwood, after 50 years away, of the prototype TVR Griffith, with new owner Mike Whitaker. David Brabham races the rare 1965 Ginetta G10 of Simon Rose.

Sportscar delight

The oldest sportscars will relive the memory of the famous Goodwood Nine Hours races of the 1950s as a grid of pre-1956 cars contest the Peter Collins Trophy. Three Jaguar C-types, a gaggle of Aston Martins and the Mercedes 300SL Gullwing of Jochen Mass head an impressive entry.

Touring car battles

Another new race for the Members' Meeting is the Whitmore Cup for pre-1966 touring cars, with a grid full of Lotus Cortinas, BMW 1800s and Mini Coopers. Richard Meaden, Mark Sumpter and Katsu Kubota spearhead the Cortinas, while Nick Padmore, Rob Huff and Nick Swift are the Mini aces.

Big bangers on form

What's not to like about a grid made up of McLaren M1s, Lola T70 spyders and similar early 1960s big-bangers? Nick Padmore is the man to beat in Phil Hall's Lola after setting a fearsome pace last year. But Phil Keen, Calum Lockie, Olly Bryant and Tony Sinclair can all run him close in this ground-shaking contest for the Bruce McLaren Trophy.



Padmore is the V8 pacesetter

BUILDING ON THE HERITAGE

The third running of the Goodwood Members' Meeting will be a stellar start to the 2016 historic season.
By Paul Lawrence



GT40 race will be a highlight

This weekend's 74th Members' Meeting has the event's best entry since being revived in 2014 as Goodwood took up its planning permission to run an additional two-day event.

Unlike its big brother, the Revival in September, the Members' Meeting is a more intimate affair, with a capped attendance to ensure a relaxed atmosphere in the style of the 71 Members' Meetings run until the circuit first closed for racing in the middle of the 1966 season.

Despite the early date and smaller overall feel, this is an event that is big on content and the weekend is packaged to the usual impeccable Goodwood standard. For the fans, easy access to the paddock and uncrowded spectator areas make it a wonderful start to the season. Given the probability of cool weather, it's a perfect chance to walk the circuit and enjoy the ever-changing views from expansive spectator banks.

Without some of the theatre of the Revival, this is a weekend centred on the 12-race programme and three spectacular high-speed demonstration sessions. Saturday is largely given over to qualifying, but takes in two races and wraps up with one of the absolute highlights.

A field of 29 Ford GT40s will repeat the race held at the 2013 Revival as a star-studded grid races into the dusk of Saturday evening for the Alan Mann Trophy. The entry has a total value of many tens of millions of pounds, making this one of the world's most exclusive one-make contests.

The driver line-up matches the class of the evocative mid-1960s sports-racing cars and top of the pack is Indy 500 winner Kenny Brack, who shared Adrian Newey's car to victory over the Shaun Lynn/Emanuele Pirro car in 2013. Brack will partner Christian Glasel this time as Lynn/Pirro return and drivers like Martin Stretton, Frank Stippler, Simon Hadfield, Tim Harvey, Rob Huff, Gary Pearson, Steve Soper and Chris Ward pack out the entry.

Back in 2013 Mike Jordan scored one of his proudest career moments by putting Philip Walker's car on pole at the expense of Brack and Andy Wallace. This time around he is partnered by son Andrew, winner of the Porsche 911 race a year ago, and they will make a formidable pairing despite Andrew's lack of race experience in the GT40.

Another real crowd favourite is the Gerry Marshall Trophy race for Group 1

touring cars of the 1970s and early 1980s. Another fantastic entry will deliver two memorable races, with a 15-minute sprint on Sunday and a 45-minute two-driver contest on Sunday. The creation of this race for the 2014 event has prompted a glorious revival for the Chevy Camaros, Ford Capris, Rovers and Triumph Dolomites of the period.

Victory last year went to the thundering Camaro of David Clark and Matt Neal, but a repeat win will be a tall order against some fierce opposition. Also in the Camaro camp are Stuart Graham/Nigel Garrett and father and son Graham and Olly Bryant, but the pairing of Gordon Shedden and Chris Ward in a Rover SD1 from the JD Classics squad could set the bar even higher.

In a field peppered with stars, notables include Stippler, Mike Jordan, Huff, Mike Wilds, Soper and Jochen Mass in Capris, Jason Plato and Andrew Jordan in Mini 1275 GTs, and the amazing pairing of Gerhard Berger and Pirro in a BMW 530i. If it is wet, watch the Nick Swift/Andy Jordan Mini slay most, if not all, of the giants.

New to the race line-up for Goodwood, and bringing the oldest grid ever seen in Sussex, is the SF Edge Trophy for Edwardian Cars and the entry is truly remarkable, ranging from the diminutive GN Wasp hillclimb car of Winston Teague to huge aero-engined monsters. Top of the pack should be Mark Walker's 1905 Darracq 200hp, which is driven with a captivating mix of talent, bravado and gusto.

Three high-speed demonstration sessions should prove popular and the sight and sound of around 30 grand prix cars from the ground effect era of the late 1970s and early 1980s will be nothing short of sensational. With drivers of the calibre of Bobby Verdon-Roe, Rob Hall, James Hanson, Michael Lyons and Nick Padmore on track the pace will be hot and Padmore's year-old Lola T70 outright circuit record could take an unofficial hammering.

In all, 15 manufacturers will be represented and the design genius of Colin Chapman, the first person to fully exploit air flow underneath the car, will be marked by nine Lotuses, ranging from the 78 of 1977 to the 91 from 1982. Chapman's son Clive will drive perhaps the boldest of all ground effect cars, the twin-chassis 88B.

If the weather plays ball, it really will be an outstanding weekend of historic motorsport and the perfect way to shake off the winter by enjoying fabulous cars and top flight drivers attacking the fast sweeps of Goodwood. ■



Darracq will be one of the Edwardian racing stars

TIMETABLE

Saturday, March 19

TIME	SESSION
0900-0930hrs	Gerry Marshall Trophy qualifying (two-driver session)
0940-0955hrs	Alan Mann Trophy qualifying
1020-1035hrs	Brooks Trophy qualifying (two-driver session)
1045-1100hrs	Derek Bell Cup qualifying
1115hrs	Spectator grid walk
1135-1145hrs	High-speed demo: Super Tourers
1155-1210hrs	SF Edge Trophy qualifying
1230-1245hrs	Graham Hill Trophy qualifying
1300hrs	Silver Arrows driven by Mika Hakkinen and Jochen Mass
1315-1330hrs	Hailwood Trophy qualifying
1345-1400hrs	Bruce McLaren Trophy qualifying
1415-1425hrs	High-speed demo: Group 5
1440hrs	Spectator grid walk
1500-1515hrs	Race one: Gerry Marshall Trophy, part one
1530-1545hrs	Parnell Cup qualifying
1555-1605hrs	High-speed demo: Ground effect F1 cars, part one
1610-1620hrs	High-speed demo: Ground effect F1 cars, part two
1635-1650hrs	Whitmore Cup qualifying
1700-1715hrs	Peter Collins Trophy qualifying
1730-1830hrs	Race two: Alan Mann Trophy

Sunday, March 20

TIME	SESSION
0900-0920hrs	Race three: Brooks Trophy
0940-1000hrs	Race four: Derek Bell Cup
1020-1035hrs	Race five: SF Edge Trophy
1055hrs	Spectator grid walk
1115-1125hrs	High-speed demo: Group 5
1145-1205hrs	Race six: Graham Hill Trophy
1225-1245hrs	Race seven: Hailwood Trophy
1300hrs	Spectator grid walk
1325-1335hrs	High-speed demo: Ground effect F1, part one
1340-1350hrs	High-speed demo: Ground effect F1, part two
1415-1500hrs	Race eight: Gerry Marshall Trophy, part two
1520-1540hrs	Race nine: Bruce McLaren Trophy
1555-1605hrs	High-speed demo: Super Tourers
1620-1640hrs	Race 10: Parnell Cup
1700-1720hrs	Race 11: Whitmore Cup
1740-1800hrs	Race 12: Peter Collins Trophy
1830hrs	Prize-giving in the Great Hall

BTRDA ROUND TWO: MALCOLM WILSON

Cruel last-stage luck for David Wright hands redemption to Charlie Payne. By **Jack Benyon**

Photos: Whittle Photographic

IN BRIEF

Double Simpson

Steve Simpson and Patrick Walsh executed double duty over the weekend, making the 250-mile trip from the Malcolm Wilson Rally to the Tour of Epynt. Simpson swapped the Ford Fiesta S2000 used on the Malcolm Wilson for a Subaru Impreza WRC and the journey was worthwhile as he took the victory (see report page 33). Carl Williamson also made the same trip to sit with Richard Clews in a Subaru Impreza. They managed a top 10 finish.

Williams in Fiesta R1

Tom Williams made his BTRDA debut in an ex-Gus Greensmith Ford Fiesta R1 on the Malcolm Wilson. Williams had made his adult rally debut on the Red Kite last month but crashed out after hitting a rock. Williams will continue to use the R1 on selected events until the R2 has been rebuilt and prepared. He finished 83rd overall and third in class. The youngster was helping Vauxhall Motorsport with media over the Mid Wales Stages.

Kershaw tyre switch

Boyd Kershaw and Bryan Hull used a tyre change to turn their fortunes around after a difficult start to the rally. A switch from DMACK to Dunlops after the first service helped the duo net 13th overall and a Class B10 win, despite a touch of late drama with a bent link bar. It was fixed in the last service and the duo held on to another good result as the Silver Star champion continues to bed into the new Ford Escort having missed the season opening Cambrian Rally.

Davies' great week

Welsh Rally Championship leader Andy Davies scored his first BTRDA top 10 with a strong performance on the Malcolm Wilson Rally, finishing third in the N4 class in his Subaru Impreza with Max Freeman on the notes. The pair suffered with fuel pressure issues throughout the day, but after a first podium last week in the Welsh championship on the Mid Wales Stages, Davies kept up his consistency to take the class podium.

BRC R5 onlookers

After last weekend's British Rally Championship opener, two of its competitors were on hand to watch the Malcolm Wilson Rally. Max Vatanen is working at DMACK – the tyre manufacturer he drives for – and commented on the quality of the stages. Rhys Yates was also in attendance as he helped to service the car he steered to the BTRDA B10 class championship last year, a Fiesta R2 now in the hands of Bob Vardy. Yates made his first 2015 BTRDA start on the same rally.

Missing drivers

A host of drivers missed the Malcolm Wilson after pulling entries from the event. Prospective frontrunner Mark Donnelly's Subaru Impreza needed a remap and wasn't ready for the trip to Cumbria. The Northern Irishman won both gravel rallies he entered in Ireland last year, the Bushwhacker and Glens of Antrim. Reigning Junior F1000 driver Charlie Barlow had also been slated to make his adult rally debut but his Nissan Micra was not ready in time.



Another BTRDA win for Payne/Williamson



Wright put in a 'star of the rally'-worth performance on home stages



Wayne Sisson proved new MRF tyres work in the forests with a podium

After more final-stage drama in an exciting start to the BTRDA season, David Wright lost a lead he'd held for most of the Malcolm Wilson Rally, with Charlie Payne and Carl Williamson pouncing to win.

Wright lost last year's Grizedale Stages by just one second and he had been on course to right that wrong before a driveshaft failed on the final test of the rally. It cost him the 13s lead he headed into the final test with.

Payne and Williamson had opened the season by spraying the winners' champagne at the Cambrian, only for Luke Francis and co-driver John H Roberts to query a time, which gave them a second and earned them the victory overall. So Payne knew the heartache Wright felt after his Grizedale loss.

The crews endured some strange conditions; on the face of it the weather appeared dry but some of the Cumbrian stages were muddy on the top, catching out lots of drivers. Fog also played a part.

Connor McCloskey opened up with a stage win, despite sticking to his pre-season mantra of not targeting wins in the series early on in a new car. The Mini WRC is one of the more popular sights on national rallying stages, but the Derek McGeehan car went no further when McCloskey caught a puddle and aquaplaned, beaching him. Payne suffered a similar fate but escaped, leaving McCloskey to credit "famous Ulster luck" – or lack of it – for the off.

Francis was also gone after service, which came after SS3. He ground to a halt when a conrod came out of the

side of the engine and the erstwhile championship leader was out of the action.

All that left Wright in the lead after three stages, having set the quickest time through two of them – and he'd had no brakes for the first half of the stage that he wasn't quickest on. The driver was making the most of his home knowledge. However, it was only six seconds back to Payne, and Wright knew he would have to push to keep the Yorkshireman, who has been a dominant force in the series since his win on the Trackrod Rally last year, behind.

Payne reported a few "moments" in the morning to sit second – bizarrely finishing second on every special stage of the morning, while Stephen Petch was through into third. The latter struggled through the morning with clutch issues. Without the clutch and subsequent launch control the Ford Fiesta R5+ was losing bucket loads of time to the World Cars, effectively bump starting the car on most of the morning's stages.

Paul Benn was back out in the Ford Focus WRC02 he used on the Cambrian last year and which Euan Thorburn campaigned on various rounds in early 2015, and going well on his local BTRDA rally. Wayne Sisson rounded off the top five behind Benn in a very strong showing, still in a relatively new car – a Mitsubishi Lancer E10 B13 – along with the added learning of new MRF tyres. Co-driver Neil Shanks reported that the covers were working well.

The short Thornsgill stage took Wright just 1m06s to complete, putting another two seconds between he and Payne. Petch was second quickest though, before a radiator leak on the road section emptied eight litres of fluid into the Cumbrian B-roads. He was his usual chirpy self at service

**'Steve Simpson
wins in Powys'**
Tour of Epynt report, p33



FIESTA ST TROPHY

Davies dominates on first ST Trophy outing

Cameron Davies made a return to rallying after a year in circuit racing and the Phil Price Rally School instructor started his three-year plan to reach the World Rally Championship in style.

Davies led the running despite an early scare from Tim Kirvan-Rodgers – who reportedly went second quickest overall on stage two – no mean feat in a Group N Fiesta. The time was amended though and, after three stages, the returning Davies was ahead of George Lepley and Cambrian winner Owain Rowlands.

Kirvan-Rodgers had an issue in the front of the car, but couldn't identify the problem. The car had

gone through many replacement parts after his Rally GB outing last November.

Davies was burning the midnight oil before the event after clutch problems followed his Red Kite outing – the first in the car – and was rapid after a year away from the loose surfaces.

Lepley was going well in the car, having only completed a handful of miles on the Cambrian before the gearbox exploded. He and Arwel Jenkins were settling in nicely. However, a puncture on the road section shook his confidence slightly and he backed off through the next stage. But the youngster drove well all day and held on to

second in the class.

With Lepley's puncture, Davies was left to control the field and delivered, with a flamboyant display on the stages in what looked like a rear-wheel-drive car.

Kirvan-Rodgers was third having not solved the issue in the front, but he did well to hold on as others fell by the wayside. Championship leader Rowlands retired from the last stage with a broken ball joint, which was the end of a day to forget.

That meant Sam Bilham took the championship lead with a fourth in class finish. Tom Easson rolled on the fifth stage.



Davies marked his return to gravel rallying with victory in the ST Trophy, heading George Lepley home

STAGE WINNERS

SS1 Comb (5.15 miles)
Connor McCloskey/Damien Duffin (Mini Cooper WRC)
5m56s

SS2 Wythop (3.22 miles)
David Wright/Steve Pugh (Ford Focus WRC01)
3m28s

SS3 Greystoke (7.46 miles)
Wright/Pugh 7m22s

SS4 Thornsgill (1.03 miles)
Wright/Pugh 1m06s

SS5 Grizedale North (7.67 miles)
Charlie Payne/Carl Williamson (Ford Fiesta)
8m56s

SS6 Grizedale South (9.83 miles)
Wright/Pugh 11m09s

SS7, Thornsgill 2 (1.03 miles)
Payne/Williamson 1m03s

SS8, Greystoke 2 (7.46 miles)
Payne/Williamson 7m20s



Payne: Stage wins

CLASS AND CHAMPIONSHIP WINNERS



Phil Burton/Mal Capstick headed the B12 field

RF1.4: Dominic Hodge/Stefan Arndt (Nissan Micra)

RF 1.6: Richard Wells/Calvin Houldsworth (VW Polo GTI)

1400C: Gordon Alexander/Samantha Alexander (MG ZR)

1400S: Mat Smith/Derek Carnforth (Proton Satria)

H1: Robin Shuttleworth/Ronnie Roughead (Ford Escort Mexico Mk1)

H2: Dave Forrest/Charlie Carter (Escort Mk2)

H3: Steve Bannister/Kim Gray (Escort Mk2)

N3: Cameron Davies/Lee Taylor (Ford Fiesta ST)

NR4: Paul Davy/Roger Allan (Subaru Impreza)

B10: James Hutchings/James Hood (Vauxhall Nova)

B11: Boyd Kershaw/Bryan Hull (Escort Mk2)

B12: Phil Burton/Mal Capstick (Escort Mk2)

B13: Wayne Sisson/Neil Shanks (Mitsubishi Lancer E9)

B14: Charles Payne/Carl Williamson (Ford Fiesta)

Silver Star: Kershaw/Hull

Production Cup: Sam Bilham/Richard Crozier (Fiesta ST)

Historic Cup: Forrest/Carter

Rally First: Hodge/Arndt

ST Trophy: Cameron Davies/Lee Taylor

MG ZR Rally Challenge: Gordon and Samantha Alexander

Junior driver: Davies

Junior co-driver: Max Freeman

Senior driver: Phil Pickard (Subaru Impreza)

Senior co-driver: Mal Capstick

Lady driver: Emily Retallick

Lady co-driver: Samantha Alexander

RESULTS

REIS Ravenol BTRDA Rally Series, round two of eight, Malcolm Wilson Rally, March 12

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Charlie Payne/Carl Williamson	Ford Fiesta	46m45s
2	David Wright/Steve Pugh	Ford Focus WRC01	+23s
3	Wayne Sisson/Neil Shanks	Mitsubishi Lancer E10	+1m06s
4	Paul Benn/Richard Cooke	Ford Focus WRC02	+1m23s
5	Peter Stephenson/John Millington	Ford Focus WRC	+1m38s
6	Russ Thompson/Andy Murphy	Mitsubishi Lancer E9	+1m45s
7	Rory Young/Allan Cathers	Ford Fiesta R5	+1m51s
8	Steve Simpson/Patrick Walsh	Ford Fiesta S2000	+1m52s
9	Aaron McClure/Alex Kihurani	Mitsubishi Lancer E9	+1m52s
10	Andy Davies/Max Freeman	Subaru Impreza	+2m18s

11 Karl Simmonds/Mark Glennerster (Subaru Impreza); 12 Phil Pickard/Simon Pickard (Subaru Impreza); 13 Steve Bannister/Kim Gray (Ford Escort Mk2); 14 Boyd Kershaw/Bryan Hull (Ford Escort Mk2); 15 Gavin Edwards/Caron Tomlinson (Ford Escort Mk2); 16 Daniel Moss/Sam Allen (Mitsubishi Lancer E9); 17 Phil Burton/Mal Capstick (Ford Escort Mk2); 18 Stuart Egglestone/Brian Hodgson (Vauxhall Astra); 19 Matthew Robinson/Sam Collis (Fiat 131); 20 Jon Cean/Mark Morris (Mitsubishi Lancer E3).

but disappointed such a strange breakage had ruled him out of the rally.

Payne put on a real push through Grizedale North, and that was enough to stoke the fire of the lead battle. He pulled eight seconds off Wright and the gap was gone as they headed into SS6 Grizedale South. Could the car Petter Solberg rolled into trees on Rally Finland and Carlos Sainz steered on the Monte Carlo Rally hold on for the win, or would Payne's more modern hybrid Ford Fiesta steal the spoils?

Through SS6 there was trouble for Payne. He had no brakes. He described how difficult that was. Wright stole back 14s and a comfortable lead headed to the next test. Sisson had cemented himself in third. To say it was just down to attrition would be unfair, he was going well in the E10 and on the new MRFs. Benn and Peter Stephenson, with former-M-Sport logistics manager John Millington on the notes, completed the top five.

Through Thornsgill 2 Payne took back another second after sorting the brakes on the road section, but Wright still had 13s in hand heading into the final test.

The performance of the stage came from Russ Thompson. He made an incorrect tyre choice on the previous stage and was under pressure from next in class Aaron McClure, but a stonking third overall in the N4 Lancer E9 was a joy to behold. He and co-driver Andy Murphy had discussed whether one of the corners on the test was possible to complete flat, and the upcoming Special Stage TV programme will prove it was. But only just. Thompson won't be doing it again.

As the crews went into the last test, Payne was pushing hard but he needn't have made the effort. Wright was equal 14th quickest on the stage after the driveshaft problem and his chance of glory had slipped. It was redemption for Payne, though, who had so cruelly had his win revoked on the Cambrian.

Rory Young had a day to forget in his Ford Fiesta, with a broken throttle cable earlier in the day just the tip of the iceberg. But an equal second quickest time on the final test made up for it a little as it secured him seventh, just ahead of the man who equalled his time on the test, Steve Simpson.

Simpson commented that he was enjoying the challenge of the slightly underpowered S2000, and he put in a fantastic drive on only his second visit to these forests and his second season of gravel rallying to boot.

Sisson could only manage sixth on the stage, but that was enough to secure him the podium spot in an excellent day, ahead of Benn and Stephenson respectively.

Sixth went to Thompson and Murphy. It wasn't without drama though, as he took off a wheel in the final stage. A great recovery to 11th fastest meant he held position.

McClure and co-driver Alex Kihurani managed second in class, but fell two spots, behind Young and Simpson, on the last stage. However, the duo were just happy to finish after the roll on the Cambrian.

With the area suffering extensive flooding recently, the event ran without problem and was a credit to the promoting clubs: Kirkby Lonsdale, Morecambe and West Cumbria clubs. Grizedale was a particular highlight to the crews in a well-run event. ■

STAR OF THE RALLY



This was an easy decision, as lightning struck again and Wright lost a win in the same forest twice in less than six months. After only a handful of outings in the car – an ex-Petter Solberg and Carlos Sainz machine – Wright and co-driver Steve Pugh were quicker on four of the eight stages in Cumbria, and had their fair share of issues on the others. But the car ran well on Kumho tyres and hopefully Wright will wheel the car out for more BTRDA rounds in the future.



Former 1400 champion Mat Smith returned to top 1400S runners

NEXT RALLY

Championship heads south

SOMERSET STAGES
APRIL 16

WEST CORK REPORT

Photos: Roy Dempster

Cronin heads R5 field in another big entry

With the Clonakilty Blackpudding Tarmac Championship emphasis now placed on R5/S2000 machinery, it was interesting that 17 such cars started for the second event in a row.

Alastair Fisher pushed hard initially and led Keith Cronin until Cronin hit the sweet spot with his tyre choice and forged ahead mid-way through the day. Cronin jumped in the deep end on his first gravel event in two years on the Mid Wales Stages earlier in the month, but a strong run in West Cork was exactly the tonic needed with the British championship headed to Belfast for the Circuit of Ireland in early April.

Fisher fought back through stages five, six and seven but then crashed his Ford Fiesta R5 out of the rally on stage eight.

This left Cronin out on his own and his second overall at the finish means he increased his lead in the Tarmac series and has 32 points, with Sam Moffett second on 26 and his brother Josh third on 22. Sam and Josh finished fourth and fifth on the rally, but collected second and third points in the championship. Stephen Wright had a steady run to eighth and is fourth in the points.

Joe McGonigle ran higher ratios in the upper gears of his Skoda S2000 and found the extra speed useful on the fast West Cork stages. However, he made a bit of a mess of the opening stage, sliding the car into a hedge, so then spent a few stages playing catch-up. He eventually finished 10th overall, but still collected useful points.

Desi Henry had been in the top 10 with his Skoda R5 and was regaining his confidence following his Galway accident, but was knocked back when his Fabia sustained a puncture. Henry eventually retired because a differential problem was making the car wander all over the road.

Other drivers to struggle in that opening loop included Owen Murphy. He was slowed over the opening two stages with a faulty intercom in his recently acquired Skoda S2000, and then the car suffered a broken clutch release bearing that meant former forestry champion Owen eventually relegated to Rally 2. He kept going just to get a few miles on the car. He found the switch from his Mitsubishi Lancer very difficult.

Indeed, several drivers struggled to get on with their R5/S2000 cars.

John Mulholland has an ex-Sebastian Ogier Skoda S2000 and found it very different. He put the car off on stage 11, and again on stage 12. Brendan Cumiskey has switched to a left-hand-drive Ford Fiesta R5 and was having trouble judging his road position, while Aaron MacHale found it difficult to left-foot brake in his Skoda S2000. Joe Connolly damaged the front of his new Ford Fiesta R5 on a hedge, and ran in Rally 2, finishing 26th.

KELLY BREAKS RECORDS IN CORK

Focus driver dominant as Cronin extends points lead. By **Brian Patterson**



Reigning Irish Tarmac and National champion Donagh Kelly took a start-to-finish victory in his Ford Focus WRC on his first event in the championship this year, achieving three wins in a row in West Cork – the first person to do so in the rally's history.

There were eight stages on day one, four loops of two.

The opening two tests, Inchybridge and Ballinascarty, featured bright skies but damp slippery roads. Kelly picked slick Michelin tyres for his Focus WRC and was immediately fastest, notching up a 14s advantage over Garry Jennings (on Kumhos) by first service at the agricultural cottage outside Clonakilty. Alastair Fisher was third and Keith Cronin fourth. Rory Kennedy was entered to sit with Jennings, but family issues meant Rory had to head back home to Donegal, so David Moynihan

stepped into the breach to co-drive and read the notes – no easy task with no notice and no recce.

Although the roads were drying for stages three and four (a repeat of the first two tests), there were still damp and slippery patches to catch the unwary. Kelly was again fastest and, despite Jennings switching onto more suitable tyres, Kelly increased his lead to 19s at midday service. Cronin had also switched onto slick tyres and he managed to edge ahead of Fisher and was 6s to the good by midday service. Fisher felt that he had possibly opted for too soft a compound tyre.

Behind the top four, Roy White held fifth and was trying step by step to increase his performance in the Ford Fiesta WRC he acquired at the end of last season. Daragh O'Riordan in his similar Ford Fiesta WRC was sixth and admitted that he felt rusty and lacked confidence, as he hadn't contested a rally for six months.

In the National part of the rally, Vincent McSweeney was the early leader, but was then hampered by bent

tracking and power steering problems with his Honda Civic. This allowed Donegal man Brian Brogan in his Ford Escort to surge to the front, with Adrian Hetherington (Escort) second and Alan Ring third in his newly acquired Ford Fiesta R5+.

Hetherington was troubled a little by bits of the fuel tank lining foam getting into the injection system, but seemed to lose little time. He did shed a couple of seconds though when he came upon Eugene Meegan's stranded BMW 1M. The BMW had suffered a spin and then the bonnet flew open and smashed the windscreen. Meegan kept going, but lost a lot of time and then retired.

The Saturday afternoon stages consisted of two trips over the famous Ring stage and two runs at the difficult Dunworley test. On the first visit to Ring, both Kelly and Cronin beat the bogey time. Jennings spun his Subaru at a hairpin near the harbour location, and suddenly Kelly was leading by over 40s. Jennings slipped from second to third and Cronin was promoted.

On the second Dunworley stage

Fisher set a fastest time, possibly spurred on by losing 6s to Cronin on Ring.

On the second visit to Ring, Kelly was again fastest, but Fisher was second fastest, by just a fraction from Jennings and Cronin. Then on the second visit to Dunworley, the last stage of the day, the Fisher Fiesta flew off the road at the end of a 600-yard straight and it was game over.

Fortunately neither Fisher nor his co-driver Gordon Noble suffered any injuries.

Kelly thus held a 50s lead over Cronin at the overnight halt as he was fastest through stage eight. Jennings was third, a further 20s back. He admitted that his Prodrive-appointed Subaru engineer had set the mapping on his Impreza to suit the wet Galway Rally and wasn't able to make it to West Cork, so the car remained on the wet weather settings. It could have been the reason for at least two stalls.

Wesley Patterson retired his Ford Escort, having lost 10 minutes with an ECU problem.

Through the final day's six stages Kelly made no mistakes, although there was a small panic when his Focus WRC needed quite a quantity of coolant before the final stage.

Cronin's Citroen survived a penultimate stage puncture, which cost about 20s, but otherwise had no problems. Jennings couldn't really improve on his third place so treated it as a tyre test for Donegal.

The two Moffett brothers, Sam and Josh, had a red hot battle for fourth place, with Sam just edging ahead through the later stages. White made some small improvements to his Fiesta WRC through the day, and was a little happier on his way to sixth. O'Riordan was very unhappy with his Fiesta WRC; remapping changes didn't improve the power.

David Guest (Mitsubishi Lancer) won Group N comfortably. ■

RESULTS

Irish Tarmac Rally Championship, round two of seven, West Cork Rally, March 12/13

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Donagh Kelly/Conor Foley	Ford Focus WRC	1h54m13.6s
2	Keith Cronin/Mikie Galvin	Citroen DS 3 R5	+1m26.4s
3	Garry Jennings/David Moynihan	Subaru Impreza WRC	+2m09.4s
4	Sam Moffett/Karl Atkinson	Ford Fiesta R5	+3m04.9s
5	Josh Moffett/John Rowan	Ford Fiesta R5	+3m08.5s
6	Roy White/James Brown Ford	Ford Fiesta WRC	+3m23.7s
7	Daragh O'Riordan/Tony McDaid	Ford Fiesta WRC	+4m10.9s
8	Stephen Wright/James Fulton	Ford Fiesta R5	+5m06.9s
9	Kevin Kelleher/Gwynfor Jones	Subaru Impreza WRC	+5m21.5s
10	Joe McGonigle/Ciaran Geaney	Skoda Fabia S2000	+6m35.6s

National Rally: 1 Brian Brogan/Damien McGettigan (Ford Escort) 2h02m47.2s; 2 Alan Ring/Adrian Deasy (Fiesta R5+) +6.3s; 3 Adrian Hetherington/Gary Nolan (Ford Escort); 4 Andy Mahon/Eamon Hayes (Ford Escort); 5 Vivian Hamill/Paul Sheridan (Ford Escort); 6 John Bonner/Leon Jordan (Escort); 7 Enda O'Brien/John Butler (Ford Escort); 8 Ross Marshall/Dave Robson (Ford Escort); 9 Ed Murphy/Diarmaid Lynch (Ford Escort); 10 Kyle McGettigan/Dale McGettigan (Toyota Corolla). **Class winners** Callum Devine/Keith Moriarity (Opel Adam); Richard Whelan/James Whelan (Citroen DS 3); David Guest/Paddy Robinson (Mitsubishi Lancer); Cronin/Galvin; Kelly/Foley; Derry Collins/Stephen Collins (Vauxhall Nova); Victor Beamish/Susan Beamish (Vauxhall Nova); Simon Reid/Billy Ryan (Honda Civic); K McGettigan/Dale McGettigan; Paul Casey/Vincent Goggin (Ford Escort); Bonner/Jordan; Brogan/Damien McGettigan; Philip Cross/Tony Hennessy (Mitsubishi Lancer); Ring/Deasy; Wyn Hughes/David Davies (Ford Escort); Fergus Hurley/Eric Deane (Ford Escort).



Podium finishers in West Cork

RALLY REPORT



Photos: Writtle Photographic

SIMPSON SURVIVES FIRE AND 250-MILE TRIP FOR EPYNT WIN



Simpson/Walsh were on fire

Tour of Epynt

By Simon Cronow

Organiser: Port Talbot Motor Club **When:** March 13
Where: Epynt Ranges **Championships:** MSA Asphalt Rally Championship; J D Tyres Welsh National Tarmacadam Championship; Restruct Ltd Welsh Mixed Surface Championship; Hirefit King of Epynt
Stages: 7 **Starters:** 83

Stephen Simpson/Patrick Walsh got their MSA Asphalt Rally Championship challenge off to the best possible start with a comfortable win on the Melvyn Evans Motorsport Tour of Epynt in their usual Subaru Impreza WRC.



Mauger returned in second

They finished 29 seconds ahead of last year's winners Simon Mauger/Jonathan Hawkins in their MG Metro 4M4, while Damian Cole/Paul Morris had to be content with third place in their Ford Fiesta WRC.

Despite being beaten by Cole on the short stage one, Simpson made amends on the longer second test to move into a three-second lead. When the stages were repeated as SS3 and four, the Impreza driver increased his advantage over the Fiesta pilot to eight seconds. "We were steady on the first loop as we used it to check our notes," stated co-driver Walsh, the pair having missed the recce as they were competing on the Malcolm Wilson Stages. The fifth test amalgamated sections of the first two stages, and Simpson set the pace once again, extending his advantage to 15 seconds.

By now, it was Mauger who was in the runner-up spot. After setting equal second fastest time on SS1, the Metro driver found the second test slippery, but over the next three tests, he set a string of third-fastest times, before changing to harder tyres for the long fifth stage,

where he took 16 seconds out of Cole to move up to second place.

It had been a mixed morning for Cole – fastest on stage one, only for high tyre pressures to slow him on SS2. A change of tyre and stiffening of dampers helped with two second-fastest times, but he was surprised to have dropped so much time on the fifth test.

Just one place behind at this point were Adrian Spencer/Mark Hewitt. The duo were quickly getting to grips with their new Impreza WRC, consistently setting top four times. They would have been closer to Cole if they hadn't lost time when they stalled at a stage four hairpin.

Andy Fraser/Michael Calvert were up to fifth before clutch failure halted their Darrrian, as a change to more suitable tyres allowed Richard Clews/Carl Williamson to inherit the position. A change of tyres also worked well for sixth-placed Bob Fowden/Paul Wakely in their similar car, though a bad vibration worried them.

There was a nasty surprise for Simpson/Walsh on the penultimate

test when their car caught fire at the finish after setting fastest time. With the fire extinguished, their service crew rectified the fault and they rounded off a great win with fastest time on the final stage.

After being slowed with fuel surge on SS6, Mauger was just three seconds down on Simpson on the final stage, cementing second position.

Cole had a lucky escape when he briefly left the road, allowing Spencer to move to equal third. Thankfully for Cole, a clean run on the final stage allowed him to retain third position, as Spencer put in probably the drive of the day to finish fourth.

Behind Spencer, Eian Pritchard/Steve McPhee went on a late charge to move up to fifth in their Ford Focus WRC, overhauling Fowden/Wakely and Clews/Williamson, who ran out of suitable tyres in the process.

Brothers Kevin and Charles Tappin had a great run to finish leading two-wheel-drive runners in their Ford Escort Mk2, just ahead of Epynt debutant Ollie Mellors, who enjoyed

the visit, as he and Ian Windress used the day to make pacenotes for the Nicky Grist Stages later this year.

Rounding off the top 10 were Rob Tout/Dylan James, who spent the day trying different settings on their new Mitsubishi Lancer E 10.

Roger Moran/Den Goulding finished 11th in their class-winning Escort, while among the class winners, Wynne Watkins/Sherryn Roberts won Group N in their Subaru Impreza and Jamie Jukes/David Williams won the road rally category in their Vauxhall Astra.

Results

1 Stephen Simpson/Patrick Walsh (Subaru Impreza WRC) 59m55s;
2 Simon Mauger/Jonathan Hawkins (MG Metro 4M4) +29s;
3 Damian Cole/Paul Morris (Ford Fiesta WRC);
4 Adrian Spencer/Mark Hewitt (Impreza WRC);
5 Eian Pritchard/Steve McPhee (Ford Focus WRC);
6 Bob Fowden/Paul Wakely (Impreza);
7 Richard Clews/Carl Williamson (Impreza STI);
8 Kevin Tappin/Charles Tappin (Ford Escort Mk2);
9 Ollie Mellors/Ian Windress (Proton Satria Neo S2000);
10 Rob Tout/Dylan James (Mitsubishi Lancer E10).
Class winners Huw Jones/Aled Jones (Honda Civic Type R);
Wynne Watkins/Sherryn Roberts (Subaru Impreza N112B);
David Earthy/Sarah Alys Edwards (Citroen C2R2 Max); Simpson/Walsh; Richard Milbank/Lee Bezuidenhout (Vauxhall Corsa);
Paul Clapham/Tom Wood (Peugeot 106); Tappin/Tappin;
Roger Moran/Den Goulding (Escort Mk2); Mauger/Hawkins;
Cole/Morris; Jamie Jukes/David Williams (Vauxhall Astra).

Lotus Exige crew Tinker and Petterson hold on to early lead to win Roskirk at Three Sisters

Roskirk Stages Rally/Junior Stages Rally

By Phil James

Organiser: Blackpool South Shore Motor Club
When: March 13 **Where:** Three Sisters Race Circuit, Wigan **Championships:** ANWCC; F1000; SD34; 6r4.com Three Sisters Rally Challenge; Junior Rally Championship (Juniors only) **Stages:** 12 **Starters:** 48 (+16 Juniors)

Once Martyn Tinker and debutant co-driver Iain Petterson took pole position on SS2, the Lotus Exige crew were never headed in the Roskirk Stages, with their near rivals falling by the wayside.

Early leaders Peter Jackson and Craig Simkiss lost time on SS2 when the extinguisher broke loose and knocked off the master switch, costing the Ford Escort Mk2 crew

20 seconds. A determined fight back saw them close the gap to four seconds by the end of SS8 but their rally ended on the following stage when a wheel bearing collapsed.

Sean Cassidy and Sean Devlin then moved their Ford Fiesta Cosworth into second place but a missed split on SS11 saw them finish eighth.

Having escaped unscathed from a spin through the SS1 flying finish, Brandon Smith and Chris Sharpe-Simkiss claimed second place in their Darrrian T9 ahead of Rob Hughes and Sion Cunniff who had a trouble-free run in their Ford Focus-Millington. Howard Potter and Martin Haggett finished fourth in

their Talbot Sunbeam, with Ryan Burns and Shaun Hughes completing the top five in their Vauxhall Corsa.

Once Dale and Mark Carter retired their Subaru Impreza with a broken differential, Mark Borthwick and Phil Boyle secured sixth ahead of fellow Ford Escort Mk2 incumbents Jack Darbyshire and Matthew Kendall.

Completing the top 10 were the Ford Escort Mk2s of Andrew Morris/Chloe Thomas and Graham Brindley/Brian Neale.

Toyota Aygo pairing Alistair Dodd and Kate Bannister were convincing Class 1 winners, finishing more than a minute ahead of the Class 2-winning

Citroen Saxo of Pete Gorst and Phil King.

The top runners in the Junior Stages Rally were Finlay Retson and Tom Hynd, who brought their Citroen C1 home 15 seconds clear of the Skoda Citigo of Peter Bennett and Arthur Kierans.

Results

1 Martyn Tinker/Iain Petterson (Lotus Exige) 24m42s;
2 Brandon Smith/Chris Sharpe-Simkiss (Darrrian T9) +31s;
3 Rob Hughes/Sion Cunniff (Ford Focus Millington);
4 Howard Potter/Martin Haggett (Talbot Sunbeam);
5 Ryan Burns/Shawn Hughes (Vauxhall Corsa);
6 Mark Borthwick/Phil Boyle (Ford Escort Mk2);
7 Jack Darbyshire/Matthew Kendall (Escort Mk2);
8 Sean Cassidy/Sean Devlin (Ford Fiesta Cosworth);
9 Andrew Morris/Chloe Thomas (Escort Mk2);
10 Graham Brindley/Brian Neale (Escort Mk2).
Class winners Alistair Dodd/Kate Bannister (Toyota Aygo); Pete Gorst/Phil King (Citroen Saxo);
Potter/Haggett; Darbyshire/Kendall; Borthwick/Boyle;
Juniors winners: Finlay Retson/Tom Hynd (Citroen C1).

ROAD RALLY ROUND-UP

After almost two years of near misses, Richard Hunter/Gary Evans finally took their maiden rally win when they dominated the Ryemoor Trophy Rally on Saturday night. The Derbyshire pair led from the off. They had built up a lead of 33 seconds by the halfway point and extended this to three minutes at the Finish.

Carl Hawkins/Iain Tullie led the chase. They beat the winners on one section but couldn't match them for speed on the remainder; they had to be content with the runner-up spot. Adrian Green/Ian Gibbins were looking for their fourth straight win on the Malton MC event, but ended up third, a position they'd held all night. They led home a posse of Protons, there were seven of the

Malaysian marque in the top 10. TEG Sport boss Stuart Newby navigated Russell Waller to a win in the Novice Class in their Citroen Saxo.

By Ian Mills

Ryemoor Trophy Rally

Organiser: Malton Motor Club
When: March 12/13 **Where:** North Yorkshire **Championships:** ANCC, EMAMC & ANEMMC
Route: 160 miles **Starters:** 30
1 Richard Hunter/Gary Evans (Ford Escort) 9m02s;
2 Carl Hawkins/Iain Tullie (Mitsubishi Colt) +2m59s;
3 Adrian Green/Ian Gibbins (Proton Satria);
4 Tony Harrison/Paul Taylor (Proton Compact);
5 Paul Rowland/Andy Pullan (Proton Satria);
6 John Leckie/Sion Matthews (Proton Compact);
7 Chris Faulkner/Trevor Faulkner (Ford Focus);
8 Richard Oxley/Andrew Lowe (Proton Compact);
9 Mark Standen/Ian Canavan (Proton Satria);
10 Mark Turner/Josh Davison (Honda Civic).
Class winners Semi-Experts: Turner/Davison; Novices: Russell Waller/Stuart Newby (Citroen Saxo).

CITROEN TEST

Photos: Carwyn Lothian

Osian Pryce helps put the new GwynneSpeed car through its paces. By Jack Benyon



UPGRADE TO THE MAX



Pryce pushed hard in Sweet Lamb

There's nothing like grassroots rallying to put a smile on your face, just ask Osian Pryce who's driven some of the best cars rallying has to offer. I'm sat with him going sideways around a sweeping three left at Sweet Lamb, and he's using the side windows for vision more than the front windscreen. Has anyone designed a windscreen wiper for the doors for rally cars yet?

So, why are we here? The GwynneSpeed Challenge has a new category for what it's calling the Max Challenge. And we're testing it out.

The current Challenge series has proved popular, taking in nine events this year on a mixture of asphalt and gravel. The cars are slightly modified versions of a Citroën C2 road car, and the aim with the Max is to provide more power through greater modification.

The Max can be upgraded from the standard Challenge Citroën C2s, with the main changes being an engine and ECU enhancement, and an 'H' pattern dog engagement gearbox. A normal Challenge car can be built for under £6000, and the Max machine for under £15,000. Not bad (see box, above).

Back to Osian. The Welshman is a class act, there's no doubt about that. He was leading both Junior World Rally Championship rounds he entered last year before poor reliability ruled him out, and he's just been confirmed in the Drive DMACK Trophy for 2016. He's also coached in and briefly driven a C2 Challenge car before, so he was the perfect person to trial the new C2 Max.

We're here on a very wet and windy day in Wales, but there's a heater just next to the wall where the likes of Sebastien Ogier and Marcus Gronholm have signed their names. Osian is laid back and relaxed, so off we go.

There's something special about blasting out of the bowl so famous for Rally GB and it's spectators, but I didn't have time to enjoy it as Pryce cranks up two gears and the torque fires us into a hairpin left. He's surprised.

"I've driven Jack Walby's challenge car," explains Pryce. "Power-wise, it's almost a different car. There's just so much power."

Reigning World Rally champion Sebastien Ogier – along with Thierry Neuville, Kris Meeke and more – cut their teeth in Citroën's C2 MAX. And ex-M-Sport and current GwynneSpeed mechanic (and driver) Mat Wheeler says the car has been measured on a dyno with a better torque curve than an original Max, so this is much improved.

The original plan was for Pryce to take it easy on the first few runs, but such was the excitement for the 23-year-old at a reliable and functional Citroën that he was soon throwing it around. It wasn't just reliable though.

"Everything that I was doing to the car, it was responding and it was incredibly safe," says Pryce. "It didn't snap once. It does everything you want it to do. It's got the power to bail you out and the gearbox is incredible."

"I've driven C2s before where you hit a bump and they want to kill you, whereas this is a different story altogether. It's because they are small, but in this one it felt like a bigger car, I could throw it around in the turns but it was stable like something with a longer wheelbase."

With the weather the ground was really slippery, but Pryce is still able to push the car hard. These are the kind of conditions he's grown up in as a Machynlleth lad. But you still need the car underneath you and the stability of the little C2 is really what allows him to push on.

There are two jumps in our loop, the second has a gateway just after and has probably caught many a driver out before. The C2 is happy over those though, and there's no sign of the car chewing us up and spitting us out.

"There were a lot of ruts, but down the back over the jump it landed safely and performed well," adds Pryce. "It gives you so much confidence. Down the big hill I was chucking it in [to the corner] more aggressively than usual just to see how it reacted but it was so stable. I said at first 'let's go out and take it easy' but by the end we were pushing on and I

"I'd definitely have one as a toy"
OSIAN PRYCE

TECH SPEC

GwynneSpeed Challenge cars

CHALLENGE (£4000-£8000)	MAX (£14,000-£18,000)
Standard engine and ECU from C2 road car	Based on standard engine using a GwynneSpeed engine kit to include Omex throttle bodies, Omex ECU, steel conrods and forged pistons, uprated cams and competition exhaust manifold
120bhp approx	170bhp approx
AST single-way adjustable suspension	AST single-way adjustable suspension
Citroën C2 VTR or GT donor car (not VTS)	Citroën C2 (VTR, VTS or GT) donor car
Limited slip differential	Limited slip differential
Brakes are standard	Choice of brakes

was smiling the whole time. It doesn't usually end well when you're pushing and smiling at the same time!"

So the big question: would Pryce add one to his car collection?

"It was a laugh to drive, I'd definitely have one as a toy," he says with a smile. "But you're paying!"

Sweet Lamb was perfect to test the car's performance on gravel, and Pryce struggled to pick a part of the car he liked the most. What's for certain is the jump from the Challenge to a Max car is huge in terms of power, but because the car is so manageable and the performance is accessible, it wouldn't be too big a step for a young driver.

"The power of the car, there's so much there for a little car," explains Pryce. "For the money, I can't believe how good it is as a package really. Sometimes less is more and it's bloody good."

"For someone jumping into rallying for the first time it gives you plenty of feedback, and you know that it's going to give you everything you need to learn but at the same time it's completely safe."

The car isn't perfect, let's get that straight. There's still work to do including with the steering and brakes, but the model we're testing isn't completely finished, with four-pot brakes still to be added.

So what's the future for the Challenge and Max categories? The new category has been fairly late to the party, being finished just before the GwynneSpeed season started, so there haven't been any entries yet. With time – which you need to build one of these cars – interest has been positive. Persuading clubmen to part with more cash will also be difficult, but it's value for money.

What is certain is that the Max is a massive step forward and definitely worthwhile. Any car Osian wants to own, I do too. ■



Weather and stage was a tough test for the new car



ECU and parts upgrade for the engine provide boost



Kris Meeke drove C2 R2 MAX in his Junior WRC days

KARTING

'Edgar has been signed by Fortec'
Development scheme, below



Photos: kartpix.net, LAT

IN BRIEF

Rotax Finals

The entry rules for this year's Rotax Grand Finals in Sarno, Italy, are to be relaxed. Mini and Micro Max competitors from all countries will be able to take part. In the past, these two classes have only been open to the host country. However, in several countries, including Britain, the Mini Max engine is used for older Cadet-aged drivers. Therefore UK Mini Max racers are still likely to be offered places in the Junior Max class for the World Finals.

RPM's X30 team

Successful X30 engine builder RPM will introduce a team to the class this season. It will compete at numerous events, including Super One and LGM, along with Trent Valley Kart Club and Whilton Mill club meetings. The team will be offering various packages, including awning space and full arrive and drive deals.

FE BOSS SUPPORTS ELECTRIC KARTS

Agag would welcome new FIA event at Formula E rounds



FE has struggled to find support series



Agag: open to new series

By Scott Mitchell

Formula E boss Alejandro Agag has backed the FIA's plans to launch an electric karting world championship, and says he would welcome it as a support event to his series.

The FIA has had the possibility of electric kart engines on its radar for some time, with several indoor events already utilising the technology.

At the most recent meeting of the World Motor Sport Council, held at the beginning of this month, it was announced the FIA Electric and

New Energy Championships Commission would be tasked with creating the FIA eKarting Cup.

The championship would be based around a single-chassis and single-powertrain concept. The FIA will launch a call for expressions of interest from potential promoters and suppliers shortly.

Agag, the man behind the world's first all-electric single-seater series, told *MN* it made sense for world motorsport's governing body to introduce the technology at the sport's entry level.

"Karting would be very good," he said. "It should definitely come very

quickly – it's there and the karts are really good. They are as fast as normal karts. I think they [the FIA] should do it [launch an electric karting championship].

"We'd love to have it here on the Formula E package, definitely. You'd need a karting track but if you could have that next to us, it would be fantastic.

"We have struggled to find support events because they need to be electric and this would be fantastic."

Last month it was announced that a new electric karting championship would be launched in North America.



Partnership extended

Ginetta renews Easykart deal

Ginetta has confirmed that its partnership with Easykart UK will continue for a fifth year.

Easykart Light and Masters champions will each win a test in a Ginetta GT5 Challenge car, while the top two drivers from Easykart Junior will be entered into the 2017 Ginetta Junior Scholarship.

UK Easykart boss Andy Cox said: "Ginetta is a forward-thinking brand. It has identified what we are doing. I'm confident you'll see an Easykart driver at Le Mans in the future."

Bradshaw and Clarke selected for Academy Trophy

Callum Bradshaw and Oliver Clarke have been selected to represent the UK in the CIK-FIA Karting Academy Trophy this year.

Bradshaw, 14, will compete in the series for a second time and was runner-up in last year's Junior X30 International Final.

"Going into this year I feel a lot more confident and determined and would like to thank the MSA for selecting me for the second time," said Bradshaw.

Clarke, 13, is the reigning Super One Honda Cadet National champion and will make his debut in the Trophy.

"I am delighted to have been asked to represent the UK in this prestigious championship," he said. "I'm excited to take my racing into Europe at three top-level tracks and compete with the best in the world."

The MSA will pay both drivers' entry fees for the three-round



Bradshaw will return to series

championship. Races take place at Essay in France, Portimao in Portugal and Kristianstad in Sweden.

SuperNationals star Edgar joins Fortec

Karting star Jonny Edgar has been signed to the Fortec Driver Development Programme.

The Briton has won several titles in recent years, including winning the Cadet class at the SKUSA SuperNationals last season and the IAME Cadet class of LGM.

Fortec Motorsports owner Richard Dutton said: "We look forward to developing Jonny's skills and to prepare Jonny for the future steps in his motorsport career.

"Our DDP is here to help the young talent to move from karting to cars. We have always helped the young drivers move from karting to cars with great success [with the Racing Steps Foundation] and hope to help more drivers to develop their skills and prepare for the next step on the ladder through the use of the programme."



FKS aces will get fully-funded factory drives in November Bahrain event

Top two in FKS Junior to get World Championship drives

The top two drivers in the Formula Kart Stars Junior standings will receive a fully funded drive in the CIK-FIA World Championships in Bahrain later this year.

The two drivers will race in the OK Junior category with a factory team and will have all expenses paid.

FKS managing director Sebastian King

said: "One of the main focuses of Formula Kart Stars is to provide our drivers with the best opportunities to further their careers both on the track and off it. The chance to race with a factory team at the CIK World Championships is fantastic for any aspiring driver. I am sure our winners will do themselves and FKS proud."

SPORTING SCENE

ROUND-UP

Having missed the opening round of the championship, reigning champions Roland Uglow and Laura Wilks won the recent Walsingham **Sporting Trial** in Hampshire at Head Down following a close battle with Simon Kingsley.

After the first round of eight new hills in a new area in the vast site, Uglow tied for the lead with Richard Sharp. However, after a further round, Kingsley had climbed up to tie with Sharp, three points behind Uglow.

Two disastrous hills for Sharp just after lunch dropped him out of the reckoning to fifth place in the end, but top intermediate class. This left Uglow and Kingsley to battle for the trial over the remaining two rounds, but BTRDA championship chairman Kingsley could only close a further point and had to settle for second behind Uglow.

George Watson completed the podium 11 points behind.

Phil Haines won the Clubmans' section in his Facksimile with a score that would have put him in the top five of the national runners.

Duncan Stephens won the Peter Blankstone sporting trial at Shelsley Walsh for the second time and became the fourth different winner in the first four rounds of the BTRDA **Sporting Trial** Championship on his first outing of the season.

Stephens took the lead over the first round of eight hills from Ian Veale and Uglow.

During the second round, Uglow slipped up and dropped two fives, while Veale closed within a point of the lead as the bracken became more slippery.

Josh Veale climbed up to third with Stuart Beare and Boyd Webster two points further back.

The final round saw Stephens absorb the pressure from Gold Star winner Ian Veale. Josh Veale let a couple of points slip away to slide to fourth overall behind Webster.

Reigning British champion Mark Hoppe won his local Woolbridge Motor Club's Golden Springs **Car Trial** last Sunday, the opening round of the MSA, BTRDA and ASWMC championships.

Hoppe had an overheating engine in his Citroen Saxo from the start and withstood pressure from fellow local Nick Cleal (Saxo) to win the event for the third year in a row on its 50th running.

Cleal led Hoppe by a single point at lunch and with one hill to go, they were tied on points. Hoppe scored one less point to win the class and event.

Sporting Trial

Organiser: BTRDA/MDA **When:** March 6
Where: Walsingham, Hampshire
1 Roland Uglow (Crosse) 15 points; 2 Simon Kingsley (Crosse) 17 points; 3 George Watson (Hamilton); 4 Peter Fensom (Hamilton); 5 Richard Sharp (Cartright); 6 Stuart Beare (Sherpa Indy).

Organiser:

MAC **When:** March 13
Where: Shelsley Walsh, Worcestershire
1 Duncan Stephens (Crosse) 19 marks; 2 Ian Veale (Sherpa) 23 marks; 3 Boyd Webster (Crosse); 4 Josh Veale (Sherpa); 5 Julian Fack (Crosse); 6 Kingsley (Crosse).

Car Trial

Organiser: BTRDA **When:** March 6
Where: Near Dorchester, Dorset
1 Mark Hoppe (Citroen Saxo) 75.1 marks; 2 Nick Cleal (Citroen Saxo) 76.8 marks; 3 Andy Webb (Alfa Romeo 145); 4 Dave Robinson (Reliant SS1); 5 Wayne Grimshaw (Vauxhall Nova); 6 Nigel Weeks (Hillman Imp).



Photos: Hal Ridge, fiaworldrallycross.com

ELECTRIC APPEAL FOR VW IN WRX

Firm's bosses keen on alternative power for rallycross attack

By David Evans

Volkswagen is ready to commit a full factory programme to rallycross if either of the world's two leading series tweaks its regulations to run to all-electric regulations.

Speaking to *Motorsport News*'s sister publication

Autocar, VW's head of technology, Frank Welsch said rallycross is a prime option for demonstrating advances in electric car technology. Welsch added that investigations were already underway into how the switch from conventional cars to electrical machinery could be made.

Welsch said: "I can certainly

imagine a championship done with all-electric cars. The races are around six minutes long, which allows for short, intense bursts of competition and then charging.

"Today these cars are super-powerful, have torque from hell and use all-wheel drive. Electric drivetrains could deliver that. If the championship moved that

way it would be perfect for us. We are already in discussions with organisers to that effect."

Volkswagen is currently represented in rallycross by teams running Polos in the FIA World Rallycross and Beetles in Global Rallycross, powered by turbocharged two-litre (Polo) and 1.6-litre (Beetle) engines developing around 550bhp.

RALLYCROSS

Graham surprises himself with Blyton victory

BTRDA Rallycross report Blyton Park, Lincolnshire

By Hal Ridge

Organiser: BTRDA/MDA **When:** March 13 **Where:** Blyton Park, Lincolnshire **Championship:** BTRDA Clubmans Rallycross Championship **Starters:** 46

Irishman Tommy Graham's glorious Zakspeed Ford Escort wasn't the ideal weapon of choice for the tight and twisty Blyton Park rallycross circuit, as the BTRDA Clubmans Rallycross season got underway on Sunday.

Graham thought he faced an uphill battle following a pre-event circuit walk and admitted that qualifying on pole position for the Super Modified A final was a surprise.

Starting from the inside of the front row, Graham made the best start in the final to lead into turn one followed by the fast-starting Marc Jones, who launched from the back row of the grid into second in the opening corners.

Guy Corner and Phil Chicken battled over third on the first lap, but neither would make it further than the end of lap two - Chicken retired on lap one with a broken

driveshaft while Corner came to a halt at the start of lap two. Corner had just passed Jones, who spun his Toyota in the first corner of the second tour.

Kenny Hall moved up to second following the demise of those ahead, with David Attiwell in third place.

Jones recovered from his rotation and pressured Attiwell for the final podium spot, but dropped more time on the final lap and had to settle for fourth.

Up front, Graham cruised to victory with a margin of over 10 seconds. "I wasn't expecting this," he said. "I walked the track in the morning, then went out in practice and thought 'this isn't going to work'. But, as the day progressed, I got faster. I was lucky to get pole, but it worked very well for me. I've never done the full championship before. Now I've got the first round out of the way and got some points on the board, I'm looking forward to the next rounds."

James Orton qualified on pole position for the Production A final and led the race from lights

to flag, fending off constant pressure from Richard Todd in a similar Peugeot 106. Paul Davis had a quiet race in third, not quite with the leading duo but ahead of the melee for fourth from which newcomer Adam Charlesworth came out on top in his Citroen Saxo. Eddie Gibbs had run fourth early on, passing Marco Balsamini at the first corner, before the latter reclaimed the place on lap four. The pair then became involved in a scrap that would last to the end of the race, allowing Charlesworth to claim fourth, making amends for rolling his car in heat three.

The Historic final was won by another driver who rolled in the heats, Mark Richardson, who upturned the Ford Sierra featured in *MN*'s track test last week. The rallycross debutant started alongside polesitter Vince Bristow on the front row of the final, and ran second to his more experienced rival until the final lap, where he made a pass for the lead into the first corner to win his maiden event.



Graham took first blood

Marc Griffin finished third, while Gary Mitchell produced one of the drives of the day.

Driving an ex-Vauxhall Vectra SRI Cup Car, Mitchell qualified for the C final but progressed through the B to the A, and finished fifth, just behind fourth placed Scott Stutchbury. Darren Clark finished sixth.

Results

Super Modified (5 laps): 1 Tommy Graham (Ford Escort) 5m08.134s; 2 Kenny Hall (Renault Clio) +11.005s; 3 David Attiwell (Peugeot 106); 4 Marc Jones (Toyota MR2); 5 Guy Corner (Peugeot 206); 6 Phil Chicken (Citroen C2).

Production (5 laps): 1 James Orton (Peugeot 106) 5m23.420s; 2 Richard Todd (Peugeot 106) +1.076s; 3 Paul Davis (Citroen Saxo); 4 Adam Charlesworth (Citroen Saxo); 5 Marco Balsamini (Citroen Saxo); 6 Eddie Gibbs (Citroen Saxo).

Historic (5 laps): 1 Mark Richardson (Ford Sierra) 5m18.702s; 2 Vincent Bristow (BMW 318i) +0.675s; 3 Marc Griffin (Ford Fiesta); 4 Scott Stutchbury (Peugeot 205); 5 Gary Mitchell (Vauxhall Vectra); 6 Darren Clark (Nissan Almera).

Hunn keen to push Mazda's potential

Danny Hunn remains positive about his still new Mazda RX-8 National Hot Rod, despite having a torrid time in the opening meetings of the year.

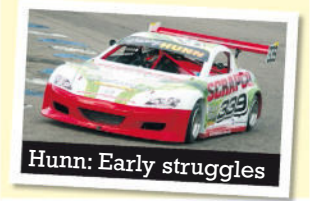
Although Hunn took a seventh spot in a heat in the car, which has a new shape for National Hot Rods, a spin and other incidents contrived to keep him out of the places the rest of the evening.

He also struggled at Hednesford last weekend, with a spin dropping him back in the heats and 16th in the final.

"We've been unlucky," said Hunn. "The car feels good and it has potential. [Engine tuner] Carl Boardley says there's more to come out of the engine and [car builder] Sonny Howard reckons there are more tweaks to come too."

Despite the car still being in its development stages, Hunn said that he is likely to play his joker in the next round at Northampton on March 25.

"I know some people are watching to see how we get on before they place their orders with SHP, but everybody does seem keen for the Mazdas to do well," added Hunn.



Hunn: Early struggles

Rustad joins up with Albatec for Euro bid

Reigning FIA European Rallycross Champion Tommy Rustad will switch from his title-winning Marklund Motorsport Volkswagen Polo to an Albatec Racing Peugeot 208 for the series this season.

Last year, Rustad won the title in a final-round decider against Frenchman Jerome Grosset-Janin, who was driving for the Albatec team.

"I'm really looking forward to working with Albatec, which I know is the right team to give me what I need to win the championship again," said the Norwegian. "I'm sure we can succeed if we do our best together. When I couldn't join Marklund Motorsport this year it was obvious, as our main opposition last year, who we should go with."

The Euro RX championship is run at five of the European rounds of World RX.

"From what I've seen, I think the Peugeot 208 will be good at all circuits, and we need to take the best out of the car in all conditions," said Rustad.

"The biggest challenge will be the high level of competition this year. It's never easy to win a European championship, but I'm sure if we work hard, it will not be easy to beat us."

The European contest starts in Belgium on May 14/15.

Photos: mkpics.net

FISKE STORMS TO HEDNESFORD VICTORY

Slow burner as Tigra man avoids chaos



Fiske held on to the outside line for glory

Hednesford Hills

By Graham Brown

Organiser: Incarace When: March 13
Championships: National Hot Rod Series Starters: 27

Danny Fiske may not have set the world alight in the heats but he made amends in the final at Hednesford. He drove a stormer around the outside of the leaders to take a convincing victory.

With all cars in all races, rather than split in the usual fashion, the track looked pretty crowded right from the start of the opening event.

Martin Heath and Dave Garrett led them away from the front rank of the grid, with Heath establishing a slim lead over the first five laps.

Alistair Lowe spun at the West bend and was lucky to avoid any damage as the field streamed past.

Garrett continued to keep the leader honest until he suddenly pulled up, leaving the way clear for the speedy looking trio of Rich Adams, Aaron Dew and Mark Edwards to close in on Heath instead.

Heath eventually responded to the pressure by going a touch wide at the West bend, allowing the others past shortly before mid-distance. Then it became a three-way fight for the lead between Adams, Dew and Edwards, with Edwards ducking under Dew just before Dew's motor blew in an impressively large cloud of smoke.

That left Adams and Edwards to duke it out over the remaining distance, with Adams managing to hold on at the front until flagfall.

Shaun Taylor, who'd been waiting

patiently in fourth to see if he could pick up the pieces from any heroics by those ahead, took third despite having to defend against Steve Dudman over the last couple of laps.

There was some drama at the start of heat two after Dick Hillard and Fiske collided at the East bend, the incident leaving Hillard almost stationary in the middle the corner.

Heath had his hands on the lead once again and looked pretty comfortable there for a while until second man Dudman closed in to mount a challenge. Their dice was in full swing when Hillard got into hot water again, this time becoming involved in synchronised spinning along the home straight with David York. With both cars stopped across the track, it wasn't too much of a surprise to see the yellow flags out.

The restart pitted Heath against Dudman again, an encounter made even more interesting by a swathe of oil going down on the West bend exit when Jason Kew's motor let go.

But Heath kept both his head and the lead all the way to the finish, despite Dudman piling on the pressure on the final tour.

Adams, Edwards and Dudman locked horns straight from the green flag in the final, with Taylor running fourth and trying to fend off Fiske and Chris Haird.

Fiske and Haird shot past Taylor in a heart-stopping one-either-side three wide moment along the back straight, with Fiske the man out by the barriers. The pair were still together once they'd cleared Taylor, but Fiske

was looking very determined indeed, as he zipped ahead of Haird and then by-passed Dudman to assume third spot.

Adams and Edwards were still locked in combat for the lead and didn't look like they were going to leave any easy openings either, but Fiske didn't appear to notice and simply stayed on his outside charge. He worked his way past Edwards after a handful of laps but found Adams a much tougher nut to crack. Several times Fiske surged ahead only to have Adams fight back and it took a number of laps for the challenger to finally hit the front.

Once ahead, Fiske drew rapidly clear, and was long gone before the destiny of the lesser places was settled. It was Haird who finally got up to second and started to zoom in. But it was all too little too late and Fiske's win was assured.

Results

Heat one: 1 Rich Adams (Vauxhall Tigra); 2 Mark Edwards (Tigra); 3 Shaun Taylor (Tigra); 4 Steve Dudman (Tigra); 5 David York (Tigra); 6 Chris Haird (Tigra); 7 Chris Lehec (Tigra); 8 Danny Fiske (Tigra).
Heat two: 1 Martin Heath (Tigra); 2 Dudman; 3 Adams; 4 Ivan Grayson (Tigra); 5 Mikey Godfrey (Tigra); 6 Edwards; 7 Taylor; 8 Colin Smith (Tigra).
Final: 1 Fiske; 2 Haird; 3 Edwards; 4 Smith; 5 Shane Bland (Tigra); 6 Dick Hillard (Tigra); 7 Carl Waller-Barrett (Tigra); 8 Adams; 9 Billy Wood (Tigra); 10 Lehec.



Adams and Heath battle

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MN does not always agree with opinions expressed in letters

MN SAYS...

Could we get Lewis v Seb?

Mercedes-Ferrari fight would do Formula 1 the world of good

I have always thought that Sebastian Vettel's score of four F1 titles was a tad generous given that, as of the end of 2013, fellow era benchmarks Fernando Alonso and Lewis Hamilton were sat on two and one respectively. A true F1 great though he is, Vettel hasn't been the only defining driver of his generation.

But Lewis is now catching up and there is a chance that, for the first time since 2010, the two could fight it out for the F1 crown this season. That relies on Ferrari getting closer to Mercedes, but that is the hope we all have ahead of the new campaign. If not, it will be Hamilton v Rosberg again and I think we all know where that is likely to end up... In fact, if Ferrari is close, I would expect Hamilton's edge over Rosberg (notwithstanding Nico's fine form at the end of 2015) to grow. That often happens when the going gets tough – Michael Schumacher was invariably further ahead of Rubens Barrichello at Ferrari when the squad had real opposition.

So what of Alonso? If the great Spaniard ends his F1 career on just two titles, it will be as much of a travesty as Stirling Moss not winning the crown or Nigel Mansell only securing a single title. He has performed more against-the-odds wins and podiums over the last decade, with the possible exception of Hamilton, than any other driver and deserves another championship.

That doesn't look like happening in 2016. There may be some logic to the argument that McLaren needs a works engine deal to defeat Mercedes and Ferrari but, while the relationship gells with Honda, the talents of Alonso and Jenson Button (the most underrated world champion on the grid?) continue to go to waste. And with youngsters like Max Verstappen coming through the ranks, you wonder how many more opportunities either of them will get.

Talking of opportunities, I wonder how many chances F1 can take to make things worse rather than better. The utterly pointless tweaks to qualifying are a classic example of F1 changing one thing while bigger issues get left to fester.

Let's just hope the on-track action is good enough to detract and distract from the off-circuit nonsense in 2016.

Kevin Turner, Editor (Twitter: @KRT917)



LETTERS



Motorsport News, March 9

Two true gentlemen

Over the last few weeks, British rallying has lost two great names that brought so much to so many.

Dave Stokes the cheeky Gloucestershire baker whose love of rallying will possibly go unrivalled, had so much success behind the wheel of his beloved Escorts. It was not only in recent years alongside Guy (Weaver), but also in the '70s with the late Bill Andrews in REV 120 K when they took the Castrol/Autosport series in '76. Peter Ashcroft then offered him the ex-Russell Brookes Mk2 HHJ 702N and more success followed.

A mark of what people thought of the man was that over 800 people packed into the church at Wotton-under-Edge. Lots of people from the 1970s were also present: Malcolm Wilson (despite his very busy schedule) made time to pay his respects to his old friend. We all gathered to say farewell to one of British rallying's great characters and what a fantastic send off it was.

The other loss is John Horton, the ultimate professional in my book.

Much like David Stokes, I knew John for a very long time from his days of Dunlop Motorsport boss through to running the British Championships so successfully. I knew him in later years as media officer on both Rally GB and the British GP and also as a compere from rally forums, awards ceremonies, and book launches.

Like David Evans said in MN (March 2) there was so much more to John. If you had an issue or problem, you'd ring JH.

Their names will hopefully live on for a very long time. Perhaps we can call on Motor Sports Association chief executive Mr Rob Jones to open a 'British Rallying Hall of Fame' in the future?

Rest in peace David and John.

Paul Willetts
Forest of Dean

BRC plus, F1 minus

Congratulations to Ben Taylor on the resurrection of the British Rally Championship. The cars look and sound amazing, the drivers are on it and things look great for the future. Just keep a lid on costs, a limit on tyres?

On another issue, Lewis Hamilton is right about the ugly halo cockpit protection. If an F1 car is an upside down aircraft I think the answer lies within that industry. Check out the Hawk cockpit screen.

Chris Wigmore
Via email

Ed note: The BRC does have a tyre limit, which varies depending on surface. F1 did experiment with aircraft-style canopies, but there were issues with debris being deflected too far, creating a potential spectator hazard.

YOUR PICS



MN.LETTERS@HAYMARKET.COM

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

ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!



Geoff Bengough caught this Ford Escort Mk2 exploring the limits of grip on Welsh gravel



Rallycross from Croft, taken by Antony Sharratt



Peter Owen caught this Mini making a splash



Elfyn pushing hard, by Hefin Jones



Peter Hamilton's snap from Croft's rallycross meet



Jamie Pinchbeck's pic from Donington Park

GET MN ON THE GO

WWW.MOTORSPORT-NEWS.CO.UK/DIGITAL-EDITION

TV GUIDE



Button tasted Oz glory in 2010

Formula 1 is back with this weekend's traditional opener in Australia, and properly this time. No more testing, F1 is on the tellybox, live.

To warm-up, Sky Sports F1's **Classic Races** should get you in the mood with two instalments of retro Australian classics. Start with the 2010 event (Wednesday, 2100-2315hrs) where one half of a British-driver tag-team – Jenson Button – stormed to victory in the McLaren MP4-25.

Following up is something a touch older, the 2003 grand prix, which was also won by a Brit in a McLaren; it was David Coulthard's last Formula 1 victory (Thursday, 2100-2245hrs).

Rally fans, don't panic. There's something in the guide for you too. The **BTRDA** started with a brilliant opener on the Cambrian Rally last month and continued last weekend with the Malcolm Wilson Rally. Watch highlights on Motors TV (Friday, 2135-2205hrs).

Finally, have a watch of Motors TV's **Stop and Go** programme, which features some of the best action from the previous week on the station (Saturday, 1905-1925hrs).

LIVE F1 TV



F1 2016 finally kicks off in Melbourne

Australian Grand Prix Sky Sports F1 HD coverage

■ Drivers' press conference: Thursday 1100-1130hrs

■ FP1: Friday 0100-0320hrs

■ FP2: Friday 0515-0600

■ Team principals' press conference: Friday

0730-0800hrs
 ■ The F1 Show live: Friday 1330-1400hrs
 ■ FP3: Saturday 0245-0415
 ■ Qualifying: Saturday 0500-0730hrs
 ■ Race: Sunday 0430-0730hrs
 ■ Highlights: Sunday 1000-1100hrs

LIVE TV

NASCAR Sprint Cup: Fontana

■ Race: Sunday 1900-2300hrs, Premier Sports TV

24 Hour Series: Mugello

■ Races: Friday 1230-1730hrs and Saturday 0800-1700hrs, Motors TV



NASCAR continues

LISTINGS

RACING SATURDAY

■ **Oulton Park, Cheshire**
BARC meeting Clio Cup, 2CV, MaX5, MGOC, Sports/Saloons, Junior Saloons **Starts** racing from 1245hrs (qualifying from 0830hrs)
Admission adult £15, under 13 free
Web msv.com

■ **Snetterton, Norfolk**
MSVR meeting Lotus Elise, Lotus Cup, Monoposto, Allcomers, Lotus Sprint **Starts** racing from 1055hrs (qualifying from 0900hrs)
Admission adult £15, under 13 free
Web msv.com
Contact 0843 453 9000

SATURDAY/SUNDAY

■ **Goodwood, Sussex**
74th Members' Meeting
Starts Saturday racing from 1450hrs (qualifying from 0900hrs) Sunday racing from 0900hrs **Admission** by advance ticket only **Web** Goodwood.com **Contact** 01243 755055

■ **Donington Park, Leics**
750MC meeting Clio 182, Enduro Series, Formula Vee, Locost, Toyota MR2, 750 Formula, 750 Trophy, Classic Stock Hatch, Stock Hatch, Hot Hatch, M3 Cup, Super Cooper Cup **Starts** Saturday, racing from 1200hrs (qualifying from 0910hrs) Sunday, racing from 1050hrs (qualifying from 0910hrs) **Admission** adult £17
Web Donington-park.co.uk
Contact 01332 810048



More circuit rallying action

RALLYING SATURDAY

■ **Jedburgh, Scotland**
Brick & Steel Border Counties Rally
Starts 0830hrs **Admission** free
Web bordercountiesrally.co.uk

■ **Ty Croes, Anglesey**
Rallytech Lee Holland Memorial Rally
Starts 0900hrs **Admission** £10
Web angleseycircuit.com

SUNDAY

■ **Weston Park, Staffordshire**
The Paint-Worx AGBO Stages
Starts 0812hrs **Admission** tba
Web owenmotoringclub.co.uk

SPORTING SCENE SATURDAY

■ **Castle Combe, Wiltshire**
British Sprint Championship
Starts: 0900hrs **Admission** free
Web castlecombecircuit.co.uk

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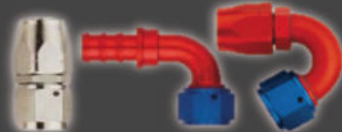
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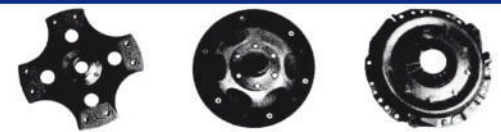
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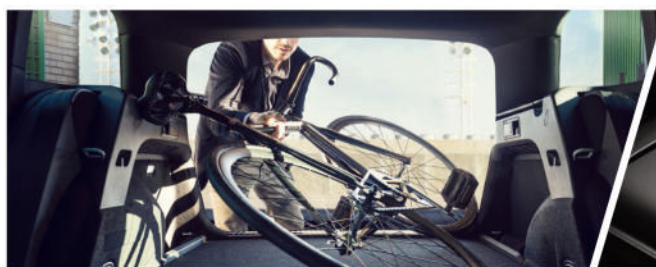


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